

Frequently Asked Questions

Environment Canterbury will keep you up to date with project progress and milestones through this newsletter.

Survey and design work is starting straight away, so you may see surveyors in the area. Where we need to access your land for survey work, we will contact you first to seek your approval. We will also talk with people prior to work being carried out which may affect them.

A new stopbank will be built on my property, so when will you be talking to me?

We will be talking to you within the next three months. This will be to discuss the actual works proposed and the process for agreeing access and compensation.

Construction will be next to or near my property, so when will you be talking to me?

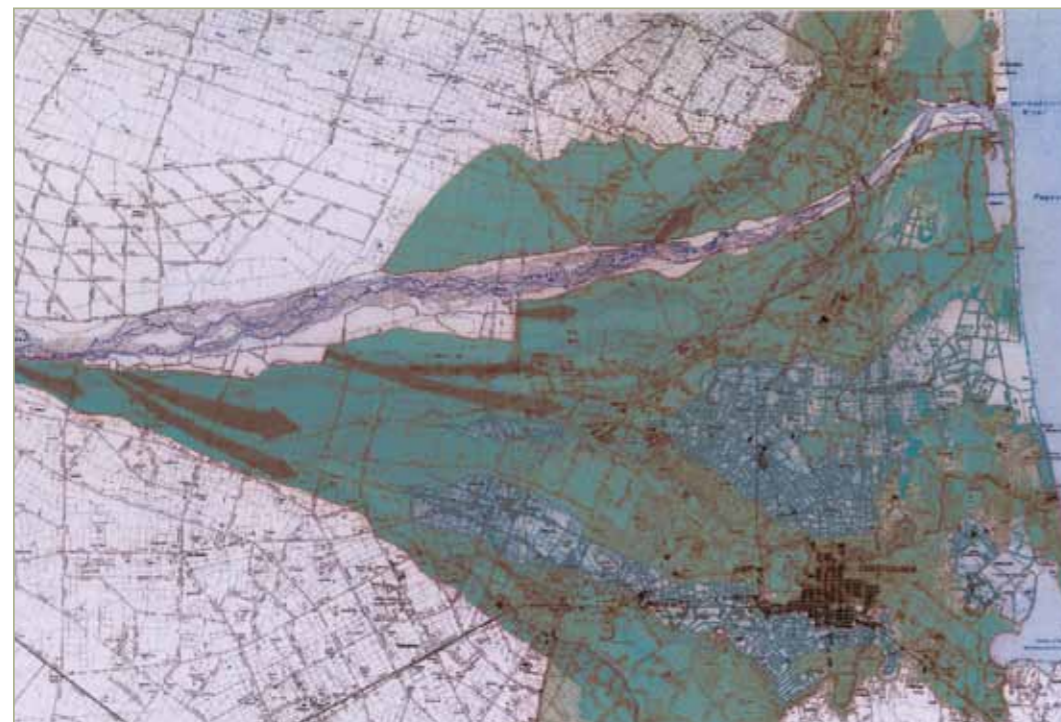
We will be talking to you closer to the time that design and construction is to take place. This will be to discuss the construction works in detail and confirm how we can ensure that you are not affected by the project (e.g. to manage noise, dust, vibration, access arrangements).

I live in or occupy the floodplain area, so when will you be talking to me?

We will be commencing work on the Flood Warning and Evacuation Plan towards the end of 2009 and will be talking to you at this time.

Some properties may be affected by increased flooding as a result of the secondary stopbank.

Towards the end of 2009, we will be talking to these people to start the compensation process.



Waimakariri River Floodplain Flood Map
Historic and potential flood breakout sites and flooding extents

Contact Us

This newsletter has been sent to everyone on our project database. These are people that we consulted with during the consenting phase in late 2006 or early 2007. If you know of anyone who should be added to our database, want to change your contact details, or want more information, please do not hesitate to contact us.

Environment Canterbury

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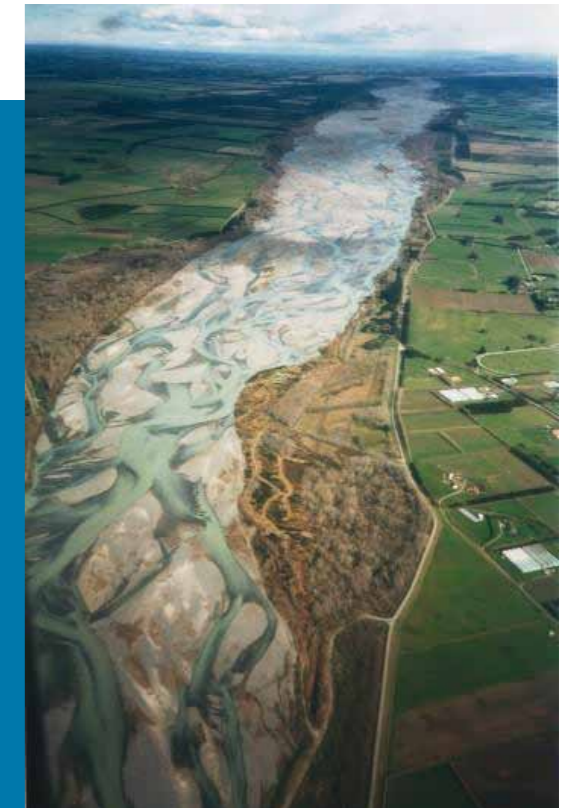
Inside this issue: Project Funding, Resource Consents, Project Overview and Flood Warning & Evacuation Plans

Welcome to the first Waimakariri Flood Protection Project newsletter

The Waimakariri Flood Protection Project (WFPP) will enhance the level of flood protection for Waimakariri, Selwyn and Christchurch City Councils. Construction will not commence immediately, but survey and design work will begin now.

Some landowners, businesses and recreational/community groups may be affected by the project over its 10 year construction period. If you are one of these people, Environment Canterbury will be consulting with you in the lead up to work occurring in your area. For some people, this work will happen in the very near future. For others, this may be many years away.

In the meantime, Environment Canterbury is committed to making sure you are aware of what is happening with the project. This six monthly newsletter will be one of the ways we keep in touch about progress over the project life. We will also be in contact with individual parties as required.



Resource Consents & Project Funding Secured

Funding and resource consents have been granted giving the WFPP the green light to proceed.

Consultation with affected parties was carried out in late 2006 and early 2007 in the lead up to lodging of resource consent applications in March 2007. Over the last two years, the resource consent applications were being processed by the four consent authorities – Christchurch City, Selwyn District, Waimakariri District and Environment Canterbury Regional Councils. This included the opportunity for submissions in late September – October 2007 and hearings in April, May 2008 and May 2009. Resource consents were granted in July 2009 with no appeals. This is a significant milestone and work can now proceed.

In parallel to the resource consent process, the project has received funding via Environment Canterbury's Long Term Council Community Plan (LTCCP).



Flooding in Kaiapoi, February 1945.

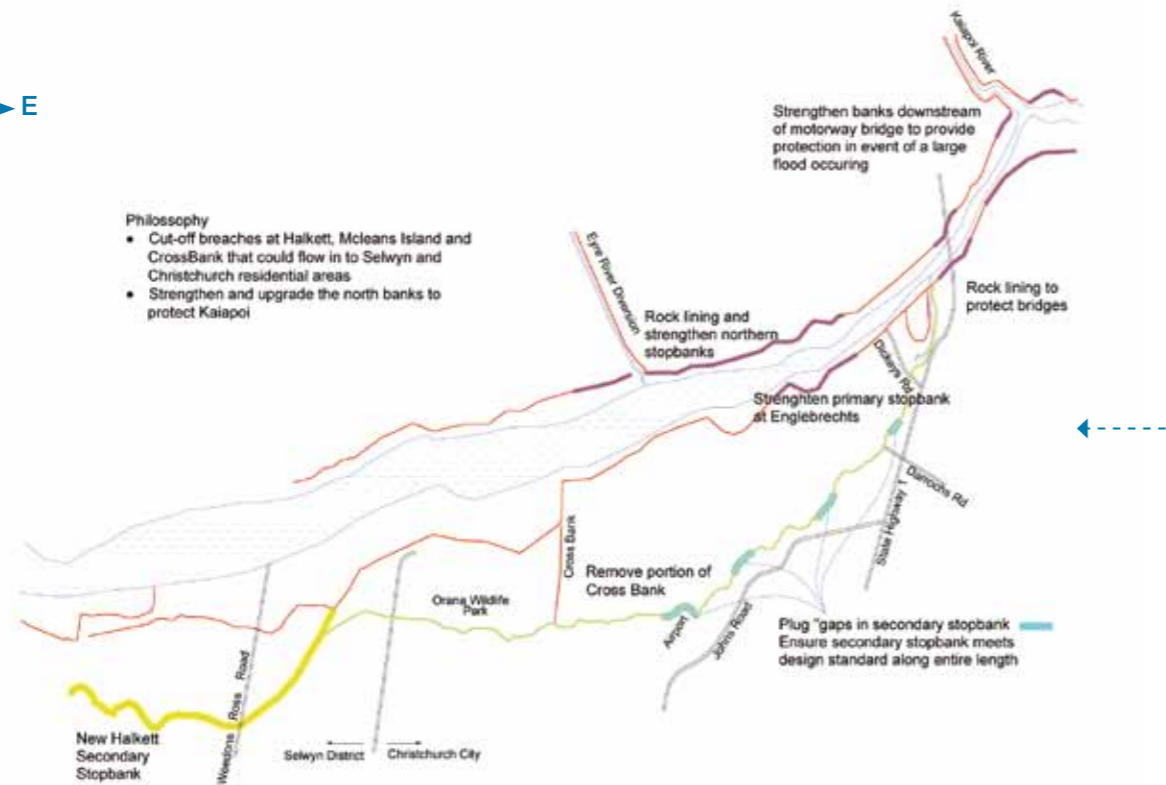
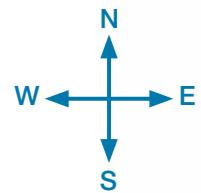
Project Overview

The principal objective of the Waimakariri Flood Protection Project is to increase the level of protection afforded to the residents of Waimakariri, Selwyn and Christchurch areas in the event of a large (6500 cumec) flood, without transferring and causing an increase in the risk of a stopbank failure elsewhere within the system. The project involves:

- extension or upgrade of the existing secondary stopbank, along the south side of the historic South Branch, from McLeans Island to Dickeys Road in Coutts Island
- construction of a new secondary stopbank from Halkett to McLeans Island
- upgrade of sections of the existing primary stopbanks, on both the north and south bank, which are below the desired design standard
- rock lining of the northern and southern river banks as required
- ensuring the internal stopbank at the end of Coutts Island Road meets the scheme design standards.



Overview plan of works



Flood Warning & Evacuation Plan

During consultation in 2006-2007, Environment Canterbury committed to preparing a Flood Warning and Evacuation Plan for the floodplain subject to granting of resource consents. Environment Canterbury will now prepare this plan within the next two years as part of resource consent conditions.

Developing the plan will be a complex process requiring input from people who live in, and use, the floodplain area, as well as numerous agencies such as Civil Defence and emergency services. We will start work on this plan with consultation towards the end of 2009.

Environment Canterbury manage a number of flood protection schemes throughout the region. This will be the first scheme which has a formal Flood Warning and Evacuation Plan for the floodplain area.

Work Programme

The WFPP will take 10 years to complete. There is a specific sequence of works which must be followed to ensure that flood risks are not increased in other areas of the system. This sequence is specified in the resource consents for the project.

Over the next 12 months Environment Canterbury will be talking with property owners where new stopbanks will be constructed. We will also be talking with everyone affected by the works proposed for the first three years. This includes adjoining properties who may be affected by construction works and access requirements.

We will also be commencing work on the Flood Warning and Evacuation Plan for the floodplain area (see above).

In summary, the work programme is:

The first three years

- "Filling the gaps" in the existing secondary stopbank from the State Highway 1 bridge, up to and including the area at the end of the Christchurch Airport runway.
- Upgrading the internal stopbank at the end of Coutts Island Road.
- Rock protection works at the outlet of the Otukaikino Stream to protect the existing motorway stopbank.
- Rock protection works around the State Highway 1, Main North Road and rail bridges.
- Upgrading three groynes on the northern bank of the river. Upgrading the primary stopbank downstream of the bridges.

Upgrade requirements for the primary stopbank will be reviewed continuously. This ensures scheme design standards are met and take account of the most up-to-date information on river bed levels and gravel extraction.

The next five years

- Completion of the secondary stopbank from the airport to just upstream of Scarlett Oak Drive (at the upper end of McLeans Island), including the part removal of Crossbank.
- Upgrading the primary stopbank on the northern side between State Highway 1 and the Eyre Diversion, where necessary to meet the scheme design standard.
- Construction of a ring bank around the Stoneyhurst Timber Mill site at Dickeys Road.
- Upgrading the primary stopbank on the southern side in the areas of Kainga, Christchurch Ready Mix, Fulton Hogan, the historic Englebrechts breach site and McLeans Island.
- Rock protection works on the northern side in the area between Lorimas Road and the Eyre Diversion.
- Rock protection works on the southern side between the historic Englebrechts breach site and Crossbank.

The following years

- Construction of the new Halkett secondary stopbank from McLeans Island to Thompsons Road.
- Completion of rock protection works and primary stopbank upgrades as necessary to ensure scheme design standards are met.