

Report **06.307**
Date 20 June 2006
File N/03/18/01

Committee **Hutt River Advisory**
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Hutt River Floodplain Management Plan: Boulcott/Hutt stopbank feasibility study

1. Purpose

To update the Advisory Committee on progress with the Boulcott/Hutt stopbank feasibility study.

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 the March 2006 meeting, the Advisory Committee endorsed a consultation process and programme for the Boulcott/Hutt stopbank feasibility study. The proposed consultation process included two rounds of consultation. Round 1 public consultation was completed with a well attended public meeting on 24 May 2006. We have now refined the alignment options following the Round 1 consultation and are progressing with the feasibility design.

4. Round 1 consultation

The Round 1 consultation for the Boulcott/Hutt stopbank feasibility study began in April 2006. The purpose of the Round 1 consultation was to provide opportunities for all parties identified as directly affected and interested in the Boulcott / Hutt stopbank to participate, at an early stage, in the process of selecting a preferred alignment.

Two newsletters were distributed to directly affected and interested parties. A public meeting was held on 24 May 2006, where residents and property owners adjacent to the stopbank and the golf courses from Mills Street to Stellin Street, the wider community including Belmont residents, and other stakeholders were invited. At this meeting, residents were provided with the opportunity to comment on the alignment options and the evaluation methodology. Smaller meetings were held with directly affected landowners and adjacent residents.

Attachment 1 provides a record of consultation undertaken and the issues raised.

5. Stopbank alignments

Following the Round 1 consultation, the project team refined the three possible stopbank options provided at the beginning of the study. The refined alignment options are shown on **Attachment 2**.

All three alignments follow the existing stopbank from Mills Street to Connolly Street. The existing stopbank from Mills Street to Connolly Street is located on a narrow strip of land between the Safeway Storage complex and residential properties.

The blue alignment follows the existing stopbank from Connolly Street to Hathaway Avenue and then follows a route along the residential boundaries of the two golf courses to the Avalon stopbank.

The green alignment was amended following public consultation and this alignment now follows a route through the Boulcott and Hutt golf courses to the Avalon stopbank. A section of this alignment follows the boundary between the two golf courses making it possible to combine the lower part of the green option with the upper part of the blue option to form a hybrid option.

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

6. Feasibility design

Our consultants are now progressing with the feasibility design of the stopbank alignments explained in Section 5 above. New stopbank crest levels for each alignment will be determined using a computer model that will simulate a 2800 cumec flood in the Hutt River. This part of the floodplain is constricted at the lower end by the Melling sub-station and the Safeway Storage complex causing a 'choke' effect on the flood flows. Our previous modelling has shown that this floodplain needs to be accurately represented in the model to obtain reliable results. We are now using the latest available software from Danish Hydraulic Institute, Mike Flood, which is capable of accurately modelling this floodplain. Modelling results will be reviewed by the project team before using them to set stopbank crest levels for each option.

The stopbank design at the Connolly Street crossing is complicated because of access requirements to residential properties, Safeway and the Melling substation. The new road crest level at this location will be 1.5 to 2 metres above the existing crest level. We are currently investigating a number of broad options for this section of the stopbank in order to find an acceptable solution.

All three stopbank options from Connolly Street to Avalon will be located on the Boulcott and Hutt golf courses. The Hutt golf course and most of Boulcott

golf course are privately owned. The stopbank alignments through golf courses have to be made 'golf friendly' by incorporating golf course features into stopbanks. Construction costs for each option would include costs of integration and reinstatement of golf course features, disruption during construction and potential loss of membership.

7. Evaluation methodology

A Multi Criteria Analysis method will be used for ranking stopbank alignments. This method includes selecting a number of attributes applicable to the project and scoring each attribute for each alignment. Each attribute will be assigned a 'weighting' applicable to the project. Given below is a list of attributes prepared incorporating feedback from the public meeting held on 24 May 2006.

1. Stopbank construction costs
2. Long term stability of the riverbed, floodplain and stopbanks
3. Benefits of flood protection to the land that was flood-prone
4. Amenity effects due to the presence of the stopbank
5. Ease of construction and minimal disruption
6. Regional perspective and transparency of process
7. Future flexibility of floodplain management response to natural river forces
8. Cultural, Iwi and community benefits
9. The stopbank as an asset to the land owner

8. Where to from here

The next step of the feasibility study is to complete the feasibility design and assess costs, benefits and social, environmental and cultural effects for each option. While the feasibility design is progressing, a trial evaluation will be carried out by the project team on 18 July 2006, to identify any improvements required for the evaluation methodology. The evaluation methodology will be refined following this workshop.

Given the likely significant impacts on the two golf courses and the Safeway Storage complex, the project team will be continuing it's discussions with these land owners to further refine the alignments and the feasibility design before the final evaluation.

We expect to report the outcomes of the final evaluation to a special meeting of the Advisory Committee in late September 2006. The Round 2 consultation will commence in early October 2006.

9. Communication

The Round 1 consultation provided opportunities for the residents and stakeholders to participate in the feasibility study project. We will keep all interested parties and residents updated on project progress through newsletters until the Round 2 consultation commences in October 2006. The next

newsletter will be distributed in mid July 2006 following the Advisory Committee meeting.

10. Recommendations

That the Committee:

1. **Receives the report.**
2. **Notes the content of the report.**

Report prepared by:

Report prepared by:

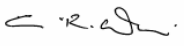
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Attachment 1: Record of Round 1 consultation

Attachment 2: Alignment options plan