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Committee Hutt River Advisory
Author Daya Atapattu Project Engineer

Hutt River Floodplain Management Plan: Boulcott/Hutt stopbank project - scope and programme

1. Purpose

To obtain the Advisory Committee's endorsement of the project scope and programme for implementing the Boulcott/Hutt stopbank upgrade

2. Significance of the decision

The matters for decision 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.

3. Background

We are now well underway in implementing the Ava to Ewen project which has the highest priority in the Hutt River Floodplain Management Plan (HRFMP). The next major project in the HRFMP is the construction of a new section of stopbank between Connolly Street and the Kennedy Good Bridge (KGB). A preferred route for a new stopbank could not be agreed with the golf clubs and the local community at the time of preparing the HRFMP in 1999.

The Flood Protection Department's 2005-2013 Operating Plan provides for the Boulcott/Hutt stopbank project to commence in 2007/08. The Landcare Committee, at its 4 August 2005 meeting, adopted the Advisory Committee recommendation to urgently investigate options for the Boulcott/Hutt stopbank and decided that the project should commence in early 2006. This report sets out the proposed approach and programme of work for this important project.

4. Existing stopbank

Attachment 1 shows the existing stopbanks in this reach of the Hutt River. The existing stopbank on the true left bank extends from Melling Bridge to Hathaway Avenue. This section of the stopbank was originally constructed in early 1900s and later upgraded in the 1960s. Emergency repairs were carried out on a section of this stopbank near Connolly Street following the 1998

floods. There is no existing stopbank from Hathaway Avenue to the back of the former National Film Unit building. However, the land just south of Hathaway Avenue is high enough to contain about a 100 year flood. The short length of stopbank downstream of KGB was constructed in the 1970s and is of a good standard.

5. Project outputs

The proposed Boulcott/Hutt project extends from Mills Street to KGB. The project involves selecting a preferred alignment and constructing a new stopbank on the chosen alignment to the design standard set out in the HRFMP.

We propose to implement the project in 3 phases. The three phases and the expected outputs for each phase are;

Phase1: Feasibility investigations

- By June 2007, select an alignment on which a secure and sustainable stopbank can be constructed while minimising impacts on the two golf clubs and the local community.

Phase 2: Design

- By June 2009, negotiate land purchase/easement and entry/compensation agreements, obtain resource consents/designations and complete the detailed design.

Phase 3: Construction

- By June 2012, complete the construction of the proposed Boulcott/Hutt stopbank (this timing is based on the current 2005-2013 operating plan).

6. The project tasks

Phase 1: Feasibility investigations (January 2006 – June 2007)

The main focus of the feasibility investigations is to determine a preferred alignment for the proposed stopbank. To select this alignment, we expect to investigate at least three stopbank alignments. We will then compare them using a number of criteria including, security, sustainability, costs, benefits and social and environmental effects. This phase will be completed when the Advisory Committee adopts a preferred alignment. This part of the project will require close consultation with the two golf clubs, affected residents, Safeway Storage, Transpower and the Hutt City Council.

This phase of the project will mostly be a desktop study using high resolution aerial photography and topographical information from Lidar and river cross section surveys.

Major tasks for this phase include;

- Selecting at least 3 stopbank alignments in consultation with the golf clubs and affected residents
- Assessing the feasibility and costs of acquiring the land required for each option
- Completing draft feasibility designs and then assessing the total costs and benefits for each option
- Assessing social and environmental effects for each option
- Consultation with the Hutt and Boulcott Golf clubs and affected residents and refining feasibility report as required
- Presenting the feasibility study outcomes and recommendations to the Advisory Committee

Phase 2: Design (July 2007 – June 2009)

At the end of this phase, we expect to have resource consents/designations, land required for stopbank construction, the detailed design report and tender documents. We expect this work will take 2 years to complete provided resource consents and land purchase processes run smoothly.

Major tasks for this phase include;

- Site investigations to confirm the suitability of the preferred alignment. These investigations include detailed topographical survey, geo-technical and services investigations, and identifying sources for fill materials.
- Negotiating land purchase/easement and entry/compensation agreements
- Completing the preliminary design and updated cost estimate
- Further consultation with local community, stakeholders and other interested parties as required before lodging resource consent/designation applications
- Obtaining resource consents/designations and any necessary building permits
- Undertaking the detailed design and preparation of tender documents

Phase 3: Construction (July 2010 – June 2012)

We expect construction of this stopbank to be completed in two years. GWRC's current 10 year plan provides budget for commencing the construction in the 2010/11 financial year. GWRC may review this programme through the 2006-2016 LTCCP process.

7. Programme

Attachment 2 shows an indicative timeline for completing the project. Given the nature of the project involving land purchase and notified resource consents/designations we believe that phases 1 and 2 will take more than 3 years to complete.

We propose to start the feasibility phase of the project in January 2006, one and a half years ahead of the programme set out in the current Flood Protection Department Operating plan. We expect to have a consultant on board by beginning of March 2006. A golf course designer will be included in this team.

We aim to recommend a preferred alignment to the Advisory Committee by June 2007. We will review the programme once a preferred alignment has been adopted.

8. Land acquisition

Land acquisition is a critical task in the proposed programme. Most of the land on which the proposed new stopbank is to be built is owned by the Hutt and Boulcott golf clubs. Purchase of at least one residential property is also anticipated.

We will engage Greater Wellington's property consultant, Peter O'Brien, to manage the land entry and purchase requirements. Peter will be involved right from step one, selecting feasibility alignments, to minimise the effect on land. Once the feasibility stopbank alignments have been finalised, Peter will assess and report on the feasibility and costs of acquiring the required land for each option.

We aim to obtain entry agreements and purchase the required land on a 'willing seller – willing buyer' basis. However, if this is not feasible, GWRC may have to consider 'designating' the land required for stopbank construction. We expect to report on this requirement to the Advisory Committee in June 2007 at the end of Phase 1 of the project.

In Phase 2, Peter will undertake the necessary land related negotiations with landowners and then prepare the necessary entry/compensation and purchase/easement agreements. Our preference is for GWRC to own the land on which the stopbank is constructed, however, easements will be considered in appropriate locations.

9. Consultation

Consultation for this project began with the HRFMP consultation, which started in 1999 with the design standard options. More recently, following the January 2005 floods, Hutt Golf club representatives and Hathaway Avenue residents have strongly canvassed to bring this project forward.

The purpose of consultation in this project is to;

- Provide opportunities for the golf clubs and affected residents to actively participate in the process of selecting a preferred alignment
- Provide an opportunity for the golf clubs and affected residents to participate in speedy implementation of the project by commenting on and supporting resource consent/designation applications
- Update golf clubs, local community and other interested parties with the project progress through the design and construction phases

Consultation tasks will include;

- Individual and combined meetings with affected residents, Safeway Storage, TransPower, HCC and the two golf clubs
- Information sheets and press releases
- Land related negotiations with affected property owners

10. Budget

GWRC's 2005-2013 LTCCP provides a total budget of \$5.87 million for completing the project over a period of 5 years starting from July 2007. This proposal to accelerate the investigations requires bringing forward part of this budget. The following table shows the current budget and the budget proposed for consideration through the 2006-2016 LTCCP.

Description	Total Cost \$'000	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Current budget	5873			351	441	176	2925	1980
Proposed Programme		Phase 1, Feasibility	Phase 1, Feasibility	Phase 2, Design	Phase 2, Design	Construction timing to be considered through GWRC's 2006-2016 LTCCP		
Budget proposed for 2006-2016 LTCCP	6338	50	150	490	480	5168		

11. Communication

The proposed feasibility study process includes a range of communication initiatives. Once the proposed scope and programme has been adopted, we will issue a press release and distribute a newsletter to the golf clubs, affected landowners and local community.

12. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the scope and programme for implementing the Boulcott/Hutt stopbank project*

Report prepared by:

Report approved by:

Daya Atapattu
Project Engineer

Geoff Dick
Manager, Flood Protection

Attachment 1: Plan showing existing stopbanks

Attachment 2: Indicative timeline