



NEWSLETTER 1

APRIL 2006

Boulcott / Hutt stopbank feasibility study

Greater Wellington Regional Council (GW) has brought forward the start of the Boulcott/ Hutt stopbank project by one and half years and began investigations into options for a new stopbank in January 2006. The design and Resource Consent process for this project will be accelerated and will be completed by June 2008.

This newsletter is the first in a series of newsletters you will receive providing information about the feasibility study. It will let you know how to get involved in the consultation process to select a preferred alignment for the proposed new stopbank in this area.

Background

The existing stopbank in this area, extending from Melling Bridge to Hathaway Ave, was originally constructed in the early 1900's and later upgraded over part of its length in the 1960's and 1980's. There is no existing stopbank from Hathaway Ave to the back of the former National Film Unit building.

The existing stopbank and the land just south of Hathaway Ave are high enough to contain a 100 year return period flood. However, in the 1998 and 2005 flood events several houses in the Hathaway Ave area north of the existing stopbank were flooded. Failure of the existing stopbank or overtopping at Hathaway Ave has the potential to cause major flooding in a large area of the Hutt Valley.

The proposed project

The proposed Boulcott/ Hutt project extends from Mills Street to the Kennedy Good Bridge. The project involves selecting a preferred alignment and constructing a new stopbank on the chosen alignment to the standard for flood protection set out in the Hutt River Floodplain Management Plan (HRFMP). The Boulcott/ Hutt stopbank project will be completed in three phases: feasibility, design and construction.

Phase 1: Feasibility Study

- By December 2006, select an alignment to construct a stopbank with minimum impacts on the local community and the two golf clubs.

Phase 2: Design

- By June 2008, negotiate land requirements, complete the resource consent application and the detailed design.

Phase 3: Construction

- By June 2011, complete the construction of the proposed Boulcott/ Hutt stopbank.

Key dates for consultation

April 2006

- Newsletter 1 announcing the start of the feasibility study.

April / May 2006

- Newsletter updating the project
- Meetings with residents to discuss issues
- Public meeting with wider community

October 2006

- Further newsletters updating the project
- Ongoing meetings with residents to discuss issues
- Public meeting with wider community to finalise the selection of a preferred alignment

December 2006

- Complete the feasibility study

Contacts

Please feel free to contact the people listed on the back of this newsletter if you have any questions or would like further information about this project.

Phase 1: Feasibility study

The purpose of the feasibility study is to determine a preferred alignment for the proposed new stopbank. We will investigate 3 options and compare them for a range of factors including cost, sustainability, security, benefits and social and environmental effects.

There will be two rounds of consultation where we will be talking with the public about this project, and where you will be able to discuss issues about the proposal with us.

Round 1 Consultation – April - May 2006

In Round 1 we will;

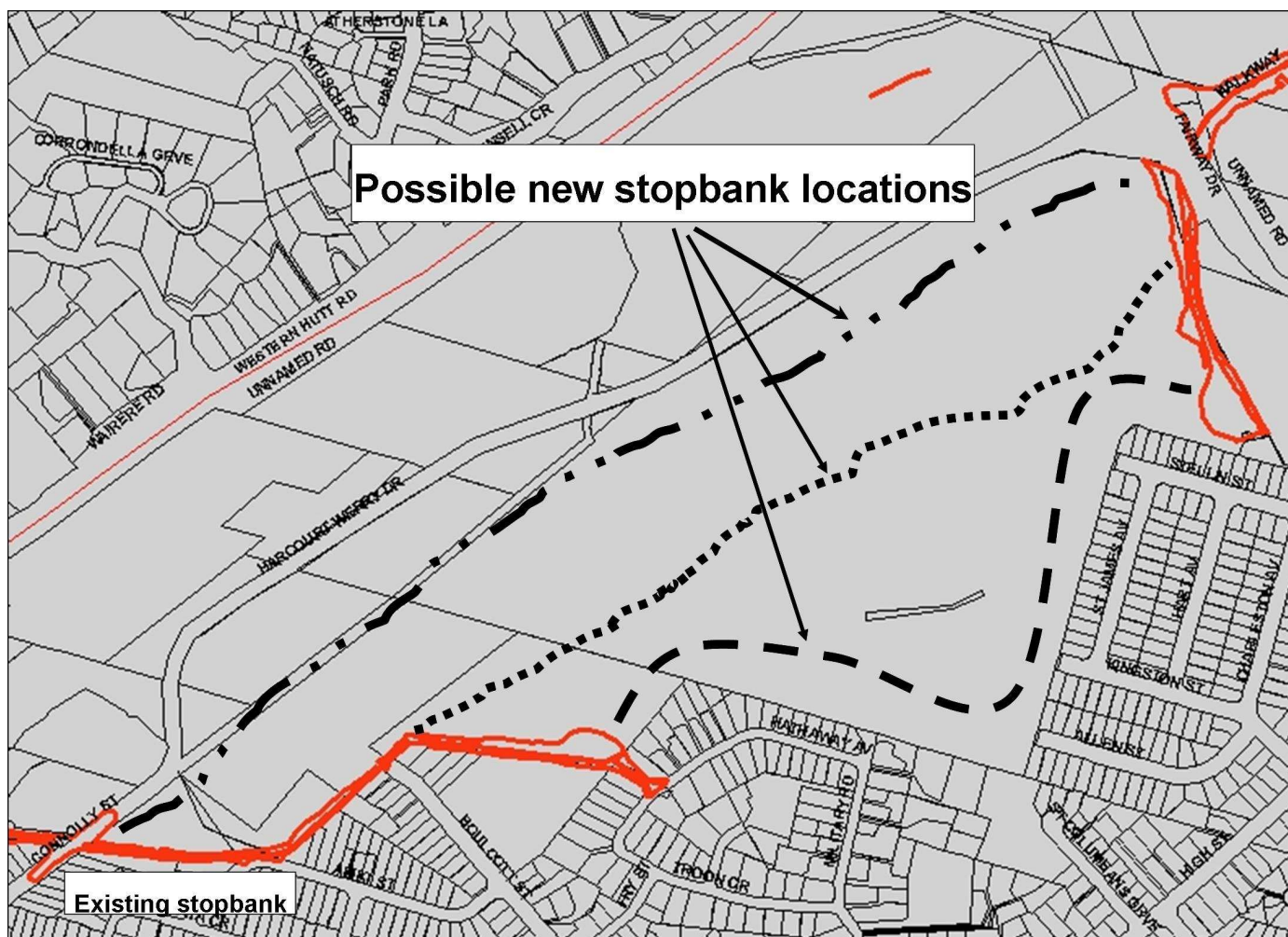
- Overview the broad stopbank alignment options with the community and identify any issues that may arise,
- Outline the process we will use to evaluate stopbank alignment issues.

At this point the feedback we have received in consultation will be used in the feasibility study and the stopbank options will be refined.

Round 2 Consultation – October 2006

In Round 2 we will;

- Let you know how we evaluated the options and the opportunities and benefits that arose from the study,
- Seek your feedback on the evaluation outcomes.



The feasibility study will investigate 3 possible locations, (or a combination of these) for the construction of a new stopbank. These options will include proposals to upgrade existing stopbanks dependent on the final alignment chosen.

FOR FURTHER INFORMATION

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