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Committee Hutt River Advisory Committee  
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## **Boulcott/Hutt stopbank feasibility study: Process and programme for the next stage of the study**

### **1. Purpose**

- To update the Advisory Committee on the progress made with the Boulcott/Hutt stopbank project
- To obtain the Advisory Committee endorsement of the process and programme for completing the work required to determine a preferred alignment.

### **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 March 2006, the Advisory Committee endorsed a process and programme for the Boulcott /Hutt feasibility study. In this programme we proposed 2 rounds of consultation to be completed by 30 November and a possible third round depending on the issues raised during the second round of public consultation. Outcomes from Round 2 consultation and the feasibility study recommendations were reported to the 30 November Advisory Committee. In this meeting, the Advisory Committee also received four written public submissions.

In the November 2006 meeting, the Advisory Committee decided that more detailed design information was required, including consideration of the four written submissions, before any of the options are eliminated. This report summarises the submissions and details the next stage of the investigations.

### **4. Feasibility study summary**

Three conceptual alignments were chosen and investigated through the feasibility study. The three alignments and their combinations were evaluated

by a Multi Criteria Analysis (MCA) process developed by MWH NZ Ltd. The three alignments and the attributes selected for the MCA were confirmed through the Round 1 consultation.

The MCA process, completed in September 2006, favoured a combined 'Hutt Blue', 'Boulcott Green' and a 'Safeway Green' alignment. Round 2 consultation completed in October 2006 provided opportunities for public and stakeholders to comment on the MCA favoured alignment.

## **5. Public submissions on the MCA favoured alignment**

**Attachment 1** contains copies of the four submissions received by the Advisory Committee on 30 November 2006.

### **Hutt Golf Club (HGC) submission**

HGC is concerned about the effects on the club rooms and the golf course arising from the favoured alignment and frequent flooding from the Hutt River. The MCA favoured alignment can be modified to include a low level stopbank on the western boundary of the course to cut off direct flow over the course during minor flood events. However, this low level stopbank will not cut off backwater flooding from the Hutt River.

HGC's preferred option is the Red alignment. HGC states that this alignment will provide a high level of protection to HGC land and lessens the impact on residential properties. HGC requests the Advisory Committee to direct officers to further investigate the Red alignment including the possibility of shifting of the riverward toe of the stopbank to the 80 metre line where this lies outside the golf course.

### **Boulcott Golf Club (BGC) submission**

We have had discussions with BGC officers on new stopbank issues since the 1998 flood. However, this is the first instance that we received a submission which appears to reflect the views of the full membership.

The club cannot continue to function with a stopbank on the MCA favoured 'Green' alignment or on a 'Red' alignment. The golf course can continue only with a 'Golf friendly Blue' alignment. BGC has been a part of the community for about 70 years and the membership has a strong desire to continue on the current location. BGC also requests that the club rooms be relocated to the old Rentokil site as part of the stopbank proposal.

### **Safeway submission**

Safeway requests that the Committee directs officers to find a solution that would bring both Safeway and Transpower sites within the enhanced protection of a new stopbank. Safeway has its own arrangements to protect the site up to a 100 year flood in the Hutt River. Transpower also has taken steps to minimise the risks by increasing the level of flood proofing. Critical switching equipment has been raised above a 2300 cumec flood level in the Hutt River.

A flood defence option that would protect both sites to a 440 year standard is not feasible and was rejected at the feasibility stage.

### **Military Road submission**

The key issue raised in this submission is the proximity of the stopbank to the residential boundary as shown on the 'consultation maps'. The MCA favoured alignment can be adjusted to be away from the boundary and was shown at the 30 November 2007 meeting. The Military Road representative prefers this adjusted alignment to the one on the boundary.

## **6. Further information required**

The MCA favoured alignment will have significant impacts on the two golf courses in particular. Most of the proposed stopbanks will be located on the privately owned Hutt and Boulcott Golf Club land. The Boulcott golf course will cease to function if the favoured alignment is adopted. The total costs of the project provided by the feasibility are significantly more than the project budget. More accurate costs are necessary before making decisions on funding.

The Advisory Committee has indicated that it needs more information before selecting a preferred alignment to recommend to the Landcare Committee.

Key information required by the Advisory Committee includes;

- Details of the proposed flood defence structures in the vicinity of the HGC club rooms and impacts on the club rooms and the golf course
- The total costs of constructing a secure 'engineering' stopbank on the 'Red' alignment and its impacts on the river environment
- Additional costs to the community for retaining the Boulcott golf course by following the Blue alignment and this stopbank's impact on the adjacent properties

## **7. River Engineering experts workshop 23 Jan 07**

We held a workshop of River Engineering experts on 23 January 07 to obtain their views on the sustainability of a stopbank on the 'Red' alignment and to re-examine the feasibility of constructing a flood defence structure to protect both Safeway and Transpower sites to the 440 year standard.

Key outcomes from the River Engineers workshop include;

- A majority of the River Engineers prefer a stopbank further back from the river and a Blue stopbank is preferred to a 'Red' stopbank.
- It may be possible to construct a secure stopbank on the 'Red' alignment and therefore this option needs to be further investigated. This should be followed by a detailed assessment of impacts on the river environment from each alignment option.

- A flood defence structure that would protect both Safeway and Transpower sites to the 440 year standard is not feasible.

## **8. Further investigations**

We are now proposing to further refine the design and cost estimates on the following alignments.

### **An Engineering stopbank on the Red alignment**

This alignment will follow the western boundary of the Hutt golf course, through the GWRC owned land of the Boulcott golf course and then the existing stopbank from Connolly Street to Mills Street. The Boulcott golf course cannot continue to function with this alignment.

### **MCA favoured Blue, Green and Green alignment**

This alignment will follow the eastern boundary of the Hutt golf course and then through the Boulcott course to join the existing alignment at Connolly Street. The Boulcott golf course cannot continue to function with this alignment.

### **Blue, Blue and Green alignment**

This is a variation to the MCA favoured alignment where the stopbank through the Boulcott golf course will be a 'golf friendly' stopbank on the eastern boundary instead of an 'engineering' stopbank through the centre of the Boulcott course. The Boulcott Golf Club believes that the Boulcott course can continue only with this alignment.

The work involves further refining the design and cost estimates, and assessing environmental impacts and economic gains/losses for each alignment option. Detailed plans will be prepared showing the proposed works around the Hutt Club rooms and Safeway Storage. For the Boulcott Blue alignment, detailed plans will be prepared showing how the golf course features can be integrated into the stopbank and options for the clubrooms will be investigated.

This stage of the study will involve limited ground surveys and geo-technical investigations to prepare accurate plans to identify effects and reduce uncertainties in assumptions made in cost estimates. We expect to work closely with the two golf clubs where plans for integrating the golf course features into the stopbank are required.

## **9. Programme**

The proposed timeline to obtain the Advisory Committee endorsement of the preferred alignment is given below.

1 March 2007	HRAC endorses the process and programme for the next stage of the study
Mar – Aug 2007	<ul style="list-style-type: none"> <li>• Refining the design, cost estimates and option assessment</li> <li>• Consultation with golf clubs/stakeholders and the local community</li> </ul>
Aug 2007	<ul style="list-style-type: none"> <li>• Councillor walkover and HRAC workshop to discuss outcomes of further investigations and consultation.</li> <li>• Presentation to Hutt City Council</li> </ul>
6 Sep 2007	HRAC recommends a preferred alignment to the Landcare Committee
19 Sep 2007	Landcare Committee recommends the preferred alignment to GWRC
27 Sep 2007	GWRC adopts the preferred alignment

The proposed stopbank to protect residential areas and the Hutt CBD and the retention of the Boulcott Golf Club are important issues for Hutt City Council. We propose to present the information from the extended study to HCC to provide an opportunity for HCC to participate in the decision making process.

These additional investigations are necessary but will cause some delay to the process for determining a preferred alignment. However, we don't expect any delay to commencing construction in 2009/10 as scheduled.

## 10. Communications

Following the 30 November 2006 Advisory Committee meeting, a letter was sent to key stakeholders, adjacent property owners and Belmont residents providing an update on the project including the Advisory Committee decision on 30 November 2006.

We will distribute another newsletter in March 2007, advising the community and stakeholders on the process and programme for completing the work required to determine a preferred alignment.

## 11. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Endorses further investigation of the 3 alignments described in section 8 of this report.***

3. ***Endorses the process and programme for completing the work required to determine a preferred alignment for the Boulcott/Hutt stopbank***
4. ***Requests officers to send a copy of this report to Hutt City Council informing the opportunity for Hutt City Council to be involved in the decision making process***

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**Attachment 1: Public submissions received on 30 November 2006**