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Committee Hutt River Advisory Subcommittee  
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## **Boulcott/Hutt stopbank project update**

### **1. Purpose**

To update the Advisory Subcommittee on progress made with the Boulcott/Hutt stopbank project

### **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**

In September 2008, the Hutt River Advisory Subcommittee endorsed an implementation programme to progress with Phase 2 and Phase 3 of the stopbank project on the basis of the Boulcott Alternative alignment adopted by Greater Wellington and Hutt City Council in August 2008. The main focus of phase 2 is to complete the land entry agreements, obtain the required statutory approvals and to complete the detailed design. Phase 3, starting in the second half of 2009/10, involves the construction of the stopbank and associated works.

### **4. Land entry agreements**

The land entry agreements will enable Council to enter the land for construction, acquire an interest in the land by way of an easement or land transfer to protect the Council's interest in the stopbank and to agree the basis of assessing compensation for disruption which will arise from the work. The draft agreements prepared by GW property consultant, Peter O'Brien, were given to the two golf clubs in January 2009 for their review and feedback.

Both golf clubs have appointed lawyers to advise them in their negotiations. We expect feedback from the two clubs in early April 2009.

The proposed compensation payments to the golf clubs would require an assessment of the average net maintainable income of each club and associated business. A GW appointed officer from Price Waterhouse Coopers, has already commenced analysing golf club accounts to make the required assessments.

GW and Hutt City Council (HCC) officers are currently reviewing a draft Memorandum of Understanding (MOU) which will register HCC's 50 percent interest in the BGC land located on the city side of the stopbank. We expect to present this MOU for the approval of both Councils in April/May 2009.

## **5. Notice of Requirement and resource consents**

GW intends to obtain approval to undertake the proposed stopbank construction and associated works by:

- Designating the land for flood protection purposes to enable stopbank construction and other associated works;
- Applying for resource consents from Greater Wellington to work in the river bed and for diversion of flood waters;
- Applying for building consents from Hutt City Council, when required to build high retaining walls and relocating buildings.

To date our discussions with the utility operators have generally confirmed that alterations to the existing utilities are permitted activities and at this stage will not require any additional approvals.

We have started preparing the draft NOR (Notice of Requirement to designate the land). A summary report on the feasibility investigations has been completed and the environment impact assessment commenced.

We have had meetings with HCC and GW consent management officers, Transpower, NZ Transport Agency, United Networks, Capacity, Boulcott School, HCC Roding and Rotary Club officers to discuss the process. We also plan to meet with other key stakeholders during the next few weeks.

At this stage we are planning to consult on the draft applications in April/May 09 and lodge the applications by June/July 09.

## **6. Relocating Boulcott clubrooms**

The proposed stopbank works include relocating the Boulcott Golf Club clubrooms outside the footprint of the proposed stopbank. Two sites, the former Rentokil site and a site 20 metres into the golf course, were investigated. We now recommend that the clubrooms be relocated to the site 20 metres into the golf course from the existing location. A summary of issues considered in our investigation is described below.

## **Flood protection**

The floodway in this reach of the river narrows down from about 600 metres width in the Hutt golf course area to about 150 metres at the Transpower/Safeway constriction. The river channel width changes from about 100 metres below the Kennedy Good Bridge to about 50 metres at the Transpower/Safeway constriction. There is also a major change in river grade in the vicinity of the Hutt golf course resulting from the Wellington fault movements.

These conditions give rise to a sudden rise in flood levels and very high velocities in the vicinity of the Transpower/Safeway constriction. Addition of a large building (clubrooms) in the constriction would make it even more difficult to provide for increased floodway capacity.

The proposed site 20m into the golf course is located well away from the river and experiences relatively low flood velocities. This site will also have relatively low impact on the floodway and the flood defence structures.

The option of moving the clubrooms 20m into the golf course is therefore the recommended option from a flood protection point of view.

## **Boulcott Street traffic**

We have also investigated the Boulcott Street traffic issues raised by the residents during our feasibility phase consultation and a traffic impact assessment of relocating the clubrooms was completed in February 2009. (Copies of the Report are available on request). The findings and conclusions of the traffic study include;

- The existing on-street car parking on Boulcott Street is under high utilisation, but this appears to be predominantly associated with Boulcott School;
- Retaining the clubrooms on Boulcott Street would have no additional adverse impacts on the roading network compared to the current situation;
- There is insufficient car parking supplied by both the proposed sites. Vehicles will be required to park on the street in the case of the Boulcott Street site or in the case of Rentokil site on the street and in an off site car parking lot on the west of Harcourt Werry Drive;
- The off site parking for the proposed Rentokil site does not meet the provisions of the Hutt City district plan. In addition, there are considerable safety concerns about vehicles and pedestrians crossing Harcourt Werry Drive.

We believe that relocating the clubrooms to the Rentokil property will impact on-street parking on other streets and also lead to possible safety concerns.

Alleviating these safety concerns is likely to increase construction costs and these have not been provided for in the existing budgets.

In terms of the existing location, we intend to continue work with HCC Road Safety officers, Boulcott School and the Boulcott Golf Club to investigate options for reducing the traffic issues in Boulcott Street. We will also investigate providing more parking spaces within the golf course.

### **Golf course layout**

Relocating clubrooms to the Rentokil site would also require a major redesign of the golf course involving additional costs. The BGC committee believes that the current site is the best location for the clubrooms and the Rentokil site could be better utilised for relocating the green keepers shed and golf course features to allow for land lost from the stopbank construction.

## **7. Detailed design**

Opus International Consultants were appointed in January 2009 to prepare the final design for the Boulcott/Hutt stopbank and associated works. A design workshop including a site walkover was held on 5 February 2009 with Opus Consultants, Flood Protection officers and other specialists. Opus has now commenced the geotechnical investigations, the topographical survey along the proposed stopbank alignment and investigating options for raising and realigning Connolly Street at the stopbank crossing.

Sufficient design information will be available for the lodging of the designation by June 2009 with the detailed design completed by November 2009.

## **8. Communication**

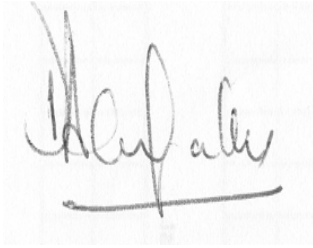
The designation/consent process will involve consultation with the key stakeholders and the local community. Communication initiatives would include newsletters, regular meetings with the two golf clubs and meetings with other affected parties.

## **9. Recommendations**

*That the Subcommittee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Notes that the proposed Boulcott/Hutt stopbank works include relocating the Boulcott Clubrooms to a site 20 metres into the golf course from the current location.*

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