

More than just flood protection

The Hutt River has a long history of flooding, which can cause damage to property and businesses, and can result in loss of life. As weather becomes more volatile with the onset of climate change, the likelihood of more damaging floods increases.

Greater Wellington Regional Council (GWRC), with Hutt City Council (HCC), and Upper Hutt City Council is systematically minimising this threat by upgrading flood protection throughout the valley. The Hutt River Floodplain Management Plan sets the standard for protection agreed with the Hutt Valley community in 2001.

The focus now is on upgrading the flood protection to protect the Hutt City centre and its surrounding neighbourhoods and facilities, such as the hospital, along the section of the river between the Kennedy-Good Bridge and the Ewen Bridge.

There are two specific consultation options for the section between Melling Bridge and Ewen Bridge, where the greatest changes and opportunities will occur. These options (shown overleaf) offer the possibility of completing the project in one step or in two steps.

Background

In the city centre section of the river, we are presented with a unique opportunity to achieve multiple goals for flood protection and for improving the attractiveness of the city. Providing better flood protection for this section of the river will encompass upgrading Melling Bridge, a river park landscape, and improvements to walking and cycling links. GWRC, HCC and the New Zealand Transport Agency (NZTA) are working together to make the best of this opportunity.

Cooperation brings results

GWRC is upgrading flood protection from Kennedy-Good Bridge to Ewen Bridge, in order to provide the community-agreed standard of flood protection. This will involve widening the river channel, raising the height of the stopbanks, improving floodway capacity at the Melling Bridge and enhancing the riverside environment.

New Zealand Transport Agency

NZTA is considering the upgrade of the Melling intersection with SH2. Planning this upgrade alongside flood protection improvements enables a coordinated approach.

Hutt City Council

HCC is focussed on linking the city centre to the river to create a 'riverside city', providing a promenade on top of the stopbank, and a river park, in line with the HCC 'Making Places' strategy.



More information

More information about the project can be found:

- On information boards at 131 High Street, Lower Hutt
- On our website at www.gw.govt.nz/have-your-say/
- At one of the three Open Days, where you will be able to discuss our ideas with staff:
 - Thursday 20th August: 4pm-7pm
 - Saturday 22 August: 9am-12pm
 - Saturday 29 August: 2pm-5pm
- On display at Westfield (Queensgate) between the 10th-16th August

Providing feedback

To give feedback you can:

- Talk to us at our information sessions
- Visit our website at:

<http://www.gw.govt.nz/have-your-say/>

Call us on (04) 8304387

Email us at: Citycentreupgrade@gw.govt.nz

Feedback is due by 14th September 2015

What's next

Greater Wellington Regional Council will decide on a preferred option based on a recommendation by the Hutt Valley Flood Management Sub-Committee.

The preferred option will be submitted for resource consents and other Resource Management Act approvals next year, during which time you will have a further opportunity to make a formal submission.



For more information contact:
Greater Wellington Regional Council

Wellington Office
PO Box 11646
Manners Street
Wellington 6142
www.gw.govt.nz/have-your-say/

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Getting it together August 2015

Better flood protection, traffic flow and lifestyle in the Hutt City Centre

The Options

What Do You think?

Ten options were considered to provide flood protection and riverside enhancement and each of these were costed. The options were evaluated and the two preferred options are presented here. What do you think?

The ten options range from staying within the existing corridor, through to widening the channel to a width consistent with the reach upstream and downstream. To view all ten options, visit our website:

www.gw.govt.nz/have-your-say/

All options were evaluated as to whether they:

- Provided enough flood protection, not just for now, but for at least 100 years to meet the challenges of volatile weather that will come with climate change
- Promoted easy ways for people to walk, cycle and drive around (and to) the city centre
- Encouraged the development of a “riverside city” by creating links between the city centre, a river promenade and park, with opportunities for new apartments and small businesses adjacent to the river
- Promoted a clean and green environment and considered the social impacts
- Offered value for money

The Options Compared

Both options share the following:

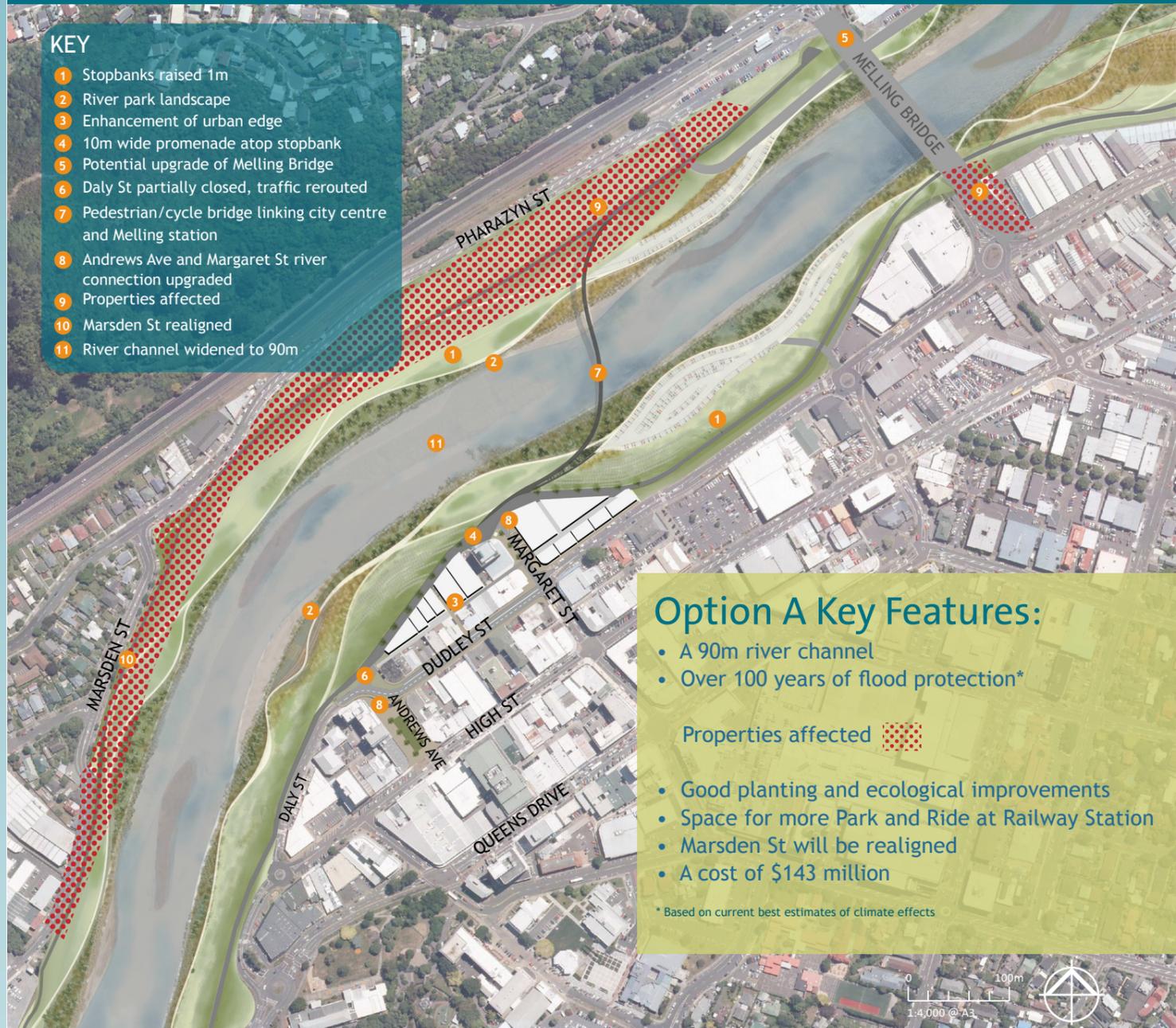
Movement of people and traffic	<ul style="list-style-type: none"> • Melling Bridge will be replaced in time • Traffic at Melling and SH2 intersection will be improved in time • A pedestrian and cycle bridge that directly connects the city and the Melling rail station • Riverside parking can be retained
Creation of a Riverside City	<ul style="list-style-type: none"> • Implementation of the Hutt City Council ‘Making Places’ project • New paths, steps and ramps connect the river to the city centre • Commercial and residential multi-storey development can adjoin the stopbank
Environment & Recreation	<ul style="list-style-type: none"> • A park landscape within the river corridor with a promenade on the stopbank
Flood Protection	<ul style="list-style-type: none"> • The river edge will be lined with rock to reduce erosion • Stopbanks will be raised by 1m to mitigate over-topping

How do the options differ?

Flood Protection	<p>OPTION A - One Step</p> <ul style="list-style-type: none"> • 90 metre wide channel means protection for <u>over 100 years*</u> • Protection from a 2,800 cumec flow with a <u>high level</u> of security (i.e. small likelihood of overspill/breach) • <u>Allows</u> for climate change impacts, provides a 1 in 440 year flood standard • To widen the river corridor, properties on the west bank would be purchased. <p>OPTION B - Two Steps</p> <p>STEP 1:</p> <ul style="list-style-type: none"> • 70 metre wide channel means protection <u>lasts about 30 years*</u>, then Option A will be required • Protection from a 2,300 cumec flow with a high level of security, but <u>lower security</u> during a 2,800 cumec flood. (i.e. with some likelihood of overspill/breach) • <u>No allowance</u> for climate change impacts but it will provide a 1 in 440 year flood protection standard (with some likelihood of overspill/breach) • <u>No need for property acquisition</u> for about 20 years. Some owners may prefer to sell sooner. <p>STEP 2:</p> <ul style="list-style-type: none"> • Go to Option A, with completion by 2045. Step 1 to Step 2 starts in about 20 years to allow 10 years for design, consents and implementation. At this time, properties would need to be purchased as per Option A.
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* based on current best estimates of climate effects

Option A - One Step



Option A Key Features:

- A 90m river channel
- Over 100 years of flood protection*

Properties affected

- Good planting and ecological improvements
- Space for more Park and Ride at Railway Station
- Marsden St will be realigned
- A cost of \$143 million

* Based on current best estimates of climate effects

Option B - Two Steps



Option B Key Features:

STEP 1 has:

- A 70m river channel
- About 30 years of flood protection*
- Properties affected
- No properties will be needed on western side until Step 2, which commences in 2035. Some owners may prefer to sell sooner
- Step 1 will cost \$114 million

STEP 2 has:

- As for Option A
- Transitioning to Step 2 will cost \$68 million
- In total, Step 1 and 2 will cost \$182 million

* Based on current best estimates of climate effects