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Committee Landcare
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Hutt River Floodplain Management Plan: Detailed design for Ava Rail and Strand Park stopbank upgrades

1. Purpose

To:

- advise the Committee on the proposed programme for completing the detailed design for the Ava Rail and Strand Park stopbank upgrades, which are components of the Hutt River Ava to Ewen project
- obtain the Committee's approval to bring forward a part of Strand Park stopbank upgrade design budget from 2007/08 to 2004/05 and 2005/06.

2. Significance of Decision

The matters in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

The proposal to bring forward the design budget is a another step in implementing the Ava to Ewen project of the Hutt River Floodplain Management Plan (HRFMP). The HRFMP was adopted by GWRC in October 2001 following a process complying with the requirements of Local Government Act 2002. Ava to Ewen project has also gone through a separate option and public consultation process as part of obtaining the necessary resource consent.

3. Background

As part of the Ava to Ewen flood protection project, Greater Wellington will be upgrading the stopbank on the true left (Strand Park) side of the river from Ewen Bridge to downstream of Ava Railway Bridge.

The programme is to first construct the downstream section (known as the Ava Rail stopbank) in 2006/07 and 2007/08 and then immediately move on to construct the upstream section (known as the Strand Park stopbank) in 2008/09

and 2009/10. However, before either section can be built it needs to go through the preparatory design phase.

The Flood Protection Operating Plan, 2004 – 2013, provides budget to complete the design in two stages:

- Ava Rail stopbank in 2004/05 (to allow construction to start in 2006/07)
- Strand Park stopbank in 2007/08 (to allow construction to start in 2008/09)

In preparing the tender documents for the design it became apparent that there were benefits to be had by designing both stages together. Consequently, we are asking the Committee's approval to design *both* the Ava Rail and Strand Park sections of the stopbank in 2004/05.

4. Detailed design issues

There are some design issues that can best be addressed by looking at the full length of the eastern stopbank at the detailed design stage. These include:

- Developing stopbank profiles that will make optimum use of the materials available at site
- Developing a stopbank alignment suitable for the full length of the stopbank
- Investigating service relocation solutions suitable for the full length of the stopbank
- Preparing a landscape design that will integrate with the full extent of the project
- Planning geo-technical investigations and land boundary surveys

We also expect some cost savings in professional services by combining the detailed design for these two stopbank components.

We do not propose any changes to construction timing.

5. Opus design contract

We selected Opus International Consultants Ltd for this design contract through a tender process.

Unfortunately, the tender process for the design phase coincided with the Local Body elections so we were unable to obtain Committee approval to design both sections at the same time.

Consequently, Opus International Consultants Limited was conditionally appointed in October 2004 to complete the detailed designs for both sections of the upgrade. The appointment is subject to the Landcare Committee adopting the recommendations in this report.

The value of the Opus design contract is \$305,000 excluding GST. Key deliverables of this contract include:

- Provide design information for the Oahu Stream pump station by 26 January 2005
- Complete tender documents for Ava Rail left bank improvements by 31 August 2005
- Complete tender documents for Strand Park stopbank by 31 October 2005
- Provide construction supervision input to Oahu Stream pump station construction during 2005/06

While Opus is the principal consultant for this project, other consultants have been engaged directly by GWRC to provide specialist information for the detailed design.

6. Budget

The total budget requirement for completing the Opus contract and other minor consultancy services associated with the design is given below:

Opus contract	\$305,000
Costs of preparing the RFT	\$18,000
GWRC staff costs	\$20,000
Inanga Habitat consultant	\$10,000
Rock works design review	\$6,000
Total	\$359,000

This is within the total design budget of \$385,000.

These professional services are to be provided over a period of two financial years and the expected costs are:

- 2004/05 \$308,000
- 2005/06 \$51,000

Attachment 1 shows the current and the proposed works programme and budgets. The design budget for Ava rail stopbank remains the same. However, the construction budget has been increased in 2005/06 to include Opus construction supervision costs, and equivalently reduced in 2006/07. Of the \$183,000 provided in 2007/08, to complete the detailed design of Strand Park stopbank a total of \$138,000 has been brought forward to 2004/05 and 2005/06.

These capital projects are loan funded and the bottom line of **Attachment 1** shows the funding impact of the proposal as the rate requirements for debt servicing.

7. Communications

We will communicate this decision to the adjoining landowners through a newsletter and a press release. All major stakeholders will be involved in the design process.

8. Recommendation

That the Committee:

- 1 *receives the report*
- 2 *notes the proposed new programme for completing the detailed design for the Ava Rail and Strand Park stopbank upgrades and*
- 3 *recommends that Council bring forward \$138,000 of the Strand Park stopbank design budget to 2004/05 and 2005/06 to allow the detailed design for Strand Park stopbank upgrade to be combined with Ava Rail stopbank detailed design.*

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Attachment 1: Programme and Budget