

## **Public submissions received on 30 November 2006**

- 1. Hutt Golf Club**
- 2. Boulcott GOLF Club**
- 3. Safeway Self Storage**
- 4. Military Road residents**

# 387129

Oral Submission to Hutt River Advisory Committee  
meeting Thursday November 30 2006

Boulcott Hutt Stopbank Feasibility Study

1. This submission is made by the Hutt Golf Club Inc (HGC).
2. Since the last public meeting of HRAC held on September 28 HGC has participated in a number of meetings with GWRC officers and its specialist advisers, as well as the public meeting held at Frederic Wallis House on October 25. We have also hosted on-site visits from a number of councillors.
3. HGC has studied the alignment options suggested by GWRC and its consulting engineers and has given consideration to the impacts on the course, both during the construction phase and following construction.
4. We note that HRAC is being asked to approve that GWRC officers further investigate the "favoured Hutt Blue, Boulcott Green and Safeway Green" alignment.
5. HGC's preferred option remains as the Red alignment as this will protect the course from flooding to the 2,300 cumecs design standard.
6. HGC does not accept that its property should be automatically regarded as a ponding area for the river in flood. The floodwater relief afforded by the golf courses amounts to less than 15 minutes of peak flood flow; but the disruption and long recovery time from the effects of the silt deposits carries a high cost burden which HGC has had to bear.
7. We note however with concern the significant intrusion into HGC property of the footprint of the stopbank as indicated by the plan titled Red Alignment (Option 2) recently made available to us - attached.
8. Under this alignment HGC would lose its practice fairway, three greens and two tee mounds, which it is unlikely could be contained within a reconfigured layout on the Club's remaining land area, even using part of the stopbank slopes.
9. We note the dotted blue line on the attached plan intrudes into HGC's property for about half of its length, with the rest being outside the Club's western boundary. However the resulting inner toe of the stopbank, shown as the red line on the plan, has been drawn to be 50 metres from either the dotted blue line or the Club's

western boundary. There seems to us little justification for so extensively intruding into privately owned land when publicly owned land could be just as easily used for the purpose.

10. Until recently HGC understood that a 9 hole course could be accommodated within a Red Line option. BGC have informed us that they do not believe that this is possible and that the only option that they consider will retain a 9 hole course is the Blue Line.
11. If HRAC says no to the Boulcott Blue line then HGC considers that the only sensible option is the Red Line. The Red Line not only affords the greatest level of protection to a major recreational facility but also significantly lessens the impact on residential properties bordering on the Clubs' eastern boundaries.
12. However, were the western Red alignment to be adopted it appears that there would be sufficient land area available to construct only an 18 hole golf course, rather than the respective 18 and 9 hole courses which currently operate.
13. While HGC considers the Red Line as the "best outcome" we cannot presume that BGC will be amenable to that.
14. HGC was established in 1892 and will celebrate 100 years on the current site in 2008. BGC has existed for 70 years. Each Club caters for widely differing needs and playing requirements. Each of us is understandably keen to preserve our separate identity and "golf product".
15. If HRAC directs GWRC officers to further study the eastern boundary (Blue Line) alignment through both courses, then HGC will continue to assess the impact of this alignment on our course.
16. We should however signal our strong reservations over the Hutt Blue Line due to its major impact not only on the playing areas of the course but also on the Clubhouse and its environs, both during and after construction.

## Summary

- HGC's preferred option is the Red Alignment; but we recognise its potential impact on the continued separate existence of the Boulcott course.
- HGC asks HRAC to direct the GWRC officers to fully investigate the Red Line option in preference to their "favoured" option.



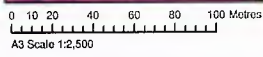


**Legend**

- nz-tm - dims only.dwg Polyline
- GWRC Survey Control
- GWRC Cross Section Alignments
- Landward stopbank Footprint
- Denotes GWRC Owned Land within Golf courses
- Existing Stopbanks

**DESIGN ALIGNMENTS**

- 80m Buffer Zone
- design channel



**HUTTS STOPBANK FEASIBILITY STUDY - RED ALIGNMENT (OPTION 2)**  
 STOPBANK FOOTPRINT WITHIN HUTTS GOLFCUB

File Ref : OPTION 2 - Footprint Hutts Golf Club.mxd





File N/03, ...  
# 387136

BOULCOTT GOLF CLUB  
November 2006  
STOP BANK RECONSTRUCTION SUBMISSION TO  
GREATER WELLINGTON REGIONAL COUNCIL  
(Hutt River Advisory Committee)

### Introduction

Thank you for the opportunity to present this submission

As a club we would obviously prefer any option that did not affect the club. However, after discussions with Council Officers, consultants etc. we realise that there is no realistic and affordable option that would achieve the level of protection desired by the community as a whole that will not affect the club. We accept that the flood protection works are in the best interests of everyone.

The club has been a part of the community for almost 70 years and would like to continue to be part of same. The presence of the club contributes to at least three of the Council's community outcomes:

Quality Lifestyle – this recognises that a variety of lifestyles can be pursued including sport and recreation. As the club has one of the cheapest memberships in the Wellington urban area the club obviously contributes to the achievement of this .

Sense of Place – As mentioned the club will have been in existence for nearly 70 years and many of the residents in Hutt Valley would recognise the presence of Boulcott golf club and the open space nature of the course as being part of the environment that has been there the whole time.

Healthy community – This outcome includes the statement **“Every opportunity is taken to recognise and provide for good health”**. There are obvious health benefits in encouraging and enabling the community to become involved in a sport such as golf. It contributes to the 30 minutes a day exercise that is being encouraged and as golf is a low impact sport people of all age groups can participate in it.

### Player Participation

Over its' existence the club has been host to many hundred's of thousands of golfers. Based on the current membership, with some members playing 2-3 rounds a week and others once a week regulars, close to 28,000 rounds of golf are played on our course each year by members. In addition to this there were also 4,400 green fee players that have taken advantage of our facilities. These figures do not include those who slipped through the net and never paid. Plus a number of functions have been held over the years.

### Option Preference

Of the possible options for the stop bank that the Club is aware of, Boulcott would support the alignment of the eastern blue line as shown on the plans. Also prior to any construction being commenced we would want the Site that Rentokill once occupied (which has been earmarked for Boulcott Golf Club) developed to a stage where we can include it as part of our course. This would necessitate the help of a course designer.

### Club House

There also needs to be discussion re the location of the Clubhouse, which would be decided upon once a final decision has been made on the stop bank

This of course would still cause major disruption but something everyone could live with, and would ensure the survival of the course.

### Future

Any of the alignment options that bisect the course would mean that there is not sufficient land left for a nine-hole course, other than a 'chip & putt' situation, which would not appeal to present members. It was also considered too dangerous to play golf over a stopbank when you cannot see players on the other side. These views were confirmed during consultation with two prominent golf course designers.

Another important area of concern to the club is what will happen during the construction period of other than the eastern blue line. It is considered likely that it could take anything up to two years for a new stop bank to be constructed and the course restored. If members of the club are not able to play golf during this period they are likely to move to other clubs where they can play. Once a player has made the move to another club there is no guarantee that they will ever move back.

### Compensation

What compensation is envisaged?

On the subject of compensation a proper costing needs to be completed as no definite or ballpark figure has been tabled as yet. We at Boulcott are willing to assist with projection of such costs.

Affiliation with Hutt

Discussion have been held with the Hutt Golf Club regarding suggestions that it would be possible for members of the two clubs to share facilities during the construction period. This would need to be investigated further. The main problems being general disruption and temporary closures during reconfiguration of the courses, both before and after work is done. It would also mean sharing one club house and all facilities. This would entail major mindset changes to both sets of members plus some construction alterations to provide facilities now available, ie. reinstallation of poker machines, (which are a major income source for course management) extra locker room provision, extra car parking etc. However, this is an option that would enable continued participation by all golfers.

General

The eastern blue alignment of the stopbank would also provide a ponding area for the floodwaters. It is understood from Council Engineers that this would provide about 15 minutes worth of additional time before flooding. Surely any additional time that could be gained to co-ordinate the response to the flooding would be beneficial.

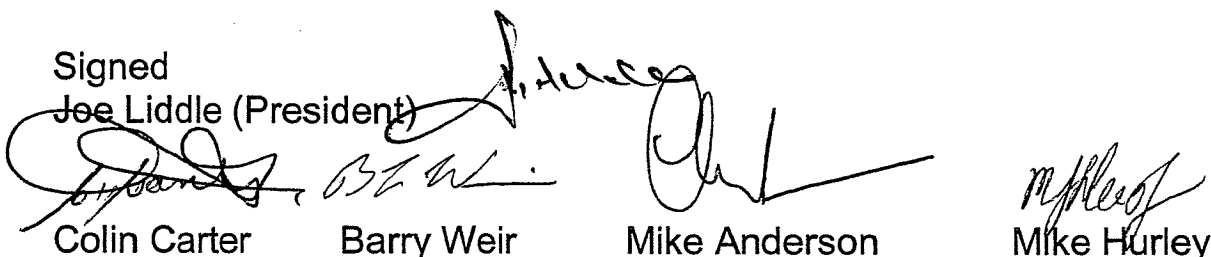
Summary

We believe that the presence of the Boulcott Golf Club assists the Council in achieving some of its community outcomes. The club recognises the importance of the flood protection works. Of the possible alignments that the club has seen, the club supports the eastern blue line alignment with the development of the Rentokill site as this is seen as the only option that would allow the club to survive and meet the Council's community outcomes.

Thank You

Signed

Joe Liddle (President)



Colin Carter

Barry Weir

Mike Anderson

Mike Hurley

(Boulcott Golf Club Stop Bank Sub Committee 2006)



# 386 911

30 November 2006

Daya Atapattu  
Project Manager  
Flood Protection Group  
Greater Wellington Regional Council  
P O Box 11646  
WELLINGTON

FAX: 802 0300

Dear Daya

**PROPOSED BOULCOTT/HUTT FLOOD PROTECTION WORKS**

Thank you for your letter dated 14 November 2006.

Unfortunately, your letter does not fully or satisfactorily address our concerns.

I would appreciate the opportunity to meet with your team again. Perhaps a meeting could be arranged with our consultants (and yours) once the Flood Protection Group has given greater consideration to the possibility of an engineering solution which might address the issues we raise.

In the mean time, I did appreciate your offer to address and make a submission to the Advisory Committee and I intended to appear before the Committee this afternoon, but unfortunately, now will be unable to do so.

Accordingly, I would be grateful if you would place the attached letter before the Committee for consideration at their meeting later today.

I look forward to hearing from you, in due course.

Yours sincerely

A handwritten signature in black ink, appearing to read "David Chapman", written over a white background.

**David Chapman**

Telephone: 04 569-3289  
Facsimile: 04 569-3290  
E-mail: david.chapman@safeway.co.nz





30 November 2006

The Hutt River Flood Plain Management Plan Advisory Committee  
C/o Greater Wellington Regional Council  
142 Wakefield Street  
WELLINGTON

FAX: 802 0300

**SUBMISSION OF SAFEWAY SELF STORAGE LIMITED  
ON THE PROPOSED BOULCOTT/HUTT STOPBANK**

This submission concerns the upgrade of flood defenses in the Boulcott area proposed by the Flood Protection Group of Greater Wellington Regional Council (GW).

Safeway Self Storage Limited is an interested and affected party and is an active participant in the consultation process and we appreciate Project Manager Daya Atapattu's invitation to make this submission to the Advisory Committee.

We are particularly and primarily concerned with that part of GW's proposal, which seeks merely to upgrade the Mills to Connolly Street section of stopbank by simply raising it, in its existing line, rather than rerouting it (so as to include Transpower's Melling sub-station and our adjacent land).

It needs to be noted that the Melling sub-station is an essential public utility and our adjacent property is an intensively developed industrial site. These are significant assets with an aggregate value easily exceeding \$50 million, perhaps a great deal more.

The uses are long (and lawfully established) and as the sites have been developed outside the protection of the existing stopbank, private flood protection measures have accordingly been put in place. Notwithstanding this, we believe that it makes no sense for GW to plan any upgrade of flood defenses that would see these important assets remaining outside the protection of new structural works.

From our discussions and communication with GW to date, it is clear that no real emphasis has been placed on devising an engineering strategy that would see these assets brought within the bounds of any new stopbank.

Instead, it would seem that GW has concentrated its efforts in forging ahead with its plan to upgrade the existing stopbank at this location in its existing line (notwithstanding the obvious technical difficulties) and that the whole thrust of this approach appears to stem more from philosophical roots rather than hard engineering evidence. At times, we get the impression that despite their importance, the subject lands are regarded almost as something of a nuisance and unworthy of further protection.

GW has said that there is the need to maintain an 80 metre wide sacrificial berm and that there is a 'pinch point' at this location. These concerns might be addressed, we suggested, by a recontouring of the right bank of this reach of the Hutt river, by means of simple earthworks, perhaps combined with suitable edge protection such as rock lining and/or groyne structures (if necessary).

We have a further concern, in that a raised stopbank at this location would create a new road crest level considerably higher than the existing. This will give rise to a number of significant traffic engineering issues and it will be extremely difficult, if not impossible, to satisfactorily mitigate the effects of these both on our property, and others nearby. GW has said it is confident that it has a viable solution to these problems, although we have not, as yet, been provided with any detailed proposals upon which we could make any kind of considered judgment.

We were bemused to learn (from Newsletter #4) that GW put forward a proposal to ring our site with a floodwall. We believe that this proposal was never serious or practical (in several crucial respects) and its late inclusion in the consultation process seems to indicate a complete misunderstanding our position, which we have been at pains to make clear.

We are also concerned to note that several aspects of a report to this Committee dated 20 June 2006 (Report 06.307) do not appear to accurately reflect progress in the matter.

Of principal concern is the way in which the report's authors have chosen to summarize our position in the *Record of Consultation* attached to their report. In focusing on only one aspect of our concerns (and omitting others) it appears our position has been misrepresented, perhaps unintentionally. Our opposition does not arise from isolated self interest, but rather from the belief that GW's proposal to upgrade flood defenses whereby a key piece of infrastructure and, (it is accepted), our adjacent land would remain outside the protection offered by new flood protection works is fundamentally flawed, unwise and runs counter to sound planning principles.

There is further concern in relation to the *Record of Consultation* summary, where we note it is reported that Transpower "have no concerns at present", (which would seem to imply that Transpower are totally happy with GW's proposals). Whilst we are unaware of Transpower's current thinking, this seems odd, or at least is at odds with their April 2001 submission to the HRFMP Consultation Draft (Submission 13 – Attachment to Report 01.322).

Where we note in para 2.2 of their submission:

*"Transpower considers it inappropriate for the planning of any major structural flood protection works (e.g. realigning or strengthening of the stopbank) to ignore Transpower's Melling assets. The Melling substation was established through a lawful process and is an essential service in the Hutt Valley, and should not be penalised for being located within the stopbanks.*

*In the instance that structural works planned by the Wellington Regional Council could reasonably be adapted to include the enhancement of flood protection for Melling substation, Transpower believes this should be legitimately considered."*

And in the following para [2.3] Transpower goes on to outline a number of concerns relating to the proposed strengthening of the Connolly Street section of stopbank, the associated construction of a retaining wall and the intended purchase of private land to enable these works to proceed.

Accordingly, from the available published material, one could therefore reasonably draw the conclusion that rather than 'having no concerns at present', Transpower, like us, do not favour the construction of a new stopbank that excludes their site.

In concluding this submission, we would like to make the following points:

- The river berm on the true right of the Hutt River (the old gravel plant site) is quite wide and clear and is accordingly open to any widening and recontouring exercise.
- The existing stopbank (at our south boundary) is tightly constrained by development on both sides. This complicates and adds to the technical difficulty of achieving the design height and batters for any raising exercise as well as adding to the cost, both in terms of construction and with regard to future maintenance. This is in stark contrast to the area of river berm already in GW's ownership (between the river channel and the Safeway/Transpower western site boundaries), which is open, clear and easily accessible by heavy machinery.
- We believe that it is unreasonable for GW to continue to argue that any new stopbank (which would include, rather than exclude, the subject lands) would present unacceptable technical difficulties without providing any supporting engineering evidence or opinion (capable of peer review).

Accordingly, we ask the Committee to recommend that GW's Flood Protection Group place emphasis on achieving an engineering design solution that would bring these important assets within the enhanced protection of a new stopbank and we would be pleased to co-operate with GW, its engineers and consultants to this end.

We are grateful for this opportunity to make our views known to the Advisory Committee.

Yours faithfully  
Safeway Self Storage Limited



**David Chapman**  
Managing Director

Telephone: 04 569-3289  
Facsimile: 04 569-3290  
E-mail: david.chapman@safeway.co.nz

File N/03/1011  
#387125

34a Military Rd  
Lower Hutt

My name is Greg Armitage, I make this representation on behalf of myself and two neighbors whose properties share the Military Rd boundary with the Hutt Golf Club.

We attended a public meeting at which we were advised how the weightings given the various options were arrived at. We believe the methodology used to determine a favoured option is flawed. Specifically, the opinions of residents were not sought, their attitudes simply assumed and a weighting given to this by the study group. We think the actual views of residents would differ significantly from those weightings arrived at.

Since then however, we have met with Council officers to express our concerns over the Blue Line Stopbank that was originally published to run directly in front of our properties.

We have now been assured that the published blue line is not where the actual blue line is planned to go. At this point we have had one site meeting where two further suggestions for the actual blue line in front of our properties is now proposed.

We are yet to see these in any published form, and nor have we seen exactly where they might go, the size of them and the impact they might have.

We have no interest in creating difficulties for the proposed stop bank, but before we can sign off on it we must have absolute assurances that any such structure is not going to adversely impact on our properties.

We therefore advise that we retain all rights to formally object to any proposal we are unhappy with and, so that this may be avoided, we ask that we be consulted and kept informed of design changes and planned construction to the east of the golf club maintenance area.



*Current view from lounge at 34A Military Rd*