

Report 2014.130
Date 20 March 2014
File N/03/18/21

Committee Hutt Valley Flood Management Subcommittee
Author Daya Atapattu, Team Leader, FMP Implementation

Hutt River: City Centre Upgrade Project Integrated Concept Design - Update

1. Purpose

- To update the Subcommittee on progress made with the Integrated Concept Design for the Hutt River City Centre Upgrade Project.
- To seek the Subcommittee's endorsement of the Design Objectives for the Integrated Concept Design.

2. Background

In June 2013, the Subcommittee endorsed the preparation of an Integrated Concept Design (ICD) that combines components of other public projects in the river corridor with the proposed flood protection works. Other public works include Hutt City Council's Making Places Project and NZTA's Melling Intersection Project.

Following the Subcommittee's recommendation on 19 September 2013, a Management Group and a Working Group were set up to manage the process for preparing the Integrated Concept Design (ICD).

The Subcommittee considered and commented on the Design Objectives and broad concepts for the ICD at the workshop held on 27 February 2014.

3. Design Objectives

Attachment 1 contains a list of the proposed Design Objectives for the ICD. Following discussion at the workshop, the design objectives were rearranged to reflect the priorities for the Hutt River corridor.

The design objectives describe the aspirations for the ICD project. The objectives recognise that there are different components to the project and that there are conflicting interests between some of these components. The objectives will be used to describe what is sought to be achieved, and will provide a basis for the evaluation of the concept designs.

4. Options ICD

The process for developing the ICD has commenced and will be implemented in two phases. Firstly, the design process will focus on the two principal areas of the city centre section of the river corridor:

1. Stopbank/City Centre urban development interface – Daly Street.
2. Melling Bridge replacement and SH2 intersection changes.

Once there is a better understanding of the workability and extent of the above works, the integrated project design process will move into the second phase of examining the significant amenity, ecology, cultural, recreational issues, and opportunities and options that will come into play along the whole of the city section of corridor from Kennedy Good Bridge to Ewen Bridge.

4.1 Stopbank/City Centre Interface

Following the discussion at the 27 February workshop of the HVFMS, it is now proposed to further investigate only two options for the Daly Street section of the stopbank/City Centre interface:

- A. Hutt River Floodplain Management Plan (HRFMP) stopbank upgrade option.
- B. Making Places Project option for combining buildings with the stopbank along a section of Daly Street.

The Working Group has developed concept plans for a section of the Daly Street to provide a comparison of the above two options. These two options will be further refined through the ICD process.

HRFMP stopbank upgrade option

Attachment 2 shows a concept plan for the HRFMP option for the section of Daly Street along the stopbank from Andrews Avenue north. The proposed stopbank will occupy the Daly Street car parks along the stopbank, and there will be up to a 4 metre high concrete retaining wall facing Daly Street. The stopbank crest and the riverside face could include amenities that will not impact on the integrity of the stopbank. Daly Street will continue to function.

Making Places Option

Attachment 3 shows the Making Places option. This is a slightly refined version of the Making Places Project favoured option for Daly Street. The original option had the buildings connected to the stopbank by bridges spanning the Daly Street. Subsequent consultation with potential developers confirmed that this is not a feasible option. This concept is now refined moving the stopbank/building interface to the centre of Daly Street. This would result in closing Daly Street along the stopbank from Andrews Avenue north. A service lane will provide vehicular access to the buildings currently fronting Daly Street. The buildings can be connected to the stopbank by a shorter bridge or by building over the service lane. The section of Daly Street along the stopbank from Andrews Avenue north will be closed and the traffic will be diverted along Dudley Street.

4.2 Melling Bridge and SH2 Intersection

NZTA has previously investigated options for providing a grade separated interchange at Melling including a new bridge. This has not progressed due to lack of benefits relative to cost. NZTA is currently investigating some interim works at the intersection to reduce the congestion. There is no bridge replacement associated with the interim works. The bridge has to be replaced (or possibly raised) to provide the HRFMP recommended standard of flood protection to the CBD and the central residential area.

The Working Group will investigate the following options for the bridge and the interchange:

- Existing bridge – improve the waterway area under the existing bridge with the interim intersection improvements proposed by NZTA.
- New (or raised) bridge – a new bridge that will meet the required flood protection standard and fit into any proposed changes to SH2 at the intersection.

These options will be investigated at a conceptual level and cost estimates will be prepared. The potential flood protection benefits will be estimated for the existing bridge (with improved waterway) option and the new bridge option.

5. Other investigations

The ICD includes the Hutt River corridor from KGB to Ewen. The additional investigations for this reach are set out below. Further investigations may be required depending on the outcomes of the investigation and consultation:

- Investigating an option for providing an optimal river channel and corridor width from Melling to Ewen by realigning the western stopbank.
- Investigating conceptual options for widening SH2 from Melling to KGB with minimum impact on the river corridor.
- Investigating river corridor enhancement options from KGB to Ewen including relocating the trunk sewer outside the river corridor, rationalising and upgrading stormwater and relocating utilities.
- Develop options for enhancing the ecological habitat and cultural values of the river.
- Develop options for enhancing the recreational opportunities within the reach.

The optimal river channel and corridor investigations for the CBD area of the Hutt River will look at options for longer range (beyond the current HRFMP) flood resilience in the CBD. These investigations will include conceptual options for widening the river corridor to east or west. The ecological and environmental enhancement options will be investigated in combination with the Daly Street and Bridge options described above.

6. Where to from here

Once the conceptual options have been developed, the next step for the Working Group is to consult with the affected parties and the wider community as described below.

Letters/meetings	Timeline
Advise directly affected land owners and wider community of the consultation timelines	Late March 2014
Meet with Daly Street building owners/developers	Early April 2014
Present options to HVFMS workshop before commencing meeting with stakeholders	Mid April 2014
Present options to stakeholders and wider community and seek feedback (Individual and group meetings and letters)	Late April/May 2014
Report outcomes from consultation to HVFMS	20 May 2014

7. Communication

Engagement methods briefly outlined above and detailed in the consultation strategy will be used to communicate with stakeholders. Newsletters and web based information will also be used to communicate with the wider community.

8. The Decision-Making Process and Significance

Officers recognise that the matters referenced in this report have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

8.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

The report provides an update and seeks the Subcommittee endorsement of the design objectives and options for further investigations.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

9. Recommendations

That the Subcommittee

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the Design Objectives for the Integrated Concept Design.*
4. *Notes the Daly Street options selected for further investigation.*

Report prepared by:

Report approved by:

Report approved by:

Daya Atapattu
Team Leader, FMP
Implementation

Graeme Campbell
Manager, Flood Protection

Wayne O'Donnell
General Manager, Catchment
Management

Attachment 1: Design Objectives

Attachment 2: HRFMP option for Daly Street

Attachment 3: Making Places option for Daly Street

Hutt River City Centre Upgrade Project Design Objectives

Purpose

To establish common understanding of outcomes sought

Overarching Aim

To deliver a completed project within the Hutt River city section, which, with the joint cooperation of NZTA, HCC and GWRC, achieves the flood security set out in the Hutt River Floodplain Management Plan and optimises public and private benefits.

Flood Risk

1. Improve the Hutt Valley's resilience to flood hazard by a river channel, structures clearance, and corridor design that provides for a 2800m³/s flood flow.
2. Improve the Hutt Valley's resilience to flood hazard by managing development and infrastructure elements within the corridor (eg SH2 and any widening of it, stormwater and other pipe networks, or integrated building edges in the town centre) that can reduce the effective floodway, or affect stopbank integrity.
3. Plan for future increases in floodplain resilience by considering now the future options (such as the broadening of the corridor and increasing the height of the new stopbanks) to ensure that these are not precluded by the currently planned upgrades.
4. Improve the river channel edge protection so as to minimise the risk of failure of flood defences from erosion during a flood.

Linking and Development

5. Improve the walking, cycling and other active mode linkages to and along the river corridor from the city centre, public transport nodes, and wider Hutt Valley urban area.
6. Facilitate development opportunities for sites that front to the river corridor in the city centre.
7. Create a direct frontage between river front sites in the city centre and a new river promenade.

Traffic Movement

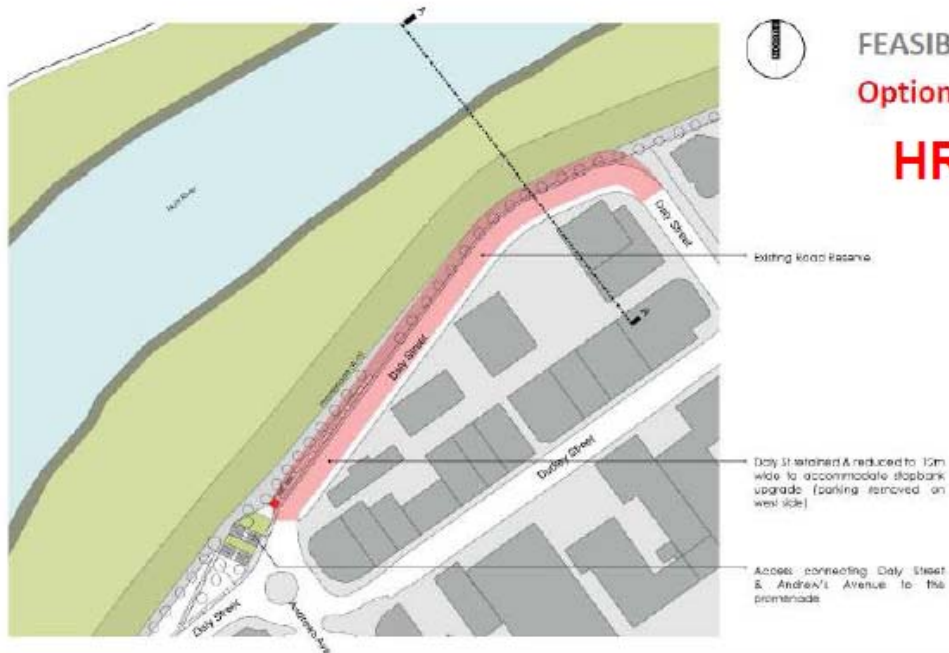
8. Identify and provide for the modifications to the wider transport network as required to accommodate Linking and Development objectives.
9. Improve the functioning, safety and accessibility of the intersection between SH2 and local road network and off road paths including residential areas on the hills.
10. Understand and recognise the need for car parking in strategic locations, including for recreational, commuter and shopper use

Community, Amenity and Ecology

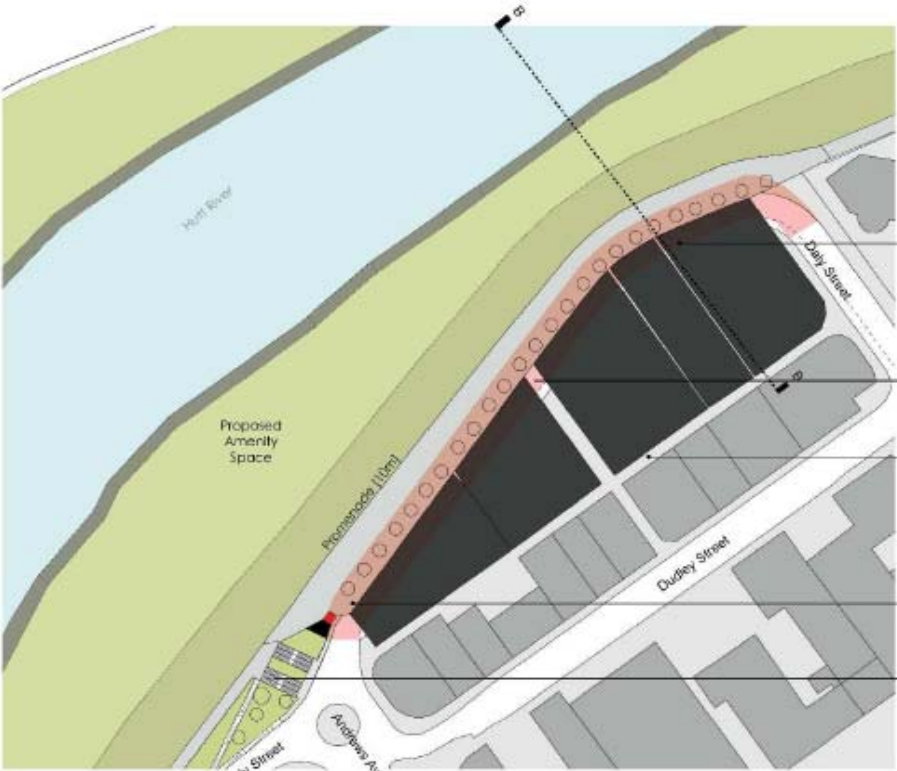
11. Recognise and provide for the viability and amenity of public and private properties adjacent to or adjoining the river corridor and stopbanks.
12. Generate spaces and places along the river corridor that reflect Hutt River Environmental Strategy (Linear Park) and Making Places initiatives that that are reflective of user's needs, cultural and landscape values.
13. Improve the ecological performance and biodiversity of the river corridor in respect of stormwater management, riparian and terrestrial habitat values recognising the needs for flood protection works.
14. Engage with iwi with mana whenua of the river in regard to cultural values and those values' representation in the project outcomes.

Implementation, Strategy and Economic Sustainability

15. Enable a staged implementation process such that developments can occur over time as practicable.
16. Ensure the design outcome is affordable in terms of its ability to be implemented and maintained.
17. Engage with communities of interest and seek their feedback as to the design options and costs of implementation.
18. Recognise that any design options developed will require consideration relative to existing statutes, strategies and plans.



Making Places Option



- Buildings moved forward for better integration with stopbank & promenade
- Access to promenade from the service lane & Dudley Street
- Redefined service lane to become a Genuine pedestrian connection which should also function as a service lane
- Promenade integrated with Daly Street builtform
- Access to promenade from Andrews Avenue.

