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Committee Hutt River Advisory Subcommittee
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Boulcott/Hutt stopbank Implementation programme to completion

1. Purpose

- To update the Advisory Subcommittee on the progress made with the Boulcott/Hutt stopbank project
- To obtain the Advisory Subcommittee endorsement of the implementation programme for completing 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

The Boulcott/Hutt stopbank project reached a major milestone with Greater Wellington Regional Council (GWRC) adoption of the Boulcott alternative as the preferred alignment and Hutt City Council (HCC) approval of the additional funding on 11 and 12 August 2008 respectively. This was made possible by the continued co-operation from both councils, the two golf clubs and the adjoining property owners.

4. Preferred alignment

Attachment 1 shows the preferred Boulcott Alternative alignment. The proposed stopbank from Mills Street to the Boulcott clubrooms will be an engineering stopbank on the existing stopbank alignment, with tees and greens incorporated in to the riverside face. The stopbank from the clubrooms to the Hutt course boundary will be a golf friendly stopbank with flatter slopes. The proposed stopbank from the Boulcott/Hutt boundary will be golf friendly, passing around the clubrooms and then following the eastern boundary of the Hutt course.

The stopbank works also include raising and realigning Connolly Street at the stopbank crossing, and providing suitable access to the Safeway complex and the Transpower substation. The Boulcott clubrooms will be relocated to either the former Rentokil site or to a site 20 metres into the golf course from the current location.

The total estimated budget requirement for the Boulcott/Hutt stopbank is \$12.2 million. The contributions from the Boulcott Golf Club (BGC) by way of undertaking works and foregoing compensation to a total of \$0.4 million reduced the total estimated cost from \$12.6 million to \$12.2 million.

The BGC will also transfer the ownership of its land to GWRC as part of the agreement for constructing the Boulcott alternative alignment. HCC will have a 50 percent interest in the BGC land located on the city side of the proposed stopbank.

5. Implementation Phases

The Boulcott/Hutt project is progressing in three phases. The expected outcomes from each phase are given below.

(1) Phase 1 - Feasibility investigations – **now complete**

The purpose of the feasibility investigations was to select an alignment on which a secure and sustainable stopbank can be constructed while minimising impacts on the two golf clubs and the local community.

(2) Phase 2 - Design, land entry agreements and statutory approvals

The works programmed for this phase include refining the feasibility design, completing land entry agreements with the two golf clubs and obtaining designations and resource consents required for commencing construction.

We expect to complete Phase 2 works by November 2009. This timeline assumes no appeals to the designation/consent process.

(3) Phase 3 - Construction

The stopbank construction will be spread over a period of 4 years to be completed by June 2013. There will be up to four construction packages and the works will involve completing the detailed design for the stopbank and the tendering process and supervision for each construction package.

The proposed construction packages are;

- Year 1: Temporary works in both courses and the low bund
- Year 2: Main stopbank on Hutt course from Boulcott/Hutt boundary to the 17th Green
- Year 3: Safeway section, Connolly Street realignment and the northern section on the Hutt course

- Year 4: Boulcott golf course section

6. Phase 2 - Design, land entry and statutory approvals

The main focus of this phase is to complete the land entry agreements and to obtain the required statutory approvals before commencing stopbank construction.

Major tasks for this phase include:

- Refining the feasibility design to a level sufficient for obtaining statutory approvals in consultation with stakeholders
- Completing the topographic and geotechnical surveys for the proposed stopbank and progressing with the detailed design
- Finalising the site for relocating the Boulcott clubrooms in consultation with the BGC, Boulcott Street residents and other interested parties
- Completing land entry agreements with the two golf clubs
- Preparing applications, consultation with stakeholders and obtaining required resource consents and designations for the stopbank and roading works

The following sections include further description of the major tasks.

6.1 Design and investigations

The feasibility phase of the design will be continued until November 2008 to provide the design input required for preparing the designation/consent applications. The detailed design and construction of each construction package will be managed through a new Professional Services Contract commencing in December 2008. The topographical and geotechnical survey for the stopbank and associated works will be included in this Contract.

6.2 Relocating Boulcott clubrooms

The proposed stopbank works include relocating the Boulcott clubrooms either to the former Rentokil site or a site 20 metres into the golf course from the current location. The issues to be considered in determining a new site include;

- The long-term effects on the floodway and flood protection structures
- Effects on the golf course layout
- The existing parking issues in the Boulcott Street.

The process will involve consultation with the BGC, the Boulcott Street residents and other interested parties before recommending a site for the clubrooms.

We expect to complete the consultation process by November 2008.

6.3 Land entry agreements

Completing land entry agreements is a critical task in the phase 2 works programme. Most of the land on which the new stopbank is to be built is owned by HGC and BGC. The stopbank construction will have temporary and permanent impacts on the two golf courses. The preferred alignment was selected following an extensive consultation process with the objective of minimising the permanent impacts.

Temporary greens and tees will be constructed in both courses to allow play to continue during the construction period. This will enable 18-hole play on the Hutt course during both construction seasons. However, the Boulcott course will be limited to a short 6-hole course during its construction season.

In Phase 1, we have worked with the two golf clubs on the route for the proposed stopbank, what physical golf course reconstruction works will need to be undertaken as part of the work and the likely construction sequence. Agreement in principle has been reached with the BGC in respect of GWRC entry to the land for construction of the stopbank, acquisition of the land and agreeing the basis of assessing compensation for disruption which will arise from the work. Negotiations have now commenced with the Hutt Golf Club (HGC) toward an agreement which will enable Council to enter the land for construction, acquire an interest in the land by way of an easement 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 above agreements will be negotiated on the principle of treating both clubs equally. In addition to the above, the agreement with the BGC will include the transfer of its land to GWRC, and with the HGC the grant of an easement to GWRC.

GWRC will also have a separate agreement with HCC to register its 50 percent interest on the BGC land located on the city side of the stopbank.

We expect to complete these agreements by February 2009.

6.4 Statutory approvals

The proposed stopbank alignment is located within the River Recreational Activity and the General Recreation Activity Areas of the *City of Lower Hutt District Plan*. Overlaid over recreational activity areas on these sites are both primary and secondary river corridor annotations.

Stopbank construction is a permitted activity in the River Recreation Activity area of the *City of Lower Hutt District Plan*. However, the proposed route of the new stopbank through the golf courses is in the General Recreational Activity area and requires resource consents from HCC. The stopbank construction and associated river works also require consents from GWRC.

We intend to designate the land for flood protection purposes through a notice of requirement. The designation process is a useful approach for large public work projects that were not accounted for when a district plan was made

operative. Resource consents for diversion of flood waters and for works in the riverbed will be required from GWRC.

The designation/resource consent process will involve:

- Preparing draft Notice of Requirement documents and resource consent applications
- Consulting with stakeholders on the draft applications
- Lodging the Notice of Requirement and consent applications
- Participating in the public submissions and hearing process

Having selected an alignment with a high degree of consensus from the major stakeholders, we anticipate a relatively smooth designation/consent phase.

6.5 Consultation

The preferred alignment for the stopbank was determined through an extensive consultation process completed in phase 1 of the project.

The purpose of phase 2 consultation is to:

- Provide opportunities for the two golf clubs and other interested parties to participate in the design process.
- Provide opportunities for the stakeholders to participate in the preparation of designation/consent applications. These applications will be publicly notified and stakeholders and other interested parties will have another opportunity for making formal submissions.
- Keep the golf clubs, local community and other interested parties well informed through the consent and construction phases.

Consultation process will involve:

- Individual and combined meetings with affected residents, Safeway Storage, Transpower, HCC and the two golf clubs
- Information sheets and press releases
- The land entry negotiations with the two golf clubs.

7. Implementation programme

Attachment 2 contains a summary of the proposed implementation programme for Phase 2 and Phase 3 of the Boulcott/Hutt project. Key milestones are;

- Obtaining designations/consents November 2009
- Commencing construction January 2010

- Completing the Boulcott/Hutt project June 2013

8. Budget

The total budget requirement for the stopbank project is \$12.2 million. HCC has agreed to fund \$1 million of stormwater, roading and other improvements to be undertaken as part of the project. The following table provides the total estimated budget requirements from GWRC and HCC for the construction of the Boulcott alternative.

Council	Spent to June 2008 on land purchase	2008/9	2009/10	2010/11	2011/12	2012/13	Total
GWRC	500	380	900	3,020	3,300	3,100	11,200
HCC				250	450	300	1,000
Project total	500	380	900	3,270	3,750	3,400	12,200

9. Communication

The proposed process for phase 2 includes a range of communication initiatives. Once the implementation programme has been confirmed, we will distribute a newsletter to the golf clubs, affected residents and the local community.

10. Recommendations

That the Subcommittee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Endorses the implementation programme as outlined in this report for Phase 2 and Phase 3 of the Boulcott/Hutt project.***

Report prepared by:

Report approved by:

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Attachments

- 1 - Plan of the preferred alignment
- 2 - Implementation programme - summary table