



Report 09.683
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Committee Hutt River Advisory Subcommittee
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Hutt River: Proposed improvements from Kennedy Good Bridge to Ewen Bridge

1. Purpose

To obtain the Subcommittee endorsement of the process and programme for implementing the Hutt River Floodplain Management Plan recommended upgrades from Kennedy Good Bridge to Ewen Bridge.

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

The Hutt River Floodplain Management Plan (HRFMP) recommends upgrading the existing flood defences from Kennedy Good Bridge (KGB) to Ava Rail Bridge (Ava) on the left bank (city centre side) to provide the 2300 cumec standard of protection to the central city and residential areas of the Hutt City. This project has highest priority in the HRFMP.

The 2300 cumec design standard for this reach (HRFMP s 3.2) includes;

- Upgrading all existing stopbanks and constructing new stopbanks where necessary to a 2800 cumec standard capacity
- Bank edge and berm protection to 2300 cumec standard
- Replacing the existing bridges at the end of their useful life, with new bridges and their associated floodways required to pass a 2800 cumec flood

Since 2001, Greater Wellington has been implementing the HRFMP recommendations in a progressive manner starting from the highest risk areas. A total of \$18.2 million has been spent to June 2009 on the HRFMP upgrades.

The Flood Protection Department's 2009-2019 Operating Plan provides for a further \$34.4 million to complete river works and all stopbanks on the left bank from KGB to Ava to provide the agreed level of protection to the central area of Hutt City by 2019.

4. Project scope and status

The HRFMP recommended works for the central area include;

- Ava Rail stopbank, river realignment and Rail bridge waterway improvements. Completed by 2008
- Strand Park stopbank upgrade. Now substantially completed. The contractor is currently completing the berm reinstatement and tidying up works.
- Boulcott/Hutt stopbank from Safeway to KGB. Programmed for completion by 2013.
- City Centre stopbank from Ewen Bridge to Safeway. Programmed for completion by 2019
- River channel improvements from KGB to Ewen including the Melling Bridge waterway improvements. Programmed for completion by 2019.
- Melling Bridge upgrade to 2800 cumec standard. To be taken up when the bridge is replaced or upgraded at the end of its useful life.

With works below the Ewen Bridge now completed there are 4 stages of work for the section from Ewen to KGB to be completed. A more detailed description of these stages is given in section 5 below.

5. KGB to Ewen upgrade works

The KGB to Ewen upgrade works will be implemented in four stages. All stages have to be completed to provide the HRFMP recommended protection to the central city area. Report 09.684 provides updates on progress made with individual projects.

Stage 1: Boulcott/Hutt stopbank project

This project involves upgrading the existing stopbanks and constructing new stopbanks along the approved alignment. The detailed design, consultation with interested and affected parties, and preparation of designation documents is currently progressing. The Boulcott/Hutt stopbank has now been separated from the channel works to expedite the designation process for the stopbank and provide more time to consult on the proposed channel works from KGB to Ewen. The stopbank project is scheduled for completion by 2013.

Stage 2: City Centre stopbank project

This project involves upgrading the existing stopbank from Ewen Bridge to Safeway. The proposed works involve raising and strengthening the stopbank to the 2800 cumec capacity. The Mills Street section forms part of this stopbank project. The project is scheduled to commence in 2012 and be complete by 2019.

Stage 3: River Channel improvements project

This project involves improving the river channel from KGB to Ewen to the required standard. The project involves widening the river channel to the design alignment and constructing edge protection works to provide security to the new and upgraded stopbanks.

The proposed channel works provide significant benefits including, lowering of flow velocities, improving the waterway capacity of the existing Melling Bridge and lowering the stopbank design crest levels by up to 600 mm. Consulting with stakeholders on the channel widening from KGB to Mills Street is progressing. All channel excavation works and stronger edge protection works, rock lining etc, will be implemented progressively and are scheduled for completion by 2019. Vegetation protection works could continue beyond 2019. It should be noted that the stopbanks will not provide the 2800 cumec level of protection until the channel works are complete.

Stage 4: Melling Bridge Replacement

The full HRFMP design standard will not be achieved in this reach until the Melling Bridge is replaced. There is uncertainty about when the bridge will be replaced so the channel improvement works described in Stage 3 will be undertaken to maximise the waterway capacity in the interim. If the current NZTA investigation recommends that the bridge be replaced and funding for the works is available in the near future then we would revise the extent of channel improvement works at the bridge to suit the proposal and timing.

Programme

The existing stopbanks from KGB to Ewen are currently high enough to contain a 1 in 100 year event in the Hutt River. Unprotected properties at Hathaway Avenue would start flooding at about a 1 in 10 year event. The process for achieving the HRFMP recommended standard with stopbanks to 2800 cumec capacity has been described above. The table in Attachment 1 provides a programme with key dates for completing the KGB to Ewen works.

6. KGB to Ewen land requirements

GWRC currently owns all land on which the existing stopbank is located from Ewen Bridge to the former Rentokil site. The existing stopbanks from the Rentokil site to Fairway Drive are on properties owned by the two golf clubs. GWRC also owns most of the river corridor land in this reach of the river.

The privately owned land in the river corridor from KGB to Ewen includes Safeway Storage, the Transpower substation, a part of Boulcott golf course, Hutt golf course and the former Maastricht property just south of Belmont School. The Waimarie Croquet Club currently occupies a part of the GWRC owned land in the river corridor on two lease arrangements. Riverside car parks in the city centre and the Harvey Norman access way are also located on land leased from GWRC.

The additional land requirements for the proposed HRFMP upgrades are described below.

Daly Street

The existing river corridor just south of the Autopoint House corner is severely constricted and there is only limited room on the left bank to construct the proposed upgraded stopbank and associated river works. Private property purchase at this location has been ruled out because of the very high land purchase costs. The HRFMP proposal for this location is to build the new stopbank within publicly owned land extending to some of the kerb side car parks on the riverside of Daly Street. Daly Street roadway will be retained. The extent of land required has to be decided in consultation with HCC through the detailed design phase.

A significant number of riverside car parks will also be required for the proposed upgrade works. The existing Harvey Norman access over the stopbank will also be affected as the height of the stopbank will be raised by about 700mm. Harvey Norman is fully aware of the proposed upgrades and their effects.

Melling Bridge

The existing Melling Bridge is just sufficient to pass a 2300 cumec flood event. The HRFMP recommends that the waterway capacities of the existing bridges be improved to 2800 cumec standard when the bridge owners decide to replace them. The HRFMP has signalled the requirement for additional land on the left bank for a bridge upgrade, should it proceed.

In the mean time the current proposal is to improve the waterway capacity under the existing bridge. The acquisition of a small triangular section of land on the city centre side of the bridge will likely to be required to provide sufficient space to improve the waterway of the existing bridge and construct secure flood defences. Some modification will also be required in the Block Road area.

Waimarie Croquet Club

Waimarie Croquet Club (WMC) occupies about 0.8 hectares of GW owned land in the Hutt River corridor south of Mills Street. There is no room in the river corridor to accommodate croquet club facilities once the proposed upgrade works are completed. GW and HCC officers have been working with Waimarie Croquet Club since 2007 to investigate options for relocating the

Croquet Club. The club has now chosen to shift to a site offered by HCC in Walter Nash Park, Taita. HCC offer is subject Taita Bowling Club accepting the WMC on site. HCC officers are working with both clubs to facilitate a suitable working arrangement. Once this is confirmed GW and HCC officers will work with the WMC to develop a relocation programme.

Mills Street

Land purchase requirements at the end of Mills Street to improve the floodway capacity from Mills Street to the Melling sub-station were identified during the Boulcott/Hutt investigations. GW recently approved the yellow alignment for the detailed design of the stopbank at the end of Mills Street. Out of the four properties required two have been already purchased. The design process for this part of the stopbank is scheduled to commence in 2012/13. The whole process had to be brought forward when one of the properties came on the open market. The accelerated process has provided more time to the affected parties, 6 to 10 years as opposed to 2 to 6 years, to consider their options.

Connolly Street Crossing

Additional land required for realigning Connolly Street at the stop bank crossing, 59 Connolly Street and the former Rentokil property, have already been purchased by GW. No other properties are being considered for purchase at this location.

Boulcott and Hutt golf courses

The upgraded and new stopbanks from the former Rentokil property to Fairway Drive are located on land owned by the two golf clubs. GW is currently negotiating with the two clubs to obtain easements for the stopbanks.

7. HRFMP projects in Lower Hutt beyond 2019

Other high priority HRFMP projects in Lower Hutt include;

- Upgrading stopbanks from Melling to Ewen (Pharazyn Street) on the right bank
- Upgrading the stopbanks on both river banks and improving the river channel from Ava Rail Bridge to Estuary Bridge
- The stopbanks above KGB to Silverstream are high enough to contain a 2800 cumec flood and only minor works are necessary. Belmont improvement works have already been completed.

The scope for the above works has been identified in the HRFMP on the basis of concept designs and cost estimates prepared in 1999. Further investigations to confirm the scope of works will be taken up once the funding is provided through the GW's LTCCP.

8. Communication

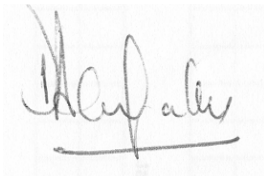
Consultation on the Boulcott/Hutt stopbank and river works projects is currently progressing to a consultation plan previously endorsed by the HRAS. A newsletter was distributed to the local community and other stakeholders in October 2009. Consultation on the draft designation/consent applications for the Boulcott/Hutt stopbanks will commence in November 2009. A new consultation plan for the City Centre stopbank and channel works will be prepared when the projects commence in 2012/13.

9. Recommendations

That the Subcommittee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Endorses the process and programme for implementing the KGB to Ewen project***

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Attachment 1: Key dates for project completion



KGB to Ewen project – Key dates for project completion

Project/Activity	Completion
Boulcott/Hutt stopbank	
Golf clubs merger decisions	1 st week Nov 2009
Consultation on draft designation/consent application	November 2009
Lodge designation/consent applications	December 2009
Complete the detailed design	Feb 2010
Designate land and obtain consents	Aug 2010
Construction	Nov 2010 – June 2013
City Centre stopbank	
Complete the detailed design, consultation and designation/consent applications	Jul 2012 – June 2014
Obtain planning approvals if necessary combined with river works	July 2014 – June 2015
Construction	July 2015 – June 2019
River Channel improvements	
Consultation on the proposed works from KGB to Mills Street	Complete by Dec 2010
Consultation with NZTA	Nov 2009 – Dec 2010
Finalise the channel alignment and decide on the consenting process/time frames	July 2011 – June 2012
Complete the detailed design, consultation and designation/consent applications	Jul 2012 – June 2014
Obtain planning approvals combined with City Centre stopbank works	July 2014 – June 2015
Construction	July 2015 – June 2019