



Report 09.140
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Committee Hutt River Advisory Subcommittee
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Hutt River Floodplain Management Plan Project Manager's Report

1. Purpose

To advise the Advisory Subcommittee on progress made with implementing the Hutt River Floodplain Management Plan (HRFMP).

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. Ava to Ewen project

The Ava to Ewen project is progressing to programme and well within budget. Stage 3 of the project, Ava Rail stopbank reconstruction, was completed in March 2008 and the contractor's maintenance period ends in March 2009. The Strand Park stopbank reconstruction, the last stage of the Ava to Ewen project, is now about 75% complete and on programme to be completed under budget by May 2009. The contractor's maintenance of the Strand Park stopbank works and the tidying up works are scheduled for 2009/10.

Strand Park stopbank reconstruction

The stopbank formation is now about 90% complete with a small section remaining to be completed at Whites Line West together with an access ramp designed to provide wheel chair access over the stopbank. The contractor has commenced topsoiling the completed sections of the stopbank.

The concrete work on flood walls at the Market Grove entrance is now about 75% complete and progressing. The stopbank design at the Market Grove end is complicated by the requirement to provide a vehicle access ramp at a narrow section of the floodway. Earthworks for the car park access ramp are progressing in conjunction with the floodwalls.

Upsizing of stormwater pipes involving the installation of about 200 metres of 750 mm and 900 mm stormwater pipes is now about 80% complete. Flap gates have been installed in manholes on the river side of the stopbank to prevent backflow of river water. Two penstock gates are currently being fabricated to be installed in the land side manholes by April 2009.

The new stopbank will have all electric cables located in a service corridor located on the land side toe of the stopbank. The contractor has now completed installing ducts for relocating the 11 kva cable from the river corridor to the service corridor and for the street lighting circuit. Installation of lighting poles will commence late March 2009.

On 3 February 2009, a meeting was held with St Albans Grove residents to discuss our planting plan for the end of St Albans Grove. Some Kanuka trees will be planted to replace the Pohutukawa trees removed for stopbank construction. The planting plan will extend along the boundaries of the two adjacent properties to replace bamboos and other trees removed from these areas.

An open day for the stopbank was held on 11 February under the GW Regional Outdoors programme. A number of local residents and recreational users participated in the programme. The visitors were provided an opportunity to understand the design standard, the construction methodology and the functions of the heavy machinery used for stopbank construction.

Alicetown stopbank - lighting

In a joint initiative between GW and HCC we have investigated a proposal to provide limited lighting along the Alicetown stopbank from the Ava Rail Bridge to Mudie Street. This proposal involves installing four street lights from Ava Rail Bridge to Wakefield Street and three lights at the street ends. The approximate cost is \$35,000 to \$40,000. No budget has been allocated for this work, however, we will consider using any available savings once the Strand Park project is completed.

4. Whirinaki Crescent stopbank

Reconstruction of about 875 metres of the Whirinaki stopbank was completed by June 2008. The last 50 metres is now held up because of the difficulty of obtaining resource consents to remove trees in the fill area. A resource consent application for the removal of 5 trees submitted in July 2008 received four opposing submissions.

Since then we have redesigned the fill area in consultation with the Wellington Golf Club to reduce the number of trees required to be removed from 5 to 2; a Cabbage tree and a Titoki tree.

An amended consent application was submitted for the removal of these two trees and the submissions closed on 6 March 2009 with two opposing submissions.

Upper Hutt City Council (UHCC) is planning to hold a 'hearing' on this application in early April 2009. We will explore the possibility of resolving any issues through a 'pre-hearing' meeting.

There is an alternative option of building the stopbank along the existing alignment but our preference is to pursue the proposed alignment.

5. Boulcott/Hutt project

We are now progressing with the detailed design and statutory approvals phase of the Boulcott/Hutt project. Report No. 09.139 provides an update on the project.

6. Maoribank riverbed stabilisation

We have now completed the investigations to determine options for mitigating the Maoribank riverbed erosion. Report 09.141 provides details of options and recommendations.

7. District plan changes

The proposed plan change to update the Hutt River flood hazard information in the Upper Hutt City Council district plan will now also include the Mangaroa River flood hazard. The plan change is proposed to be drafted by June 2010. Following public meetings held in September/November 2008, Flood Protection officers are now progressing with the refinement of the Mangaroa flood hazard plan in consultation with the affected residents.

8. Hutt CBD 2030 project and draft plan change

We have participated in a number of workshops and also provided written comments on Hutt City Council's 'Vision 2030' and on the review of the current district plan provisions for the central commercial activity area.

The HCC in their plan review discussion document, has identified the following issues for the Hutt River:

- To enable the Central Area to develop a better physical relationship with the river and so benefit from the amenity it provides;
- To protect and enhance the qualities of the river corridor such as openness, natural and recreational values for any development of the city centre.

At present the District Plan provides no particular policy or rule provision that encourages or discourages a development relationship between the city centre and the Hutt River. However, the discussion document identifies that any option must address the need to keep the stopbanks integrity to maintain the flood protection they afford the city.

Our comments and submissions on the above issues were provided on the basis of structural and non structural measures recommended in the Hutt River

Floodplain Management Plan and the environmental enhancement concepts proposed in the Hutt River Environmental Strategy.

The river is already significantly narrower than the optimum design at two points in this reach being Melling Bridge and at Autopoint house. It is imperative that with the future upgrading in the city centre reach the river is either widened at these points or the existing constrains accommodated within the design. It will not be practical to further constrain the river in this area. The requirement to maintain the floodway capacity will require some further discussion about how it can be achieved while accommodating a desire to “develop a better physical relationship between the CBD and the river.” Any development proposals for the zone adjacent to the stopbank must recognise the existing flood risk, the necessity to maintain the integrity of the flood defences and the future need to upgrade the flood defences.

9. Communication

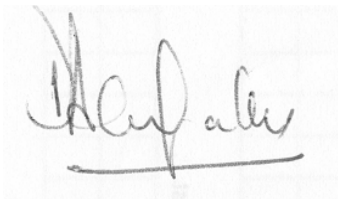
Communication initiatives, including press releases, newsletters and meetings with residents, are in place for all the HRFMP components. A newsletter providing key dates for the Strand Park stopbank reconstruction was distributed in October 2008 and an open day for the stopbank was held in February 2009. A meeting with St Albans Street residents was held in February 2009 to discuss the planting plan.

10. Recommendations

That the Subcommittee:

1. *Receives the report.*
2. *Notes the content of the report.*

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