



NEWSLETTER 4

OCTOBER 2006

Boulcott / Hutt stopbank feasibility study

Greater Wellington Regional Council (GW) has received endorsement from the Hutt River Advisory Committee to begin Round Two Consultation and the process of selecting a preferred stopbank alignment for Hutt/ Boulcott.

In our last newsletter to you (July 2006), we discussed the stopbank alignment options that we would be investigating and how we would go about evaluating these options. In this newsletter we show you the refined stopbank alignments and present the outcomes of the evaluation process. We would also like to invite you to a Public Meeting to hear your feedback on the evaluation.

Background

At the onset of the Boulcott / Hutt feasibility study, three main stopbank options were identified for further investigation. Each of these options would contain up to a 440-year return period flood in the Hutt River. This is the design standard adopted by the community through the Hutt River Floodplain Management Plan.

At the end of Round One consultation which concluded with the Public Meeting on the 24th of May, the project team, stakeholders and community had identified a number of issues that would need to be considered when making a decision. The challenge will now be to select a preferred stopbank alignment that balances the benefits to the local community and the golf clubs, with long term sustainability of the project and the cost of achieving it.

To make the decision on which stopbank alignment will best achieve this, an extensive analysis of the various advantages and disadvantages of each option, for a wide range of attributes was needed.

A multi-criteria analysis was carried out on the three basic stopbank alignments. For evaluation purposes, these alignments were split into three sub-sections. The results of this analysis are discussed on the last page of this newsletter.

PUBLIC MEETING

Wednesday 25th October
6pm - 8pm

Frederic Wallis House
12 Military Rd, Lower Hutt

At this meeting the Project Team will;

- Show the refined stopbank alignments, and
- Present the results of the option evaluation.

This is an opportunity for you to;

- Discuss further questions with the team,
- Comment on the analysis process we have used,
- Provide further feedback for the project team to consider in the selection of a preferred alignment.

Evaluating stopbank alignments

A technique called Multi Criteria Analysis was used to take into account the wide range of issues that are important to the community and stakeholders. These issues, that include those raised by the general public and stakeholder groups, were combined into the nine Social, Economic, Environmental and Cultural attributes shown in the table below. They were used to weigh up the advantages and disadvantages of each of the stopbank options. The Project Team also adjusted the weightings to represent the point of view of the Local Community and the Golf Clubs and the importance they would place on each attribute.

ATTRIBUTE WEIGHTINGS

Attribute – with brief description	Project Team	Local	Golf Club
1. Project Cost – incl. construction costs, land purchase and compensation, and future maintenance.	15%	4%	2.5%
2. River Environment Impacts – long term effects on river ecology, sediment movement and river morphology.	11%	13%	10%
3. Impact on property adjoining stopbank – incl. security, privacy, property value etc.	9%	19%	7.5%
4. Impact on property up/downstream – impact of flood levels due to stopbank.	13%	9%	7.5%
5. Impacts on local community amenity – incl. recreational use, sense of wellbeing, commuting, safety.	11%	15%	7.5%
6. Temporary effects of construction – incl. timeframe, resource consents, reinstatement and noise, dust etc.	6%	17%	25%
7. Regional impacts – increased flood protection for Hutt Valley, impact on property values, value for money etc.	7%	4%	15%
8. Cultural, Iwi and Heritage – Heritage value and Iwi rights to exercise kaitiakitanga.	11%	6%	7.5%
9. Sustainable River and Flood Management – incl. future response, stopbank failure and natural character.	17%	13%	17.5%
TOTAL	100%	100%	100%

Results of Analysis

The analysis was performed on each sub section of the three stopbank alignments. A sensitivity analysis was also done to see how the local and golf club importance of attributes compared.

The highlighted cells in this table show the highest scoring stopbank alignments for each of these groups.

TOTAL WEIGHTED SCORES

Sub section	Option	Project Team	Local	Golf
Hutt	Red	2.6	3.1	2.8
	Blue*	4.3	4.1	4.1
	Green	3.6	3.7	3.3
Boulcott	Red *	3.1	3.4	3.2
	Blue	2.9	2.5	2.8
	Green *	3.2	3.5	2.9
Safeway	Red	3.0	2.9	2.5
	Blue	3.4	3.1	3.0
	Green *	3.9	3.6	3.5

FOR FURTHER INFORMATION

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Proposed stopbank alignments

Since the previous newsletter, minor adjustments have been made to the three main stopbank alignments. These adjustments were the result of ongoing investigations and also feedback received by the Project Team.

The three alignments are described below and shown in the adjacent diagram. For evaluation purposes they have also been divided into three sub sections (Hutt, Boulcott and Safeway).

All three alignments follow the existing stopbank from Mills St to Connolly St. The existing stopbank from Mills St to Connolly St is located on a narrow strip of land between the Safeway Storage complex and residential properties. A floodwall around the Safeway Storage complex was investigated as an extension to the Red Option and is described below.

- **Blue Option**

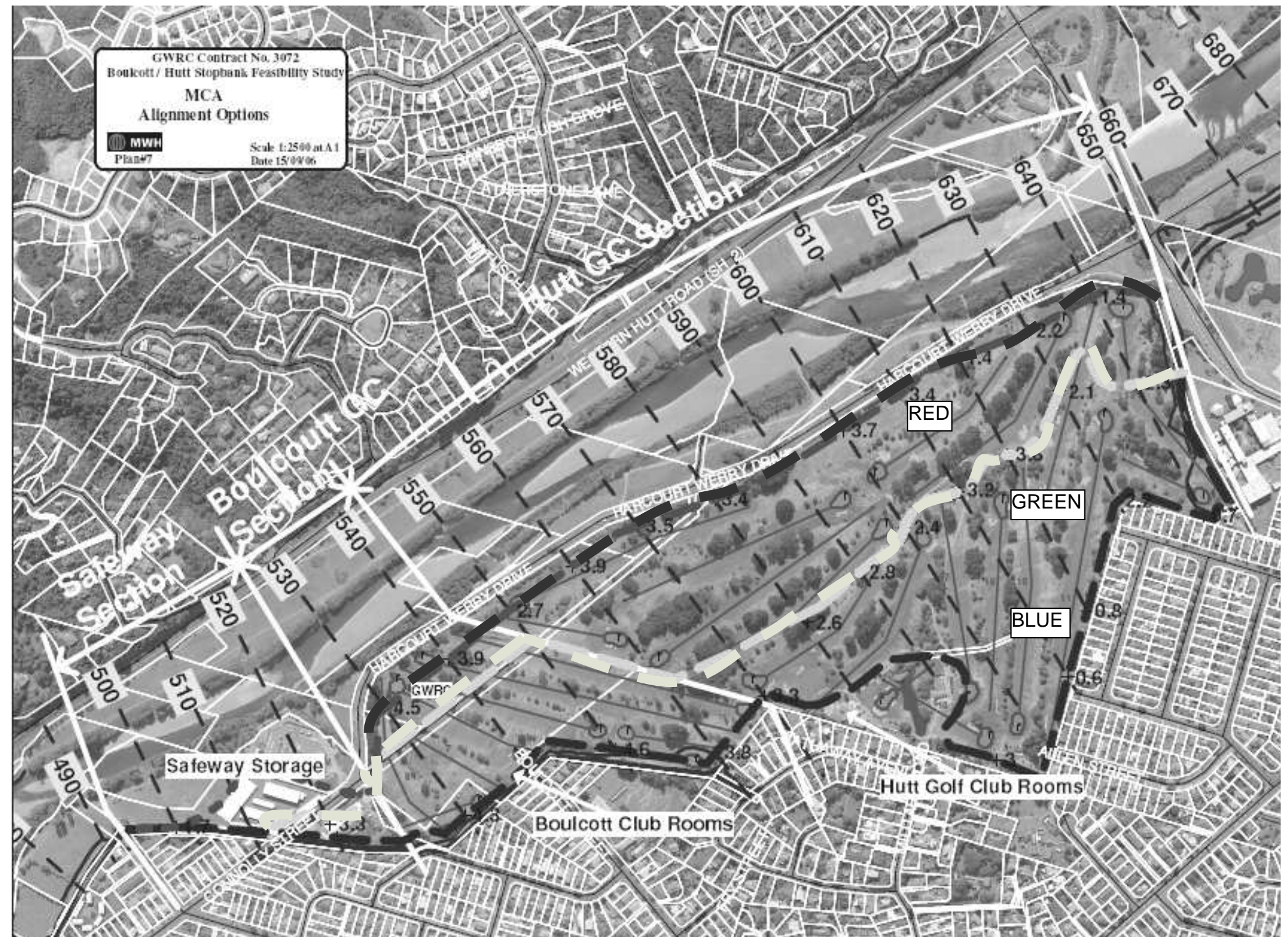
The Blue alignment follows the existing stopbank from Connolly St to Hathaway Ave and then follows a route along the residential boundaries of the two golf courses to the Avalon stopbank.

- **Green Option**

The Green alignment was adjusted following public consultation and now follows a route further away from Hathaway Ave properties as it links with the boundary of the Boulcott and Hutt golf courses. The alignment follows the boundary between the two golf courses and then passes through the Boulcott golf course. It links with the existing stopbank at Connolly St.

- **Red Option**

The Red alignment follows the route along the western boundaries of the two golf courses from Connolly St to the Avalon stopbank. This alignment is located outside the 80 metre wide alluvial erosion hazard area of the Hutt River.



Results of stopbank alignment evaluation

The results of the stopbank alignment evaluation are shown in the overview of the Multi criteria analysis, over the page. For each sub-section the option with the highest score is the option that performs best against the attributes. These options are:

- Hutt sub-section – passing along the Blue alignment
- Boulcott sub-section – passing along either the Green alignment or the Red alignment
- Safeway sub-section – passing along the Green alignment

Where to from here?

On the 30th of November 2006, the Hutt River Advisory Committee will be asked to consider the outcomes of Round Two consultation and recommend a preferred alignment. Key issues for the committee to consider are:

- The costs of this project being higher than expected and how this will affect the affordability of the project.
- How the requirements for land to build a proposed stopbank will affect the Boulcott Golf Club.

More detailed design investigations including ground surveying, geo-technical investigations, refined cost estimates and further research into property impacts issues will be undertaken and are expected to be completed by June 2007.