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Committee Hutt Valley Flood Management Subcommittee  
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## Hutt River City Centre Upgrade Project – Preliminary Integrated Design

### 1. Purpose

- To update the Subcommittee on progress made with the Hutt River City Centre Upgrade Project
- To seek Subcommittee endorsement of the scope for the preparation of the preliminary integrated design, costing and implementation timelines for the Hutt River City Centre Upgrade Project

### 2. Background

In December 2015, following extensive consultation, Greater Wellington Regional Council (GWRC) approved 'Option A' as the preferred option to proceed with the preparation of the preliminary design, costing and implementation timelines for the Hutt River City Centre Upgrade Project (HRCCUP).

Option A represents an integrated design that combines components of **Making Places project** and **Melling Interchange project** with the **Flood Protection works**. The preferred option, determined through an extensive option evaluation and consultation process, also provides for the predicted climate change.

Option A includes

- widening of river channel/corridor
- raising and strengthening existing stopbanks
- replacement of Melling Bridge
- a promenade at Daly Street
- A pedestrian/cycle way bridge
- realignment of part of Marsden Street
- Relocation of services

- The project also includes acquisition of 117 properties (full or part).

The Working Group has now developed the scope for the preliminary design and already commenced the design refinement in key areas (e.g. River channel).

The preliminary integrated design will continue to use the same multi-agency management structure reported in September 2013 [13.812].

### **3. Making Places Project**

Making Places is Hutt City Council's (HCC) long term development strategy for the Lower Hutt CBD. The strategy has strong community support and the creation of an inner city lifestyle has been identified as the catalyst for growth and a sustainable economy in the Lower Hutt CBD. Developers have indicated that a CBD riverside waterfront would generate a highly desirable apartment market in Lower Hutt. Such a precinct could reinvent the reputation of the Hutt CBD and possibly the Hutt itself – similar to how Wellington has been reinvented around its own waterfront. The HRCCUP over the next 12 months will analyse the interface between private sector development and flood protection infrastructure and how the transport (all modes), economic, social, and environmental networks can be best integrated into and around this new connection. A promenade walkway will be designed to integrate with the finished level of the proposed stop banks and will require the design of a pedestrian network between the river landscape, promenade, and the city. HCC is continuing to liaise with developers and property owners to best align new development in accordance with the HRCCUP.

### **4. SH2 Melling Intersection Improvements Project**

NZTA is now in the process of scoping the Indicative Business Case (IBC) for the SH2 Melling Intersection Improvements Project. The IBC when completed will identify a preferred intersection improvement option that addresses integrated outcomes (i.e. Transport, Flooding, and Making Places) at the Melling Intersection. NZTA officers expect to provide an update on the process and timeline to the Subcommittee on 3 March 2016.

### **5. Preliminary Integrated Design**

The purpose of the preliminary integrated design is to refine the preferred design concept developed in the option selection phase and involves;

- Confirmation of the extents of the proposed works
- Identification of material requirements and sources
- Confirmation of land requirements for key project components
- Preparation of implementation timelines
- Preparation of more accurate cost estimates and cost sharing options for consideration by the three agencies (GWRC/HCC/NZTA)

The preliminary design will also form the basis for preparing the NOR/Consent applications. **Attachment 1** provides the draft scope notes for the preliminary design which includes the key elements;

- River Engineering – confirmation of the river channel design for a range of flows, stopbank heights and profiles
- Transport/Linkages – develop options to minimise the impact from the works on the existing transport network and parking areas and developing options for linking the CBD with the river corridor, rail station and western hills.
- Civil/Structures - develop options to facilitate the integration of new buildings with the stopbank at Daly Street, bridge structures, stormwater upgrades and service relocations
- Urban and landscape design – develop options to enhance the river corridor for recreational and other uses considered in context of the whole corridor and adjacent other open spaces in the city
- Planning – prepare strategy for policy changes and NOR/Consent applications and develop land use options for any surplus land
- Implementation – Construction methodology, implementation timelines, cost estimates and options for cost sharing. This involves an economic assessment, a rating impact and affordability assessment based on implementation timelines. The Working Group will also investigate and report on implementation options for project components, as an integrated project or separately by each agency.

The preliminary design will be completed by the Working Group assisted by a team of specialist consultants. The design will also consider issues raised by the community and stakeholders during the option selection stage.

## 6. Property Strategy

A detailed property strategy is under preparation. The following outlines the key components and the detailed strategy will be reported to the next meeting of Subcommittee.

The land requirement for the project identified at the option selection stage is shown on the Preliminary Land Requirement Plan (**Attachment 2**). A total of 117 properties (full or part) held by 79 owners has been identified. The total estimated cost of land acquisition is \$42 million.

The Agencies aim to work collaboratively to define the final property requirements to achieve their desired outcomes for the flood protection, Melling Gateway and Making Places projects. A Final Land Requirement Plan will be prepared on completion of the preliminary design.

GWRC property consultants are currently preparing a property strategy that will include the process and timelines. The key objective of the property

strategy will be to secure all property interests within the project timeline while achieving fair and reasonable outcomes for property owners and Council.

### **Dec 15 to end 2017 (or until land is designated)**

Council is not obliged to purchase land until it is designated, currently programmed for end of 2017. However, if approached by landowners during this period, Council will enter into discussions for early purchase of property if owners have a genuine need or desire to sell. Ten property owners (4 residential + 6 Commercial) have already indicated their desire to sell and discussions with these property owners have commenced. Any recommended purchase will be reported to GWRC for approval on a case by case basis.

### **2018 – 2020 (following Designation)**

Once the land is designated, the land purchase process will be expedited with the aim of purchasing all required properties by 2020 (or later according to construction timing) on a 'willing seller – willing buyer' basis. All property purchase negotiations with landowners will follow Public Works Act (PWA) procedures.

Council will follow PWA acquisition procedures with landowners if we are unable to reach agreement on a willing seller willing buyer basis.

## **7. Consenting and Policy**

The consenting approach currently being developed is on the basis of the whole project being included within a joint consent, including the Melling Bridge, Making Places and the flood protection improvements.

The Resource Management Act approvals required to implement the project include;

- Notice of Requirement to designate the land required for the project, providing the necessary authorisation under the District Plan as well as establishing the land acquisition process under the Public Works Act 1981.
- Resource consents from GWRC for effects on natural resources and diversion of flood waters

Hutt City Council is also considering a higher level strategy change to the policies and rules of the Lower Hutt District Plan relating to the Hutt River Corridor and adjoining Central Commercial Activity Area (zone) to provide for the long-term outcomes sought from the project and the revised Hutt River Environmental Strategy (HRES). The HRES is currently under review because of the demand for wide range of uses, sometimes conflicting with the original vision.

The Working Group is currently looking at options for sequencing the approval process so that the community can be consulted in a way which enables a comprehensive understanding of the project and its effects and that the process

is as concise as possible. **Attachment 3** contains a brief report on the possible sequencing options. These options will be further refined as preliminary design and the HRES review progresses.

## 8. Communication Overview

The project communication group, comprising of communication officers from the three agencies, will continue to manage the project communications. Attachment 4 contains a Communication Overview Plan prepared by the Communication Group. The overview plan provides details of objectives, key messages and communication channels.

## 9. Where to from here

A programme to complete the preliminary design through to lodging NOR/Consent applications is outlined below.

3 March 2015	HVFMS endorses the scope for the preliminary design
April – July 2016	Develop design in consultation with the directly affected parties, stakeholders and other interested parties
September 2016	Complete the preliminary design
December 2016	Complete costing and preparation of implementation timelines
Feb/March 2017	Seek HVFMS/Councils approval to prepare NOR/Consent applications
Mid 2017	Lodge NOR/Consent applications

The above programme will be further reviewed as the design progresses.

## 10. Management Structure

It is proposed that the HVFMS will continue to provide the governance role as it did for the development of the Integrated Concept Designs.

It is also proposed that the Management Group set up in September 2013 (Report 13.812) will continue to manage the project with assistance from the Working Group. At this stage, we do not propose any changes to the Terms of Reference for the two groups approved by the Subcommittee in September 2013.

## 11. Communication

Consultation continues to progress with landowners whose land is required for the project. Landowners were provided with opportunities to meet with property consultants to better understand the processes. Meetings with other

stakeholders are continuing and a meeting with the Kiwi Rail management was held on 22 February 2016 to discuss opportunities arising from the proposed project works.

## **12. The decision-making process and significance**

Officers recognise that the matters referenced in this report have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

### **12.1 Significance of the decision**

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term ‘significance’ has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

The Subcommittee decision requested below is the endorsement of the scope of works for the preliminary design. This is aimed at providing more information to the Subcommittee and Council to confirm decisions.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

### **12.2 Engagement**

In accordance with the significance and engagement policy, no engagement on the matters for decision is required.

## **13. Recommendations**

*That the Subcommittee;*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Notes the communication plan for the preliminary design phase of the project*
- 4. Endorses the scope for the preparation of the preliminary design, costing and implementation timelines for the preferred option*

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**Attachment 1: Draft Scope and Work Plan**

**Attachment 2: Preliminary Land Requirement Plan**

**Attachment 3: Consenting and Policy – Authorisation Sequencing Process**

**Attachment 4: Communications Overview Plan**