



Report 10.461
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Committee Hutt River Advisory Subcommittee
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Boulcott Hutt stopbank project update

1. Purpose

To update the Subcommittee on progress made with 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 is the first component of the Kennedy Good Bridge (KGB) to Ewen improvements project. An outline of the project was given to the Subcommittee in Report No. 10.111 at the meeting of 25 March 2010. A key part of the report was noting that the Notice of Requirement (NOR) and resource consents had been lodged. This report updates the Subcommittee on the submissions received, the key issues raised at the hearing, and the process from here.

A public meeting was also held on 21 July 2010 to inform about the project and answer some of the main questions regarding the proposed work. Approximately 150 people attended the meeting in the HCC Horticultural Hall. Most of the questions raised at the meeting were similar to those raised at the hearing.

4. Notice of Requirement (NOR) and Resource Consent (RC) applications

The NOR and RC applications were publicly notified on 6 April 2010 and the submissions closed 4 May 2010. A total of 80 submissions, 71 on time and 9 late submissions were received. A further submission received very late, 29 July, was

not accepted by the Requiring Authority (GW). However, the submitter was given an opportunity to make a presentation at the hearing as part of another similar submission.

Of the 80 submissions, 5 supported the application, 5 were neutral and 4 supported the application in part (stopbank construction). 66 submissions opposed the application.

The issues raised by opposing submitters included:

- Proposed construction access for Stage 2 works through the eastern residential streets (Taita Drive, Stelling, Kingston and Allen Streets and Military Road) and the location of contractors compounds;
- Use of the HCC Isolation Strips (Spite strips). HCC did not assess this issue because it was outside the scope of the NOR;
- Future land development and the golf course development. HCC did not assess this issue because it was outside the scope of the NOR;
- Proposed stopbank design standard and alignment;
- General construction effects, including noise, dust, vibration damage and sediment runoff.

Hearing

The public hearing on the applications commenced on 9 August and concluded on 13 August 2010. The commissioners were Christine Foster and Nigel Mark Brown. GW officers and consultants with expertise in traffic, noise, vibrations and land subsidence presented evidence. Of the 39 submitters indicated to be heard at the hearing only 17 submitters made presentations. The Commissioners allowed submitters as much time as necessary to make their presentations.

5. NOR decision making process

The following table outlines the timeline for the NOR decision making process.

Task	Expected date	Comment
Hearing completed	13 Aug 2010	
Commissioners make a recommendation on the NOR to the Requiring Authority (GW)	6 Sept 2010	The Commissioners have indicated they will make a recommendation to GW within 15 days. This could be extended by another 15 days to 21 September.
GW sends HCC its decision	13 Sept 2010	Possibly within a week. This could take up to 30 days if GW does not agree with the Commissioner's recommendation.
HCC notifies the Requiring Authority's decision	4 Oct 2010	Decision notified by HCC within 15 days. Each submitter will get a copy of the decision and advise about how to appeal

Decision confirmed or Appeals lodged with Environment Court. Close of appeal period estimated at 25 Oct 2010	25 Oct 2010	HCC or any submitter may lodge an appeal within 15 days. Construction works cannot commence until the appeal is decided.
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The earliest the construction works can commence is in November 2010.

6. Stage 2 construction access

The issue raised by the majority of submitters related to the proposed construction access from the residential streets for Stage 2 works located at the eastern end of the Hutt course. The Stage 2 works, shown on **Attachment 1**, extend from the 17th hole of the Hutt course to its northern end and involve only about 15% of the total earth works. The works would involve importing about 1400 truck and trailer units of fill materials through residential streets. (Note there would also be 1400 traffic movements with empty trucks).

Following submissions from the residents, a Traffic Management Plan (TMP) was prepared. The TMP took into account residents concerns and proposed to distribute construction traffic to five streets, Taita Drive, Stellin, Kingston and Allen Streets and Military Road, to reduce the impacts. Following further comments and input from HCC a second draft TMP was prepared that was acceptable to HCC.

Opus International Consultants' analysis of on site vibration measurements and geo-technical information established that construction traffic induced vibrations are below the perception levels and also not strong enough to induce any land subsidence. The noise analysis also showed that the noise from construction traffic will not have any adverse impacts.

However, most of the residents prefer access to Stage 2 works from Fairway Drive or Harcourt Werry Drive across the golf course to avoid trucks moving through their streets. The initial estimates indicated that access through the course is comparatively expensive because of the costs of disruption to the golf course. The Golf Clubs initially advised GW that they did not support the option of access across from Harcourt Werry Drive or Fairway Drive.

GW staff are currently working with the merged golf club, now known as the Boulcott Farm Heritage Golf Club (BFHGC), to investigate options for gaining access across the golf course to construct Stage 2 works. The club has already agreed to provide access across the course to build the Stage 1 stopbank.

GW staff met with the BFHGC representatives on 17 August 2010 to discuss issues related to Stage 2 access. As part of this process staff will also look into the possibility of changing the construction sequence to start construction with the Stage 2 or 3 works. Once the routes are determined and play sequences are prepared, the BFHGC has indicated to GW that it would need to consult with its full membership before making a recommendation. GW and BFHGC aim to complete this process by mid October 2010.

7. Other issues raised through the NOR process

A summary of other significant issues raised at the hearing is provided below.

- Several submitters opposed the changes to the stopbank alignment north of the Hutt Greenkeeper's shed where originally it went around the Greens and Tees of holes 17,16,15 and 11 of the Hutt course. This is one of the first GW initiated changes which was agreed to by the HGC to enable the proposed stopbank to cut across the holes instead of going around them. This change avoided working on expensive Greens and Tees, made the stopbank shorter, and reduced future maintenance costs. This alignment also utilised a thin strip of land owned by GW in the middle of the HGC.
- There were concerns that the existing stopbank crest walkway from Connolly Street to Boulcott Street would be abandoned. The proposed stopbank retains the foot path, although parts will be located on the crest from Connolly Street to Ariki Street and parts on the buffer strip, at the toe of the stopbank from Ariki Street to Boulcott Street. GW will continue discussions with the golf clubs regarding retaining access on the crest of the new stopbank.
- Several submitters were concerned that the design standard for the stopbank is too high and unnecessary. The 2800 cumec standard used for the stopbank design is the standard recommended for major stopbanks in the HRFMP, adopted in 2001 by the community and the three councils.

8. Construction sequence

The proposed construction sequence contained in the NOR was to commence works in 2010/11 and complete in the order of stages 1, 2 and 3 by June 2013. Stage 1 works includes more than 60% of the total project works and required construction of 3 temporary Tees and one temporary Green prior to commencing construction, for play to continue during construction. Although these temporary works could be treated as normal golf course activities, the Requiring Authority (GW) could not give approval for any project related works to commence prior to getting the statutory approvals.

Assuming that there are no appeals, the earliest that project works can commence is early November 2010. However, as the preliminary works have not been completed, it is very unlikely we can commence Stage 1 construction with the intention of completing the works during this summer (2010/11). The project works can still commence in 2010/11 and follow a different sequence to complete by June 2013 as originally programmed.

The table below summarises three of the most likely options.

Year	Option 1	Option 2	Option 3
2010/11	Stage 2 and the low bund	Stage 3	Cannot commence work because of appeal
2011/12	Stage 1	Stage 1 and the low bund	Stage 1 and part of Stage 3
2012/13	Stage 3	Stage 2	Stages 2, 3 and the low bund

The choice between options 1 and 2 is dependant on the outcomes from discussions with the golf club. Option 3 requires additional resources to complete the project over a period of 2 years. A new construction sequence will be prepared by mid October in consultation with the BFHGC. It would then need to be submitted in as an Outline Plan to HCC. Note that submitters would not have an opportunity to comment on this Outline Plan.

9. Communication

A number of meetings were held with groups of residents following the closing of submissions on the NOR/RC applications on 4 May 2010. A pre-hearing meeting held on 15 June 2010 was attended by 45 submitters. A public meeting held on 21 July 2010 to provide up to date information to the community was attended by more than 100 residents. News reports in the local and national newspapers generated wide publicity for the project. HCC will notify all submitters and directly affected people once GW, as the Requiring Authority, makes a decision on the NOR.

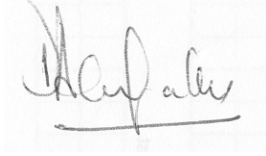
A press release will be made when the decision on the NOR is made and a newsletter will be distributed in November 2010 to update the community on stopbank construction timelines.

10. Recommendations

That the Subcommittee:

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

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Attachment 1: Outline Plan