



Report 10.460
Date 12 August 2010
File N/60/02/01

Committee Hutt River Advisory Subcommittee
Author Geoff Dick, Special Projects Engineer

Renewal of River Works Agreement, Upper Hutt

1. Purpose

- To provide the Subcommittee with a brief history of the construction of State Highway 2 (SH2) within the Hutt River floodway between the Silverstream Bridge and Maoribank, Upper Hutt, and the associated River Works Agreement with the former National Roads Board.
- To inform the Subcommittee of discussions underway with the New Zealand Transport Agency (NZTA) regarding renewal of the River Works Agreement which expires on 12 December 2011.

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 – construction of river road section of SH2

The “Upper Hutt Bypass Road” or “River Road” section of SH2 extends between the Silverstream Bridge and Maoribank corner, Upper Hutt. This road was constructed between 1985 and 1987.

This 10.5 kilometre section of SH2 is unusual because it was constructed within the Hutt River floodway (and so is subject to flooding and erosion). Planning for this section of road went back to at least the 1950’s when the Upper Hutt section of the Hutt River Scheme was proposed and approved by the Government of the day.

An essential element of constructing the river road was a comprehensive set of river works to set and stabilise the river alignment and so protect the new road. These works were also of significant benefit to the Hutt River Flood Control Scheme (HRFCS) as for the first time, sufficient funds were available to

stabilise the river alignment and so ensure the security of the various flood control works, stopbanks and associated drainage outlets.

Early in the design of the river works it became apparent that a “joint venture” between Council (Greater Wellington - GW) and the then National Roads Board was appropriate. This ultimately led to the signing of a 25 year River Works Agreement with the National Roads Board (now NZTA).

4. River Works Agreement with NRB (now NZTA)

4.1 Existing agreement

The key elements of the existing agreement are summarised as follows:

- A single agreed set of river works to be constructed.
- Defines the eligible river works to be cost shared – channel alignment work, new river berms, rock rip-rap linings and debris fence/willow stabilisation works.
- The river works were constructed by the Ministry of Works and Upper Hutt City Council with GW to undertake maintenance.
- Over the 25 year term the total costs of the works (construction and maintenance) to be shared equally.
- Includes provisions for capital improvements to the works and flood damage repairs.
- Also includes a 5 yearly review/cost equalisation mechanism.

The existing agreement has worked well, however it expires on 12 December 2011.

4.2 Proposed new Agreement

A new agreement is considered appropriate because:

- The existing river works need to be maintained in perpetuity to ensure the ongoing security of both SH2 and the HRFCS. The costs to maintain and improve these works should continue to be shared.
- An agreement is needed to ensure that both SH2 and the HRFCS can still co-exist within the same corridor. This is mostly about how both parties will work together and put in place an agreed processes for such things as improvement works – for example the current wire rope median barrier improvements.
- Legalisation of SH2 is not yet complete. GW still owns much of the land under this section of SH2.

Any new agreement should have an indefinite term.

5. Discussions with NZTA

Senior Flood Protection staff met with their equivalents at NZTA on 8 July 2010. At the meeting staff presented the history behind the construction of the river road, the current agreement and our case for a new agreement. The presentation was well received.

The agreed outcome was for Flood Protection staff to prepare and present a new outline agreement containing the key principles. Preparation of this new agreement is well underway.

6. Communications

Negotiations with NZTA are still at an early stage so no external communications are appropriate or necessary at this stage.

Staff will keep the Subcommittee and UHCC staff advised as negotiations progress.

7. Recommendations

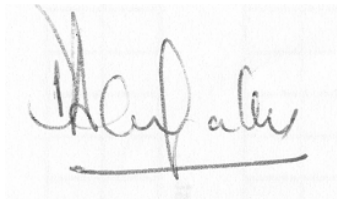
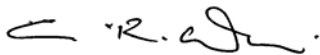
That the Subcommittee:

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

Report prepared by:

Report approved by:

Report approved by:



Geoff Dick
Special Projects

Daya Atapattu
Team Leader, Western FMPs

Graeme Campbell
Manager, Flood Protection

Report approved by:

A handwritten signature in black ink, appearing to read 'W. O'Donnell', written in a cursive style.

Wayne O'Donnell

General Manager, Catchment
Management