



WEST COAST
REGIONAL COUNCIL

Meeting of The Franz Josef Joint Committee

Rating District

(Te Huinga Tu)

Wednesday, 27th November 2024

6:00PM

97 Cron Street, Medical Centre

FRANZ JOSEF

The membership of the committee is:

- Mayor Helen Lash (Chair of the Joint Committee)
- Councillor Andy Campbell, West Coast Regional Council - Westland Constituency (Deputy Chair of the Joint Committee)
- Councillor Peter Haddock, West Coast Regional Council - Westland Constituency
- Councillor Brett Cummings, West Coast Regional Council - Grey Constituency (appointed as third WCRC member)
- Deputy Mayor Ashley Cassin, Westland District Council
- Councillor Brian Manera, Westland District Council
- Paul Madgwick, Te Rūnanga o Makaawhio
- Owen Kilgour, Department of Conservation
- James Caygill, New Zealand Transport Agency
- Dale Straight, South side community representative
- Graham Berry, South side community representative
- Jeremy Williams, South side community representative
- Kelley Molloy, South side community representative
- Ian Hartshorne, North side community representative
- Grant Gibb, North side community representative
- Logan Skinner, North side community representative
- Kim Smith, North side community representative

Franz Josef Joint Committee Rating District Meeting

(Te Huinga Tu)

AGENDA *(Rarangi Take)*

	Pg No.
1. Welcome (<i>Haere mai</i>)	
2. Apologies (<i>Ngā Pa Pouri</i>)	
3. Declarations of Interest	1-4
4. Public Forum, Petitions and Deputations (<i>He Huinga Tuki Korero</i>)	
5. Special Consultation Process	5-31
a. Scientific assessment of current state	
b. Engineering assessment of short-term solution	
c. Financial implications	
d. Discussion	
6. Recommendations to Regional Council	
7. Public Forum, Petitions and Deputations (<i>He Huinga Tuki Korero</i>)	
8. Close (<i>Haere rā</i>)	

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option promotes the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Health and Safety Emergency Procedure

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COUNCIL MEETING

ELECTED MEMBERS INTEREST REGISTER 2024

1. **Pecuniary** (expectation of a gain or loss of money personally), **non-pecuniary** (does not involve money)
2. Conflicts of interest can be **actual, perceived, or potential**:
 - a) An **actual** conflict of interest involves a direct conflict between an Elected Member’s current duties and responsibilities and existing private interests.
 - b) A **perceived** or apparent conflict of interest can exist where it could be perceived, or appears, that an Elected Member’s private interests could improperly influence the performance of their duties, whether or not this is the case.
 - c) A **potential** conflict of interest arises where an Elected Member has private interests that could conflict with other official duties in the future.

Date Updated	Name	Interest	Type of Interest 1	Actual, Potential or Perceived Conflict of Interest ²
22.12.22	Mayor Helen Lash	Lash Fisheries Ltd - Director	Non-Pecuniary	Nil
22.12.22		Westland Soroptimists Patron	Non-Pecuniary	Nil
22.12.22		Heritage Hokitika Patron	Non-Pecuniary	Nil
22.12.22		West Coast Mayors, Chairs, and Iwi Forum – Member	Non-Pecuniary	Nil
22.12.22		West Coast One District Plan – TTPP - Member	Non-Pecuniary	Nil
19.07.23		Takiwa Poutini – Localities Steering Group	Non-Pecuniary	Nil
19.07.23		Destination Management Plan Reference Group	Non-Pecuniary	Nil
19.07.23		West Coast Housing Forum Working Group	Non-Pecuniary	Nil
20.10.22	Cr Brian Manera	Hari Hari Community Association	Chairman	Non-pecuniary
20.10.22		Hari Hari Motors Limited	Director	Pecuniary
20.10.22		Kakapotahi Farms	Director	Pecuniary
20.10.22	Cr Ashley Cassin (Deputy)	Shining Light On The Dark (Founder)	Non-Pecuniary	Potential
20.10.22		Versatile West Coast (Employee)	Pecuniary	Actual

¹ The type of interest is to be defined as: pecuniary or non-pecuniary.

² The interest needs to be defined whether it is actual, potential or perceived.

Date Updated	Name	Interest	Type of Interest 1	Actual, Potential or Perceived Conflict of Interest ²
24.11.22		Westland Heritage Celebrations Steering Group	Non-Pecuniary	Potential
23.02.23		Community Organisation Grants Scheme West Coast	Non-Pecuniary	Potential
23.02.23		TTPP One District Plan Committee	Non-Pecuniary	Potential
11.07.23		Kiwi Rugby Football Club Committee	Non-Pecuniary	Potential
24.08.23		Te Tai O Poutini / West Coast Conservation Board	Pecuniary	Potential
26.10.23		Hokitika Touch Rugby Club – Committee Member	Non-Pecuniary	Potential
26.03.24		LGNZ – Young Elected Member, Committee Member	Non-Pecuniary	Potential

**WEST COAST REGIONAL COUNCIL
COUNCILLOR INTERESTS REGISTER**

Councillor	Role	Detail of Interest (including Title of the Entity involved with)
Peter Haddock	Chair of West Coast Regional Council and Councillor, Westland constituency	Equip Engineering Ltd (Director, Employee) Equipment Supplies Ltd (Director) Tamil Holdings Ltd (Director) SCF Ltd (Director) Mill Creek Mining Ltd (Director) Haddock Group Properties Ltd (Director) Quadrello Holdings (Director) Steelquip Holdings (Director) Bejoley Ltd Holdings (Director) Aspiring Exploration Ltd (Shareholder) Tiga Minerals Ltd (Shareholder) Haddock Family Trust (Trustee) Greymouth (Residential property) Paroa, Greymouth (Residential property) Punakaiki (Residential property) Okarito (Land) Greymouth (Residential property) Greymouth (Commercial property) Coal Creek, Greymouth (Land) Moana, Greymouth (Land)

Councillor	Role	Detail of Interest (including Title of the Entity involved with)
Brett Cummings	Deputy Chair of West Coast Regional Council, Chair of Resource Management Committee, and Councillor, Grey constituency	Auto Diesel Sales and Service (Director) Blackwater Coal Ltd (Director) Amalgamated Mining Ltd (Director) Management & Processing Ltd (Director) Stillwater Ltd (Director) Hydraulic Electronic Auto Diesel Services Ltd (Director, Employee) BI & DS Cummings Farm Partnership (Director) Mechanical Repairs and Mining (Employee) Yaldhurst, Christchurch (Residential property) Greymouth (, Commercial property) Punakaiki (Land) Stillwater (Commercial property)
Andy Campbell	Councillor, Westland constituency	Bonar Farms Ltd (Farm) Hari Hari (Land)

4 Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank loan special consultation process

Author Stewart Genery, Principal Planning and Reporting Officer.
West Coast Regional Council

Authorizer Darryl Lew, Chief Executive, West Coast Regional Council

Public Excluded No

Report Purpose

This report is to provide context and the outcomes of the 2024 Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank loan special consultation process.

Report Summary

In October 2023, the Regional Council was presented with a report on the Waiho River at Franz Josef, highlighting that, due to the dynamic conditions of the river, there is a risk rating of High or Critical associated with the failure of the existing assets to provide flood protection over the next 10 years.

An engineering solution to reduce this risk has been developed, and a proposal for these works was put to the Franz Josef community as a consultation document in September 2024. That consultation document noted that central government would be funding 60% of the cost of the capital works should they proceed, with the community required to pay the remaining 40% through rates¹. This joint funding opportunity is time limited, with draw down required by 2 December 2024.

This report summarises the results of the community consultation.

¹ Project local share to be paid for by debt, and the load repaid by rates over time.

Recommendations

It is recommended that the Joint Committee resolve to:

1. Receive the report.
2. Note the October 2023 Technical Advisory Group report on the Waiho River.
3. Note the responses to the consultation and commentary provided by the community.
4. Note that a number of responses were received from the community after the close of the consultation.
5. Note that responses indicate that some members of the community would like to proceed with Stage 2, and some members of the community would not like to proceed.
6. Note that specific feedback was received on the NZTA stopbanks.
7. Note that any underspend on Stage 1 (currently estimated to be approximately \$1.8m) may be able to be transferred to the Stage 2 works.
8. Note that should the Regional Council not proceed with the Franz Josef Stage 2 scheme, that the Regional Council will work to a best-endeavours-approach to maintain the existing scheme and will seek to discharge its liabilities and responsibilities.
9. Provide feedback on the proposal for the Regional Council to consider on 29 November 2024 when they decide whether to proceed with Stage 2.

Issues and Discussion

Background

The West Coast Regional Council commissioned a Technical Advisory Group (TAG) report on the Waiho River. That October 2023 TAG report, states that the Waiho River, “is an unusually powerful river with complex behaviour and fan geometry. In addition to its highly dynamic nature, the Waiho River does not flow over a simple inclined plane downstream of the SH6 Bridge, but rather across multiple adjacent surfaces such that the natural fall is in not just one, but multiple directions. This is compounded by the rapid aggradation of the riverbed. As a result, the river behaves differently to what may be expected or commonly understood. Therefore, it is easy to misinterpret the river and undertake works that have unintended consequences on its behaviour and on privately or publicly owned assets. The Waiho River is dynamically changing.” (pg iv, Attachment 1).

The TAG report further notes, “The main hazard posed by the Waiho River to the Franz Josef community and surrounding area, is flooding; the risk being that a stopbank may be breached or overtopped during a flood event. Moreover, the ongoing aggradational behaviour of the river is reducing the capacity of the stopbanks that confine it such that ever-smaller floods can overtop them.” (pg iv, Attachment 1)

Of particular note, the TAG report states (pg iv Attachment 1):

- All areas have a risk rating of High or Critical for failure [of existing assets to continue to provide flood protection] over the next 10 years.
- Adding or upgrading the protection in these areas is likely to come at significant financial cost, and where it reduces the risk rating, it generally only does so by one category as the high rate of bed level rise nullifies the impact of the work by the end of the 10-year time period.
- The only options that make a meaningful and permanent impact on risk reduction are those that allow the river to occupy more of its floodplain, by relaxing (i.e. removing stopbanks) on the south side of the river.
- The High to Critical risk of most options indicates that failure is likely and that it is critical to ensure that there is effective emergency management and contingency planning in place.

The October 2023 TAG report was received, accepted and endorsed by the Regional Council.

Consequently, in September 2024, Council proposed a solution to the immediate risk of existing assets failing to provide flood protection over the next 10 years, delivering on bullet point 1 above. Documentation dated 26 September 2024 posted to each Franz Josef rating district property owner (see Attachment 2 for example) made it clear that this proposal was necessary, both to manage the risk of high or critical failure over the next 10 years, as well as enabling the community time for a longer-term solution to be developed by Westland District Council (i.e. the penultimate bullet point above).

Regional Council acknowledge that the short-term solution proposed does come at significant financial cost to the community (i.e. bullet point 2 above). However, on this occasion, Regional Council have been able to secure central Government funding through the Regional Infrastructure Fund to cover 60% of the capital cost associated with this short-term solution, which would significantly reduce the cost to the Franz Josef community, so long as the process to draw that down is instigated by 2 December 2024.

Current situation

The consultation document proposed the implementation of a short-term solution to reduce the current risk rating of High or Critical of failure of existing Waiho River assets to continue to provide flood protection for the Franz Josef community. Works associated with this short-term solution are:

- The Waiho River Northside Havill Wall Stopbank Extension
- Southside Protection Stopbank
- Construction of new stopbanks, and strengthening of existing stopbanks along the southside of the Waiho River

The cost associated with these Stage 2 works is estimated to be \$10m, with costs being subject to amendment through final design processes.

In total 366 letters were sent to the Franz Josef rating district community based on best available current rating database information (noting that 2 letters were returned, not able to be delivered). The community was asked:

1. *"Should West Coast Regional Council enter into agreement with the Government for a 60%/40% split cost to complete the Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank Extension?"* A yes / no option response was sought.
2. *"If you have indicated Yes to the question above please tick the box below which shows the loan term you support:"* Three options were presented, being 10 / 15 / 25 years.

In the main, responses were received from individual respondents representing individual properties. However, on some occasions, individual respondents provided feedback on multiple properties. In such cases, these responses have been amalgamated. Three responses were also received covering multiple properties, in effect, self-amalgamating.

In total, ninety-eight responses were received. This is a response rate in excess of 27% (98/366), eight of which were received after the close of the consultation, including two being by post on 11 November. Responses received post close of the consultation (being a mix of yes / no / abstain) have been included.

Of the total ninety-eight responses:

- 76 responses were received by email (noting that while emails were received, it was reported that a system generated auto response suggested that emails had been deleted, which was not the case)

- Two responses were received by post
- 20 responses were received in the locked drop box (maintained by the Franz Josef Four Square)

After amalgamation of responses, in total, seventy-four distinct individuals responded to this consultation, sixteen being from the south side of the rating district, fifty-six being from the north side, with two respondents representing locations on both the north and south side of the rating district. Note, not all respondents answered the two questions, with some respondents abstaining or not providing specifically yes / no responses.

For the first question (*Should West Coast Regional Council enter into agreement with the Government for a 60%/40% split cost to complete the Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank Extension*), the responses received from distinct individuals were:

North side yes	South side yes	Total yes	North side no	South side no	Total no
27	4	31/62 (50%)	27	4	31/62 (50%)

The views of respondents are described as split (50% / 50%).

Of those respondents indicating yes to question 1, ten respondents preferred a 10-year repayment, seven a 15-year repayment and fourteen a 25-year repayment.

Acknowledging the community preference, it is most financially prudent that repayments are limited to the lifespan of the scheme, i.e. 10 years.

Respondents were asked to provide free-text comments on the proposal. The commentary is provided in full in Attachment 3.

Of specific note is that commentary received from multiple respondents on the NZTA stopbank, with concern being expressed around the community funding this asset.

Options Analysis

With the Regional Council being the decision-making body, options will be presented to the Regional Council for their consideration at their extraordinary meeting on 29 November 2024. A decision to proceed / not proceed with the Stage 2 proposal will be required to be made at that time and would benefit from feedback / a recommendation from the Franz Josef Joint Committee.

Costs and Benefits

Should the Regional Council proceed with the proposed Stage 2 works, then there will be a short-term benefit to the community, including allowing time for longer-term land use options to be considered by Westland District Council.

Should the Regional Council decide not to proceed with the proposal, then it will need to proceed with a best-endeavours-approach to maintaining existing assets.

Considerations

Implications/Risks

This proposal is for a significant, albeit temporary, capital works enhancement to the existing flood protection assets. The proposal will enable a short-term reduction in the current risk rating of High or Critical for failure over the next 10 years, enabling time for Westland District Council to initiate conversations with the community to plan for long-term land use solutions.

Advice received is that a draw-down of central government funding must be initiated by 2 December 2024. It is not possible to determine whether a joint funding approach (central government and local community) will similarly be available in the future. However, should that not be available, the community would be expected to cover the full cost of works, in accordance with the Local Government (Rating) Act 2002.

A risk also exists that this short-term solution is considered more longer-term than designed, and that necessary conversations on long-term land use solutions are not initiated.

Significance and Engagement Policy Assessment

The consultation process, which commenced on 26th September 2024, has been run in accordance with s83 of the Local Government Act 2002, being a special consultative procedure.

As a result of more limited ability to connect with the Franz Josef rating district community, the consultation process ran from the 26 September 2024 to 8 November 2024, being in excess of the minimum statutory period². This was to ensure the community had the best opportunity to engage in this process.

² S83(1)(b)(iii) stipulates that the process for providing views on the proposal are to be open for a period being not less than 1 month from the date the statement is issued.

A letter dated 26 September 2024 was sent to all those property owners recorded in the Regional Council rating database, setting out the proposal, and detailing how each property owner could provide feedback. An initial media release was made on 27 September 2024.

A second media release, picked up in local media (Grey Star - 25 October 2024, Hokitika Guardian - 9 October 2024, West Coast Messenger - 30 October 2024), sought to further encourage community participation mid-way through the special consultation process.

Tangata whenua views

Tangata whenua are actively engaged in this process, with Te Rūnanga o Makaawhio being represented in a governance role on the Franz Josef Joint Committee, and both Te Rūnanga o Makaawhio and Te Rūnanga o Ngāti Waewae having representation on Council.

Views of affected parties

Both the Department of Conservation and NZTA are considered affected parties, noting that both are members of the Franz Josef Joint Committee.

Financial Implications

Central government have indicated a willingness to providing 60% of the cost of the flood protection works through the Regional Infrastructure Fund, with the remaining 40% of the cost being required to be funded by the local community.

The financial implications for the community (as consulted) are set out below. Note, figures are indicative for the repayment of the capital works loan and do not include ongoing maintenance costs or other existing flood protection costs.

Examples of impact of loan terms on rates

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total paid over 10 Years of asset life	Outstanding loan balance
Rating impact per \$100k CV												
10 year	\$264.69	\$255.58	\$246.47	\$237.35	\$228.24	\$219.13	\$210.02	\$200.91	\$191.79	\$182.68	\$2,236.86	0
15 year	\$206.84	\$200.76	\$194.69	\$188.61	\$182.54	\$176.46	\$170.39	\$164.31	\$158.24	\$152.16	\$1,794.98	\$1,600,000
25 year	\$160.55	\$156.91	\$153.26	\$149.62	\$145.97	\$142.33	\$138.68	\$135.04	\$131.39	\$127.75	\$1,441.48	\$2,560,000
Rating impact per \$400K CV												
10 year	\$1,058.77	\$1,022.32	\$985.87	\$949.42	\$912.97	\$876.52	\$840.07	\$803.62	\$767.17	\$730.72	\$8,947.44	0
15 year	\$827.34	\$803.04	\$778.74	\$754.44	\$730.14	\$705.84	\$681.54	\$657.24	\$632.95	\$608.65	\$7,179.94	\$1,600,000
25 year	\$642.20	\$627.62	\$613.04	\$598.46	\$583.88	\$569.30	\$554.72	\$540.14	\$525.56	\$510.98	\$5,765.93	\$2,560,000
Rating impact per \$800k CV												
10 year	\$2,117.53	\$2,044.63	\$1,971.73	\$1,898.84	\$1,825.94	\$1,753.04	\$1,680.14	\$1,607.24	\$1,534.34	\$1,461.44	\$17,894.88	0
15 year	\$1,654.68	\$1,606.08	\$1,557.49	\$1,508.89	\$1,460.29	\$1,411.69	\$1,363.09	\$1,314.49	\$1,265.89	\$1,217.29	\$14,359.87	\$1,600,000
25 year	\$1,284.40	\$1,255.25	\$1,226.09	\$1,196.93	\$1,167.77	\$1,138.61	\$1,109.45	\$1,080.29	\$1,051.13	\$1,021.97	\$11,531.87	\$2,560,000

NB: Does not show maintenance costs

Costs presented above are indicative for the full \$10m project (including full cost of the NZTA works). Should the Regional Council decide to proceed with the proposal, detailed costings will be developed during the design and tender stage. The Franz Josef Joint Committee will be kept informed of these detailed costings. Should costs associated with Stage 2 change after designs for the works are finalised, then costs will be recalculated, but will likely remain a 60/40 split.

Advice has been received that currently forecast is an \$1.8m underspend from the Stage 1 works. Should this eventuate, this may be able to be allocated to Stage 2 works.

Legal implications

The Regional Council have legal responsibilities for the management of the existing Franz Josef flood protection scheme. Those responsibilities will change should the Regional Council decide to proceed with Stage 2 and will require further consideration should the Regional Council decide not to proceed with Stage 2.

Attachments

Attachment 1 – Future Management of the Waiho River – Waiho Technical Advisory Group (R Beagley et al October 2023)

Attachment 2 – Example of the 26 September community consultation documentation

Attachment 3 – Free-text responses received to the Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank loan consultation

26 September 2024

Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank loan consultation

Dear Westpower Limited

I am writing to you about the recently announced Government funding for the Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank Extension.

The funding is through the Regional Development Ministerial Group which has established a \$1.2 billion Regional Infrastructure Fund to invest in, and improve, New Zealand's regional infrastructure.

What this means to you, right now

There is a significant and increasing flood risk in Franz Josef. We have the opportunity right now to participate in the Government's regional infrastructure fund.

The estimated cost of works needed to provide protection for the next 10 years is \$10 million. If we take this opportunity, 60% (\$6 million) of that cost will be paid by central government, reducing the cost to you for this essential work.

In this consultation letter we're asking you, as a member of the Franz Josef Rating District, whether you recommend to West Coast Regional Council it should proceed with funding the 40% share. This would be financed by Council taking out a loan on behalf of the Franz Josef Rating District.

How we got here

As a rating district member you know how much work the community and Council has done together to get us to this point.

To recap on most recent activity: in 2020 \$12.3 million of funding was approved through the previous Government's Provincial Growth Fund for the first stage of the Franz Josef resilience infrastructure project. \$9 million came from the Regional Economic Development and Investment Unit (Kanoa) with the rest from Council and affected ratepayers.

This first stage included the upgrade of the northern stopbanks to protect Franz Josef township from the Waiho River. These works began in 2023 and are scheduled for completion later this year.

A pre-condition of the 2020 funding was that the West Coast Regional Council merge the two existing rating districts, as well as extending the boundaries. This was done through the establishment of the Franz Josef Special Rating District that year. In terms of work on the south side of the Waiho in 2023 the Government requested a detailed plan be developed before funding was awarded.

To meet this requirement Council engaged independent experts in hydrology, engineering and river modelling to form a Technical Advisory Group (TAG). The TAG wrote the report *Future Management of the Waiho River*, a 10 year strategy for managing the river. This has been endorsed by central government.



If we don't uplift this money and agree this grant the opportunity will be lost forever to have central government contribute to flood protection at Franz Josef".

Peter Haddock,
West Coast Regional
Council Chair

What is the new funding for?

The documents which accompanied the announcement of the new funding in August 2024 detailed that the funding was for: "Waiho River Northside Havill Wall Stopbank Extension and Southside Protection Stopbank Construction of new stopbanks, and strengthening of existing stopbanks along the southside of the Waiho River to protect land, assets, and people against flood damage. Allows time for community to plan long-term land use solutions."

Simply put the \$10 million enables the first stage of execution of the *Future Management of the Waiho* strategy to go ahead.

As well as for essential south side works identified in the TAG report the funding will be used to extend the Havill Wall to hold the line and to provide protection for the Franz Josef township oxidation ponds and the township itself. The Tartare Stream avulsion is already making its way up to the oxidation ponds and will erode them which will mean the end of Franz Josef township's sewage system if no action is taken.

There is \$1.8 million remaining from Stage 1 which is currently assigned to the link stopbank.

Uplifting the funding and using it to execute the *Future Management of the Waiho* strategy will ultimately protect the north side of the Waiho and save Franz Josef from flooding. The crux of the matter is that if West Coast Regional Council does not uplift the central government money, by way of raising a loan for co-financing the local share, the TAG strategy cannot be executed. The table below shows examples of the impact of the different loan options for future rating.

It is essential the community gives us direction on taking out the loan. Please complete the voting paper form included and return as shown by 12 noon Friday 8 November 2024.



Peter Haddock
West Coast Regional Council Chair

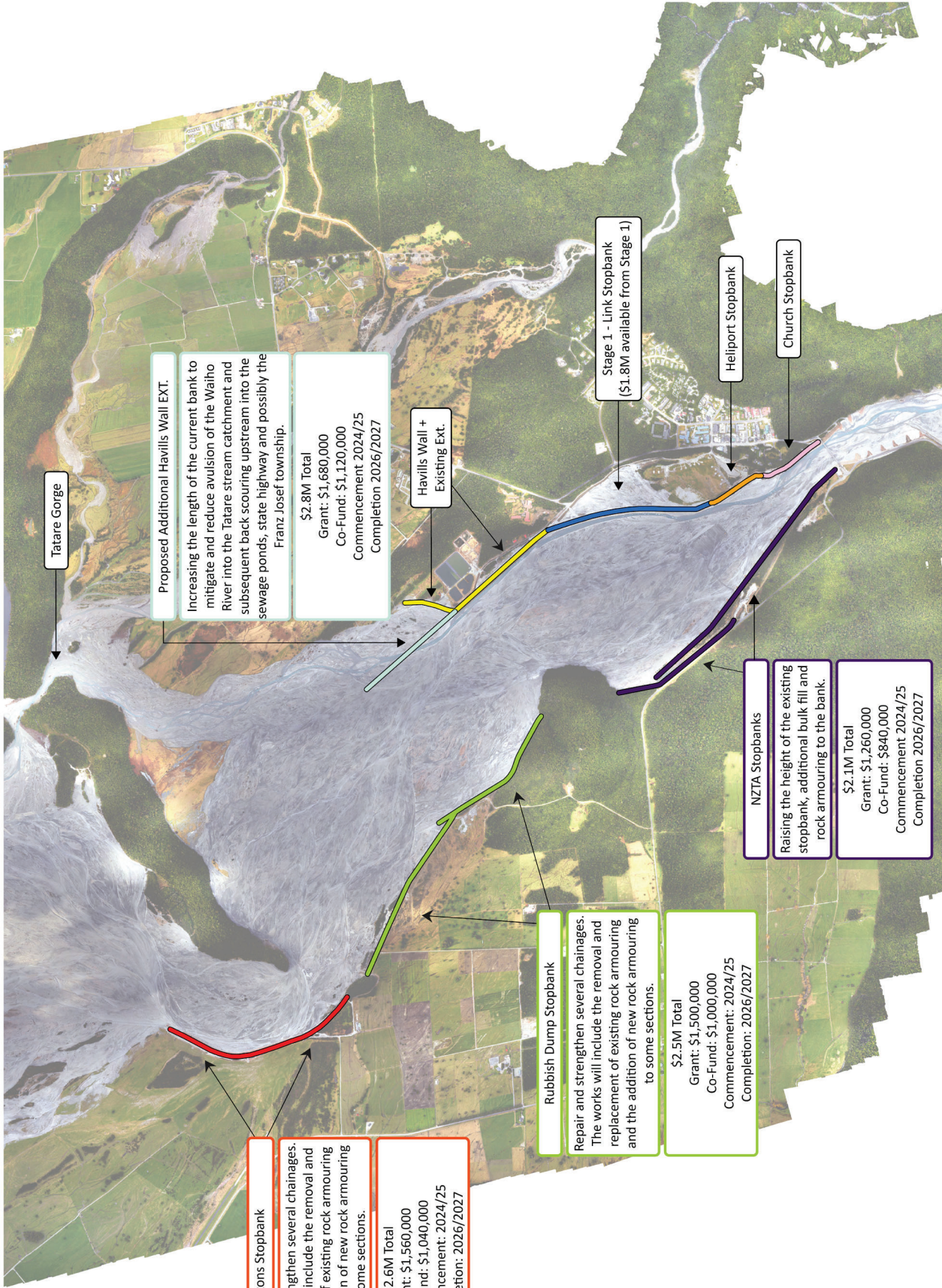


Please complete the voting paper included and return as shown by 12 noon Friday 8 November 2024

Examples of impact of loan terms on rates

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25 year	\$642.20	\$627.62	\$613.04	\$598.46	\$583.88	\$569.30	\$554.72	\$540.14	\$525.56	\$510.98	\$5,765.93	\$2,560,000
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15 year	\$1,654.68	\$1,606.08	\$1,557.49	\$1,508.89	\$1,460.29	\$1,411.69	\$1,363.09	\$1,314.49	\$1,265.89	\$1,217.29	\$14,359.87	\$1,600,000
25 year	\$1,284.40	\$1,255.25	\$1,226.09	\$1,196.93	\$1,167.77	\$1,138.61	\$1,109.45	\$1,080.29	\$1,051.13	\$1,021.97	\$11,531.87	\$2,560,000

NB: Does not show maintenance costs



Tatarare Gorge

Proposed Additional Havills Wall EXT.
 Increasing the length of the current bank to mitigate and reduce avulsion of the Waiho River into the Tatarare stream catchment and subsequent back scouring upstream into the sewage ponds, state highway and possibly the Franz Josef township.
 \$2.8M Total
 Grant: \$1,680,000
 Co-Fund: \$1,120,000
 Commencement 2024/25
 Completion 2026/2027

Havills Wall + Existing Ext.

Stage 1 - Link Stopbank
 (\$1.8M available from Stage 1)

Helipoint Stopbank

Church Stopbank

NZTA Stopbanks
 Raising the height of the existing stopbank, additional bulk fill and rock armouring to the bank.
 \$2.1M Total
 Grant: \$1,260,000
 Co-Fund: \$840,000
 Commencement 2024/25
 Completion 2026/2027

Rubbish Dump Stopbank
 Repair and strengthen several chainages. The works will include the removal and replacement of existing rock armouring and the addition of new rock armouring to some sections.
 \$2.5M Total
 Grant: \$1,500,000
 Co-Fund: \$1,000,000
 Commencement: 2024/25
 Completion: 2026/2027

Miltons Stopbank
 Repair and strengthen several chainages. The works will include the removal and replacement of existing rock armouring and the addition of new rock armouring to some sections.
 \$2.6M Total
 Grant: \$1,560,000
 Co-Fund: \$1,040,000
 Commencement: 2024/25
 Completion: 2026/2027

- Legend**
- Havills Wall (WDC)
 - Link Bank
 - Church Bank
 - Helipad Bank
 - Rubbish Dump Bank
 - Stage 2 - Milton & Others Bank
 - Stage 2 - Havills Ext.
 - Stage 2 - NZTA Banks

0 405 810 1,620
 Metres

Date created: 20/09/2024, 1414
 Author: oliver.rose
 Scale at A3: 1:20,000
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000
 Units: Meter

Franz Josef Stage 2 Upgrade

WEST COAST
 REGIONAL COUNCIL

16

Franz Josef Special Rating District

Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank

Loan consultation

Westpower Limited
PO Box 375
GREYMOUTH 7840

Assessment Number: 680322

Have
your
say!

► Your feedback

Should West Coast Regional Council enter into agreement with the Government for a 60%/40% split cost to complete the Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank Extension?

- Yes
- No

If you have indicated Yes to the question above please tick the box below which shows the loan term you support:

- 10 years
- 15 years
- 25 years

If you would like to make further comment please use the back page of this paper.

► How to vote

After you have indicated your preferences above please drop this form into the voting box at **Franz Josef Four Square** OR scan this form and return it by email to: franzjosefconsultation@wrc.govt.nz

Votes must be received by 12 noon Friday 8 November 2024.

Attachment 3 – Free-text responses received to the Waiho River Southside Protection Stopbank and Northside Havill Wall Stopbank loan consultation

Response 3 supported the proposal and commented, *"Use rock from nearby, not miles away. Use material from the riverbed to top up things as well. If DOC complain, ask the idiots to fund the transport costs from 'THEIR' budget."*

Response 4 did not support the proposal and commented, *"No way. Absolutely not. Who will benefit while we all pay. A stupid idea when the Regional Council should be allowing machinery in the river bed to reduce aggradation. Why is this not an option? Why should ratepayers be told to pay more money in rates for one or two landowners benefit? They bought where they did and knew the risks. we will not help fund this crazy idea."* Further comment was received from this responder stating, *"No, No No. Absolutely not. Unaffordable and to the benefit of 1 or 2 landowners. Council should be dredging the river bed instead, stop wasting our money."*

Response 17 did not support the proposal and commented, *"We don't agree with spending these funds as it is not the answer to a long term plan. There was discussions years ago about relocating the township to the North as the town is sitting on the Alpine Fault. This money would be better spend on the planning for future relocation. This money would be wasted on fixing the stopbanks just to steer the river away from its natural course. You are only helping out a few properties on the South Bank who bought their land at a cheap price when they knew that there is always the likelihood of flooding. You should be looking after all of the Franz Josef properties. We bought land on the North Side of Franz + aren't anywhere near the river because 20 years ago there was the likelihood of flooding back then."*

Response 21 supported the proposal and commented, *"Priority should be given to the Franz Josef township and protecting the state highway north and south."*

Response 22 did not support the proposal and commented *"We can't afford the rate rises, we as private land owners should not be funding a NZTA bank."*

Response 23 (the same responder as 26) did not support the proposal and commented, *"The rate rises are too much for a private land owner."*

Response 26 abstained from responding from question 1, but commented, *"We do not support any rate payer funding going towards the NZTA stopbanks. We do support the \$5 million to be spent on the works to be carried out below Caravans Knob but would like to be involved in the process when deciding what works are to be carried out to those banks. Works proposed for the Havill Wall and below should be carried out by the WDC and not the responsibility of the Waiho Rating District. There is a lack*

of transparency regarding the figures, (financial, quantities, timelines etc). Ratepayers on the southside want reassurance that we can still sell, build on and develop our properties. with the risk to the old rubbish dump behind Caravans Knob WDC and NZTA should be putting monies into the first part of the Rubbish Dump back as if it breaches I will take the Old Rubbish Dump and State Highway out."

Response 27 supported the proposal and commented "I was relatively happy to support to but was expecting a lot less of cost to me. Our \$1000 per year is extreme. I do not have a property effected, nor do I use the town sewerage. I support the protection of Link Stopbank, Havills Wall and NZTA stopbank to protect the main town and roads. I'm wary of the rubbish dump stopbank and Miltons Stopbank. The rubbish is already naturally protected by the knob with the NZTA bank? Those other two stop banks are only protecting some private property? Maybe three rough farms and a couple of houses? There is not a lot there to warrant the costs to only a few people at the whole towns expense? There has been a lot of money spent on reports, a lot of information not taken on board. Also in the tender process who is doing the work. Previously some done seems to be subed by inexperienced local companies that many even be a conflict of interest? an experienced company is a must, especially to be cost effective."

Response 30 abstained from responding from question 1, but commented "We do not support any rate payer funding going towards the NZTA stopbanks. We do support the \$5 million to be spent on the works to be carried out below Canavans Knob but would like to be involved in the process when deciding what works are to be carried out to those banks. Works proposed for the Havill Wall and below should be carried out by the WDC and not the responsibility of the Waiho rating district. There is a lack of transparency regarding the figures (financial, quantities, timelines etc). Ratepayers on the southside want reassurance that we can still sell, build on and develop our properties." (note this commentary is the same as that provided in response 30)

Response 38 did not support the proposal and commented, "Not when rate payers are paying for NZTA stopbanks and costs are inflated to secure up WCRC funds and no transparency to rate payers."

Response 39 abstained from responding from question 1, but commented with the same text as provided by response 30.

Response 43 did not support the proposal presently, and commented, "I am saying no at this stage as there are some things I would like to know. How is it that after spending hundreds of thousands of dollars on reports that have all come to the same conclusion that we should not build anymore stopbanks or confined as the

river needs a place to release. if the recommendations from all the reports done on the river saying don't build anymore or restrictive in any way and the opposite is done, who is liable when a failure happens in the future is it both district and regional councils and including government ministers? By making the Havill bank longer this will put a bigger strain on the south side banks. The Milton bank will need to be extended and built to the same standard as the new one to give protection to the area below without the extension on Miltons Banks anyone below the end of stopbank will not exist for much longer when that happens then they won't be paying anything any longer. What is proposed is nothing but a plaster cover not dealing with the real problem. The river needs somewhere to go as it is going to continue to aggregate so in a few years we will be at the same point we are now. I don't understand why the recommendations of all the reports been done and yet the poo site is being done. If the ministers have read all the reports and recommendations for a longer term solution then surely the funds should be used to acquire areas so the river as somewhere to go. If Miltons bank was realigned from the airport up could be saved. Also some people have not received any information on these papers, so they can't have a say if satisfactory answers to the above then I may change my voting. The loan should not be over the 10 year period."

Response 44, 45, 46, 47, 48 and 49 (the same respondent) did not support the proposal and commented, *"I oppose the works, I oppose a loan for longer than the expected period of benefit, I believe more than one option should be presented, I believe this does not provide the south side with certainty they need to sell their property. The information included in this document in my opinion does not present full picture including the scientific advice that the council has received over the last 10 years. WCRC has said in the past that the stop banks should not be built higher as there was a greater risk to life should they fail if higher-has this view now changed? More information is needed for rate payers to make a proper decision, these options don't give any side of the river certainty and do not encourage investment in the area. Spending \$10m to protect \$13m of property for 10 years does not make economic sense. The information is not complete and does not explain how NZTA will contribute. Several rate payers have told me they did not receive this. The information in this leaves many questions unanswered. There is still no holistic river management plan-was it not due 10 years ago? Without a plan no capital works should happen. This does not give North or South Side property owners certainty; the rates bill will be unaffordable when combined with the maintenance cost."*

Response 51 supported the proposal with reservations and commented, *"We feel the financial information provided is not sufficient to make an informed decision around how the work proceeding can be covered in our business planning, we have reluctantly voted yes."*

Response 52 did not support the proposal and commented, "Although on paper this may look like a reasonable proposal and offer from central government we have chosen to go for the "No" option for the following reasons:-

The financial burden on ALL ratepayers is too great

The consultation document only deals with stage 2 finances and most ratepayers are unaware of the following points:-

1. *The suggested rate increase on the consultation documents do not include the actual increases which we will start paying after June 2025*

<i>These include</i>	<i>Stage 2</i>	<i>\$ 4,000,000</i>
	<i>Stage 1</i>	<i>\$ 1,914,055</i>
	<i>Former lower Waiho debt</i>	<i>\$ 326,922</i>
	<i>Total</i>	<i>\$ 6,240,977</i>

Added to this is the unknown maintenance costs which could run into a few \$100,000/year

2. *Not every ratepayer received their voting form*

3. *Not every ratepayer has been charged the current maintenance rate (at least 14 that I have heard of so far} this presumably means the rest of the ratepayers will have to pay more*

4. *Some ratepayers have been charged full rates for both for both SRA A and ARA B for the full valuation of their property so effectively paying twice for the same property.*

5. *The former Franz Josef rating district (township area} has a balance of approximately*

\$400,000 that has not been returned to its rightful owners

6. *The consultation document is not clear on what the full cost of the 25 year loan option will be to the individual owner.*

7. *The documents presented state that we have an \$1.8m surplus for stage 1 which is*

misleading as this money is just the NZTA portion which is now being transferred to NZTA project on stage 2 so not really a surplus at all.

Other points that make it hard to say yes to this proposal include:-

A. *The funding was provided originally with a final solution which is no longer the case*

B. *By accepting this funding ratepayer accept the responsibility of any stop bank (now 9km long including the NZTZ banks) failure both liability wise and also financially. If it can be proven (by the insurance companies) that the WCRC has been negligent not maintaining then all damages and court cost will have to be paid by the FJ rating group*

C. *The maintenance costs that have to be added to any loan payments have not been clearly defined and possibly include minor damage repairs to banks, river training, consultation costs, WCRC staff time legal fees etc etc so may balloon out in the very near future*

D. *The loan with its unrevealed and unknown additional costs is too much for the ratepayers to bear so the best option is to go back to the drawing board and work out an alternative solution that works for ALL ratepayers"*

Respondent 53 did not support the proposal and commented, *"The council has not engaged with the Franz Josef community sufficiently to ensure robust participation and consensus/understanding of options for informed voting. There should be a comprehensive assessment of protection options and costs for people to consider this one option shouldn't be the only one protected."*

Respondent 54 and 55 (the same respondent) did not support the proposal and commented *"Financial burden-way 2 much, former FJRD has not been refunded, not clear of on-going costs, miss-leading info on costs, would you like this increase on your rates-I don't think so."*

Respondent 57 supported the proposal, with reservations, commenting, *"please note we have received further information via email this morning from the FJ community council. In this short time frame, we do not have time to understand the implications of the questions and answers prior to the 12 noon deadline. Is it possible to extend the deadline by at least 2 weeks to enable ratepayers to consider the costs and make additional comments?"*

Respondent 58 did not support the proposal and commented, *"Not as it states in the above comment these are two separate issues to vote on. We do not support any ratepayer funding going towards the NZTA stopbanks. We do support the \$5 million to be spent on the works to be carried out below Canavans Knob, but would like to be involved in the process of deciding what works are to be carried out to these banks. Works proposed for the Havill wall and below should be carried out by the WDC. Those should not be the responsibility of the Waiho Rating District. There is a lack of transparency and information regarding the figures (financial, quantities, timelines etc). Ratepayers on the southside want assurance that we can still sell, build and develop our properties."*

Response 59 did not support the proposal, commenting, *"Please note that we have previously already emailed our feedback and dropped our form in to the box at the Four Square hence we are unable to update our form. Due to new information which reached us this morning we would like to include the very important additional comments/objections as laid out below to our feedback form: One being that the*

current stage one work, (Waiho bridge to the Sewage ponds) has not been calculated into the rates increase as indicated in the consultation document. The second concern is that the former lower waiho river rating groups loan is now included into the new broader rating base without being consulted upon. We bought and built north of the Tātare on purpose in 2018 as we were aware of stop. Thirdly the fact that if the insurer fails to accept a future claim due to councils negligence which results in the rate payers getting charged for additional costs is very concerning and we object to this. The entire plan is so poorly thought through, the entire process has been lacking so much community/rate payer consultation, information has been not or poorly shared and past mistakes could tip this entire plan on its head."

Response 60 did not support the proposal, commenting, "To whom it may concern, I am not satisfied with either the level of consultation or clarity of information that has been made available regarding the increase of rates to fund these river protection stop banks. Due to these reasons I am not in support of this."

Response 61 did not support the proposal, commenting, "This is not of good value to Rate payers on the northside of the river."

Response 62 supported the proposal, commenting, "Comments on loan consultation on Waiho River stop banks. Firstly we appreciate the very well laid out presentation supplied by West Coast Regional Council Chair Mr Peter Haddock on the background, and current situation of stopbank protection work on the Waiho River. In answer to the two questions feedback form, we support council entering in to the 60/40 split cost agreement, and we would support a 10 years loan term option. However, we respect the views and stance of the south side group, in particular regarding the NZTA stopbanks and being involved in decisions on works carried out below Canavans Knob. We support the need to cost and allocate work to be carried out in a targeted way and that there is transparency on how funds are spent. We understand the desire to protect the township, and sewage ponds, but the proposed additional Havills Wall extension will aggravate the problems on the south banks. A significant influence on the behaviour of the river is the old terminal moraine in essence forming a dam across the direct flow path to the sea of the Waiho. We understand the complications of proposing changes to the old moraine wall. However, when considering the map supplied with the submission documentation, it highlights the fact that punching a gap through the wall to allow a more direct downstream flow would better alleviate the pressure on both northside and southside stopbanks, the threat to the sewage ponds, and the avulsion to the Tātare. We strongly believe this approach should be seriously considered for longer term protection. A full study of the feasibility of breaching this feature, the estimated one time cost and the long term effect of permitting a more direct flow down the valley

should be properly considered. It could also have a significant effect on the long term riverbed aggradation."

Response 63 answered question 1 yes / no and commented with the same text as provided by response 30.

Response 64 did not support the proposal, commenting, *"We note the consultation documents have not been reviewed by our rating district representative prior to being distributed by WCRC. The consultation document does not include stage 1 works in the rates increase as indicated in the consultation document. The document only deals with stage 2 and those documents do not include actual cost increases which will require repayment to comment in June 025 should ratepayers accept. We calculate the potential cost to complete state 1 & state 2 is circa \$5,920,000 and nor does this amount appear to include any provision for the ongoing maintenance, minor repairs to stop banks, consultant engagements or WCRC reimbursements for labour expenses. The former south side rating district has a debt circa \$320,000. This amount appears to be included in the WCRC calculation which has not been consulted upon with the ratepayers. We support works that protect property and people: however, before we can agree to the amount of any loan or the payback term, we want to see the previous rating district funds held by WCRC for the north side and south side rating districts reconciled and the surplus funds refunded to the rate payers that contributed. Any debts for outstanding loan repayments should remain with the rating district liable for the debt. Existing funds and or debt should not be consolidated, combined or transferred to the new rating district. One rating district should be appropriately wound up before another rating district is engaged or commenced. By accepting this loan proposal ratepayers are essentially taking on future liability via WCRC."*

Responses 65, 66, 67, 68, 69 and 70 (from the same respondent) did not support the proposal and commented *"We support works that protect property and people: however, before we can agree to the amount of any loan or the payback term, we want to see the previous rating district funds held by WCRC for the north side and south side rating districts reconciled and the surplus funds refunded to the rate payers that contributed. Any debts for outstanding loan repayments should remain with the rating district liable for the debt. Existing funds and or debt should not be consolidated, combined or transferred to the new rating district. One rating district should be appropriately wound up before another rating district is engaged or commenced. We also note the consultation documents only deal with stage 2 and those documents do not include actual cost increases which require repayment to commence from June 2023. We calculate the potential cost to complete stage 1 & stage 2 is circa \$5,920,000 and this amount does not appear to include any provision for the ongoing maintenance, minor repairs to stop banks, consultant engagements*

or WCRC reimbursements for labour expenses. Two items remain unresolved from the former Franz Josef Rating District for the township. This fund has a credit balance of circa \$400,000 plus stockpiled rock at a value yet to be agreed upon. These funds have not been returned to the ratepayers who contributed over the years. We understand the former South side rating district has a debt circa \$320,000. This amount has not been included in the WCRC calculations. Is this debt to remain with the South side rating district or will WCRC fold this liability into the new rating district? By accepting this loan proposal ratepayers are essentially taking on future liability via WCRC. Does WCRC carry sufficient and appropriate insurance cover in the event of any future claims resulting from WCRC maintenance neglect. If not, would this mean the liability passes to the Franz Josef Rating District?"

Response 71 did not support the proposal and commented, "I feel that the info supplied in this consultation document is misleading, incomplete and I understand that it was sent with no input from the local rating group reps. I feel that not enough info has been supplied re the existing/former rating district loans and how they are being delt with. the address that this consultation document was sent to is 13 months out of of date. I understand manly rate payers have not received it. I feel that investing funds in to a stop bank with no plan for what next after its life has finished is a poor investment. I do not have faith in the WCRC to have my communities' best interests looked after."

Response 72 and 73 (same responder) supported the proposal, commenting, "would like to see more detail around what the planned works will cost and what will cost, as the map attached is very vague. Northside has had millions, would be nice to have some spent on southside works. Sewage ponds are only used by a dew ratepayers, could this be a targeted cost for those using them, particularly the businesses that make the most from having them."

Response 74 did not support the proposal, commenting, "our concerns- 1. The current stage one work, (Waiho bridge to the sewage ponds) has not been calculated into the rates increase as indicated in the consultation document. 2. The former Lower Waiho River Rating groups loan is now included into the new broader rating base without being consulted upon. The consultation doc does not show the full capital cost and the cost to service the loan, and it does not indicate the cost of maintenance. It does not clearly show what level contribution ratepayers inside zone one vs zone two (presumed to be the Waiho Loop) will be paying, vs properties outside it. Clearly there is a great deal of confusion about what it means to ratepayers. Before we are asked to tick boxes of how much money we are willing to service loans (we did but now wish to retract in light of further reading and information that has come to hand)."

Response 75 abstained from responding to question 1, commenting *"We are abstaining on a yes or no option, please see my comments over the page. We do not support any rate payer funding going towards the NZTA stopbanks, we do support the \$5 million to be spent on the works to be carried out below Canavans Knob but would like to be involved in the process when deciding what works are to be carried out to those banks. Works proposed for the Havill Wall and below should be carried out by the WDC and not the responsibility of the Waiho Rating District. There is a lack of transparency regarding the figures (financial, quantities, timelines etc). Ratepayers on the southside want reassurance that we can still sell, build on and develop our properties."*

Response 76 commented *"Good afternoon I have been made aware of the opportunity to submit on the project outlined in the email below, totally tourism has significant investments on the coast and wishes to be able to understand and have input regarding this and all major projects. However, submitting on this project is not possible at such short notice. Can you please provide any further updates direct to my email address."*

Response 77 did not support the proposal, commenting, *"since no plan has been presented as yet S and S side. Havill wall is WDC project, and if they want to spend more money on it. and that * them, North side has been since 2019 forgotten about and the new plan, never got consulted about, no funding should be used for transit works, rate payer are not here for protecting the highway in 2015 transit took over Caravan's RD, I do know have to paper, in 2021 there was \$24 mil set aside for the whole RD, \$10 from the government, 3.6 mil from Transit, 1.9 from the RD, \$250,000 from each council WDC and WCRC, the RD still has not dissolved as they should be . Work to be done, plus to be done for a plan plus costs to draw up . Miltons stopbank existing strengthened from Canavans to Rata Knoll to do Milton to protect the WDC Landfill. Proper account plus local contractor to do the work, not being tied continued a down is making a real mess in the riverbed. NB: dry Waiho gravel does not compact with a roller either."*

Response 78 did not support the proposal, commenting, *"I do not agree with the proposal because : 1. there is no benefit to this property from this proposed scheme. 2. I am currently paying rates on property which is no longer there, and not available for the production of assessable income. 3. The proposed physical works will not prevent or reduce the ongoing erosion/avulsion of my property, and therefore the ongoing reduction of the profitability of this farming business."*

Response 80 did not support the proposal, commenting, *"I know this needs to be done, but people just can't afford an additional \$1000 a year t their rates when rates*

have gone up and we don't even have drinkable water from our tap! I support the stopbank, but I can't see how we could afford that in our budget for our household."

Response 81 did not support the proposal, commenting, "I am voting no because already I am paying \$4,300 per year in rates. Quite simply I cannot afford any increase!! Life is tough enough for so many people. There are just not enough ratepayers in the wider Franz district to spread the load. I have always thought the river must go south as soon as possible after the Waiho Bridge, we can't keep confining the river, aft it leaves the Waiho Valley."

Response 82 did not support the proposal, commenting, "Any local loans should use local contractors. The whole proposal is intentionally vague and poorly thought out. Mr Haddock, denying a conflict of interest doesn't mean it doesn't exist. MBD should not be used in any capacity. All rock should come from local area, establish a new quarry. Not from MBD owned quarry."

Response 83 did not support the proposal, commenting, "Need more information and clarification."

Response 84 supported the proposal, commenting, "We have a property well away from the Waiho River. People who purchased property in the danger zone should have to pay proportionally more to protect their properties."

Response 88 and 94 (the same responder) supported the proposal, commenting, "There is no doubt that the long neglected stopbanks on the southside need some urgent work done on them. WCRC needs to step up. However the proposed work especially on the Milton Stopbank is so fanciful it defies description. What a gross exaggeration of the situation and risk present. That bank could be totally repaired for say \$500,00 WCRC has previously stated this bank is in imminent danger of collapse, which is blatant mis-representation of the facts. There is thousands of tonnes of rock a few hundred metres away on the point of the rapidly eroding Moraine Loop. The planet the country and local ratepayers cannot afford to bring rock from Whataroa. The most urgent need is to raise the bank linking Rata Knoll to the Milton bank. As the Moraine Loop collapses the river has moved course and is hitting this bank head on. It could be overtopped in a big flood. It is way past time the WCRC started listening to the locals. We know the river better than anyone. My support is condition on common-sense decisions being made. Trust in the WCRC is at an all time low."

Response 90 abstained from answering question 1, commenting, "WCRC Must prove we should contribute toward this proposed loan idea? We should not have to saddle further loan. Govt should pay for s/side future catchment work. s/s has effectively

become severely penalised through what has transpired to date already. The law guarantees that. No person shall be deprived of life, liberty, property without due process of law. Nor should private property be taken for public use without just compensation. Havill Wall was never associated to s/side stopbank special ratings! since when? We should not pay towards H/wall. The S R district should only be charged to contribute via any loan towards precise s/side protection. Where is the detail/breakdown and asset valuation for s/side special combined rating scheme. Nowhere is mention of combined special s/side/N side rating district scheme? nowhere to be found on WCRC website? Where is all financial accounts and handling bookwork. Where shows detail of valuation and accounting trail by WCRC regarding combined s/rating schemes (N&S/side)? Show why this further loan to s/side is needed and where has all the money been spent to date. S/side is at present drastically already severely penalised now permanently de-valued and unable to hold asset value. Have lost all equity. Yet now we are urged to saddle further dept via this loan proposal. How can we now afford to pay. We do not support any rate payer funding going towards the NZTA stopbanks. We do support the \$5million to be spent on the works to be carried out below Canavans Knob but would like to be involved in the process when deciding what works are to be carried out to those banks. Works proposed for the Havil Wall and below should be carried out by the WDC and not the responsibility of the Waiho RD, There is a lack of transparency regarding the figures (financial, quantities, timelines etc). Ratepayers on the southside want reassurance that we can still sell, build on and develop our properties."

Response 91 supported the proposal, commenting, "Comments: first, I am wondering why myself and many other rate payers never got any correspondence sent to us regarding this situation. I have only found out through word of mouth two days before submissions are due. Who oversees this and why is everyone not in the loop? Pretty substandard really. Secondly, I am happy for the council to take advantage of this opportunity to protect FJ township and the North side only. Within saying that, I do not agree with the way the money is being spent. I am not happy with my rates going up considerably to infrastructure the south side when this is clearly a waste of time and money. Why should the whole town pay millions of dollars to save a handful of farms that will eventually get washed away anyway? Seems like careless use of funds to handful of farms that will eventually get washed away anyway? Seems like the careless use of funds to me. I do feel for the south siders but reality is they have very minimal economical input into the community Not worthy of the millions of dollars wanting to get spent on them anyway. Harsh reality is, if those farms washed away, town would not be affected in anyway and life would go on as per normal. If they want to be saved, maybe they can set up their own South Side fund. If it was to go ahead, it would be good to see the contract go out to a company with confidence in their work and relevant experience. I believe the last contract on the Milton bank

was given to a contractor who had nor previous experience in stop bank work or rock work. Only to find out now it has numerous weak points and needs more money poured into it."

Response 92 supported the proposal, commenting, "We are one of NZ's major attractions, we bring billions of dollars to NZ. The town should be protected, I think the government should pay more. We pay a lot in tax. There are only a small amount of rater payers here plus these costs rising are a lot out of their earnings. Other options which has been reported previously is blow a hole in the middle of moraine to let gravel move down stream further and try lower the river bed to more of its original height. I think protect the town but I feel we should receive more support from government as we bring so much into the economy for our town size. The roads and town are non-negotiable for me, but private property is debatable on how much cost should be put back on rate payers."

Response 93 supported the proposal, commenting, "They say to never look a gift horse in the mouth and what a fantastic gift from government to help the town that shows cases one of NZ's greatest treasures. But in saying that it's a large amount of money for our small town, and I believe something has to give, build the wall on the North Side protect the town. Blow a hole in the middle of the Waiho loop, or let us mine it and pay for the whole project. There is that much material and fill to come down."

Response 96 abstained from answering question 1, commenting, "North side has had their share of Government funding for that reason alone its decided NO for any Havill Wall extension or North Side works, despite the said North side proposal being a district council concern and not a rating district problem. South side need immediate funding and works namely Milton stop bank extension as promised by Regional Council with shovel ready program funding, this false sense of security has had a great impact on Franz Dairies and neighbouring farms! With ongoing flood damage caused by inaction. I strongly urge that a new proposal including Milton stop bank existing be focused on along with other south side works of similar imported. The stage 2 upgrade proposal does not have the support of residents rate payer's of the south side."

Response 96 abstained from answering question 1, providing the same feedback as response 75.

Response 97 did not support the proposal, commenting, "When I brought property in Franz Josef I was told not to buy anywhere near the Waiho river so I didn't. Land was cheap near the river at the time for this very reason. So in turn I have zero benefit

funding something that I have no direct effect from. I strongly disagree with funding any Waiho river protection."

Response 98 did not support the proposal, commenting, *"Those getting all the benefit from proposed works are paying the least i.e. low land values by the river. These whole works and proposals are not realistic."*