

Report 2015.506
Date 8 October 2015
File N/03/18/21

Committee Hutt Valley Flood Management Subcommittee – Hutt River City
Centre Upgrade Project Hearing Panel
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Hutt River City Centre Upgrade Project

Community Feedback on Integrated Concept Design options - September 2015

1. Purpose

- To provide an overview on the community feedback received on the Integrated Concept Design (ICD) options for the Hutt River City Centre Upgrade Project.
- To seek the Hearing Panel’s recommendations on ICD options for consideration by the Hutt Valley Flood Management Subcommittee on 26 November 2015.

2. Background

On 25 June 2015 the Hutt Valley Flood Management Subcommittee (Subcommittee) recommended two selected options for the City Centre Project to proceed to community consultation (Report 2015.317). The recommendations of the Subcommittee were approved by Greater Wellington Regional Council on 30 June 2015. The Options were released for public consultation on 30 July 2015 with feedback sought from the community by 14 September 2015.

On 24 September 2015, the Subcommittee resolved to establish a hearing panel to consider written and oral feedback from the land owners and other interested and affected parties. The Subcommittee also adopted terms of reference for the hearing panel.

3. Community consultation process

The community feedback period ran from 3 August to 14 September 2015 but contacting landowners commenced on 30 July. The community feedback

process involved seeking public written feedback through a variety of means including:

- Contacting 79 land owners whose land will be potentially required for the proposed works. Commenced on 30 July and individual meetings with land owners are still progressing. GW and HCC staff are assisted by property consultants.
- Media releases received wide publicity through local and national newspapers
- Letters to 500 adjacent land owners giving details of the project and how to provide feedback. Distribution of over 3,000 copies of the project brochure including hardcopies of the feedback form.
- A display of consultation materials for one week at Westfield Queensgate, Lower Hutt and static shop window display at 131 High Street from 5 August to 14 September
- Three open days held at 131 High Street, Lower Hutt to provide opportunities for interested people to meet with officers and project consultants and presentations to various community groups.
- Delivery of 37,000 'postcards' throughout Lower Hutt advising people on how they can provide feedback on the options.
- Information made available on GWRC's website including an online feedback form

The Feedback Analysis Report, attached as **Attachment 1**, provides more details.

4. Feedback Received

A total of 279 written responses were received. In addition to the written responses, officers received oral feedback from the public at various displays, open days and community meetings.

The oral feedback received by officers at meetings and displays included:

- Strong preference for option A - "One Step",
- Positive response overall in favour of the CBD/river link enhancements.
- Good support for a cycling/pedestrian bridge. Also noted the importance of the river corridor for leisure and recreation.
- A replacement gateway or standard Melling Bridge had a mixed response. Some people seemed to be unsure what was meant by a "Gateway Bridge".
- A view that gravel extraction to lower the bed levels will solve the flooding problems
- Surprised to see the extent and impact a breach of the stop banks in the city centre would have on surrounding suburbs

- Concerns over the loss of recreational area below Kennedy Good Bridge because of the proposed channel widening

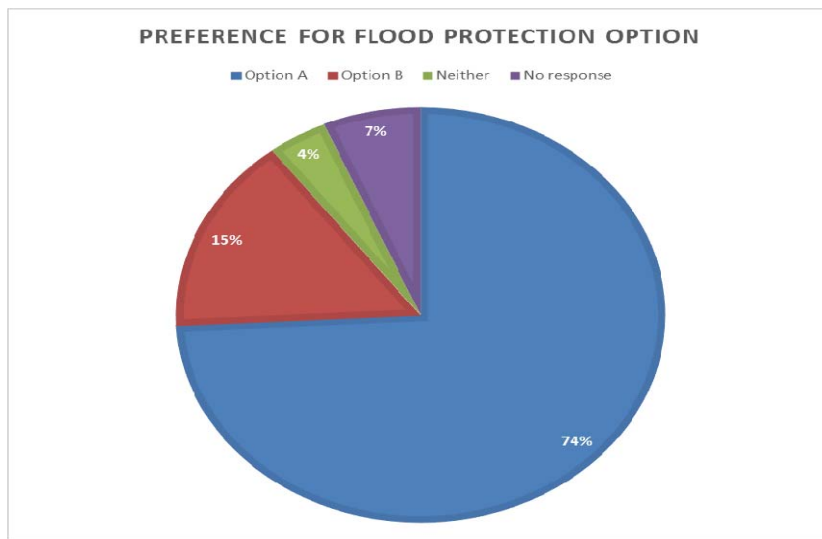
4.1 Written feedback

A document containing the written feedback received has been provided to the members separately.

Attachment 1 provides a detailed analysis of the written feedback and officer comments. The following sections outlines feedback received on ‘Option’ preference and a summary of feedback received on other questions.

Option Preference

The graph below shows the written feedback received on Option preference.



Both Options A and B include building the flood defences on a widened river corridor between Ewen and Melling Bridges and at Mills Street to provide and maintain the Hutt River Floodplain Management Plan (HRFMP) recommended 440 year flood standard over a long period of time with allowances for the predicted climate change impacts on the flood frequencies.

Option A is a one step process where the flood defences on the wider corridor will be completed in one step. Option B is a staged approach, where the flood defences on the City Centre side will be constructed to the final standard but the stopbanks and channel widening on the Marsden St side will be initially constructed within the existing corridor and widened at a later date. The works from Melling to Kennedy Good Bridge are the same for either option. The newly constructed flood defences from Ewen to Melling on the Marsden St side will have to be moved to the wider corridor in around 20 years' time to maintain the recommended flood standard. This staged approach will involve transfer costs because of the necessity to demolish some of the initial works, including channel edge protections and the stopbanks but will reduce the initial expenditure requirements.

There is a very clear community preference for Option A, supported by 74% of the respondents, with 16% of the respondents supporting option B. 4% of the respondents suggested other options. These suggestions included an option for taking buildings on Daly Street to widen the river corridor and also Option 4A. The Option for taking land on Daly Street was investigated by the Working Group (Option 2D) but scored low in the analysis because of the unsatisfactory channel alignment. Option 4A is the step one of Option B (working within the river corridor) and will not provide the recommended standard over a long period of time because of the predicted climate change impacts. Other suggestions like raising stopbank levels and gravel extraction forms part of the flood defence upgrades proposed under Options A and B.

The estimated cost of the ICD Option A is \$143 million and the estimated cost of step one of Option B is \$114 million. The estimated cost of Option B, step one excludes nearly \$40 million of land purchase costs. Even if Option B is selected, it is very likely that the Council will have to purchase land in the early stages when the land owners offer to sell. Out of 79 landowners, 43 have responded on option preference and 30 (68%) of them prefer Option A. 12 (28%) prefer Option B.

A breakdown of costs is provided in section 6.

Feedback on other key questions

Other key questions relate to the Making Places components, linkages, and Melling Bridge replacement. The ICD options were developed combining the ‘Making Places’ components and the replacement Melling Bridge with the flood protection options. These components are common to both Options A and B. However, some re-work of the works in the river corridor will be necessary under Option B, two step process.

There were clear preferences on these questions except for the question on the preference for a Gateway type bridge or a standard bridge when the Melling Bridge is replaced. Both Options A and B have been developed on the basis that the Melling Bridge will be replaced with a bridge meeting the flood protection standard. The question is about the type of bridge, whether it should be a Gateway type bridge or a standard bridge. Further community feedback on this could be sought through the Melling Intersection consultation process.

The following table provides a summary of feedback on four other key questions.

Question	Support %	Do not support %	Others %
Do you support parking areas within the corridor?	59%	15%	26%
Do you support Daly Street Promenade	59%	9%	32%
Replacing Melling Bridge –with a Gateway Bridge	43%	26% standard	31%
Do you support the pedestrian cycle bridge	64%	13%	23%

There is clear preference for the Promenade concept, parking areas and the proposed pedestrian/cycleway bridge. The next stage of the planning and design phase will include design refinement, more accurate cost estimation and development of implementation timelines.

5. Melling Bridge Replacement

Both Options A and B and other options developed through the design process require Melling Bridge replacement to provide the recommended flood protection standard. The Melling Gateway Programme Business case was jointly undertaken by GWRC, HCC, and NZTA in early 2014 to identify the range of benefits from bridge replacement and opportunities for a coordinated investment programme focusing on the optimal timing for Melling Bridge replacement. The next step in the business case process is for GWRC, HCC, and NZTA to closely coordinate their investment activities. In particular their respective investment programmes will need to be coordinated to ensure that the inter-dependencies around Melling Bridge are optimally managed.

6. Comments

In June 2015, following a number of workshops with the Subcommittee and presentations to Hutt City Council and Greater Wellington Regional Council, the Subcommittee recommended Option A and Option B for community consultation (Report No. 2015.317). During the workshops, the Subcommittee received technical, economic and climate change adaptability information on 10 Integrated Concept Designs (ICD) developed by the project Working Group. This information included:

- River channel, corridor width and stopbank footprint areas
- Flood capacity and the level of flood protection that can be provided compared to HRFMP standard
- Adaptation flexibility of each option to the potential climate change impacts
- Flexibility to integrate Making Places and transport components into the base options
- Estimated costs
- Evaluation results on the basis of Multi Criteria Analysis, Value for Money and Adaptive Pathways.

Some of the community feedback received in favour of Option A refers to cost efficiencies. The following sections provide a comparison of current and discounted total project costs.

Item	Option A	Option B	
		Step 1	Step 2
Flood Protection	\$35.5 m	\$36.6 m	\$11.8 m
Landscape	\$23.8 m	\$30.6 m	\$12.2 m
Melling Bridge replacement	\$28.4 m	\$28.4 m	-
Pedestrian/Cycleway Bridge	\$7.6 m	\$7.6 m	-
Services	\$5.5 m	\$8.1 m	\$4 m
Property	\$42 m	\$2.5 m	\$39.5 m
Total	\$142.8 m	\$113.8	\$67.5

The above table provides a breakdown of current estimated costs.

The analysis below shows the discounted costs (Present Value) on the basis of the following assumptions:

- Annual expenditure forecast based on an assumed implementation programme for each project component
- No allowance made for inflation of construction and land costs
- A social discount rate of 3% has been used as it is a more appropriate rate for investment on flood protection by local government (the discounted costs were also checked for a discount rate of 5%)
- If Option A is selected all works will be completed by 2025
- If Option B is selected Step 1 will be completed by 2025 and step 2 works will be completed by 2045 (or later depending on climate change impacts).

The two tables below show a comparison of discounted costs for Options A and B.

The first table was prepared on the basis that it will be necessary to complete Step 2 of Option B by 2045 because of climate change impacts. The discounted costs are provided for the two discount rates, 3% and 5%. There could be many implementation options for Step 2 of Option B. Only three options were considered in this analysis:

- Complete all Step 2 land purchase by 2025
- All step 2 land purchase will be completed in the period from 2033 to 2042
- 50% of Step 2 land purchase completed by 2025 and the remaining land purchased in the period from 2033 to 2042.

For all three options the physical works will be carried out in the three years 2043 to 2045.

The second table provides a sensitivity check on the discounted costs for delaying the completion of Step 2 works to 2055. This is to check the sensitivity on discounted costs in case the predicted Climate Change (CC) impacts on flood frequency do not occur for further 10 years. Both tables are for a discount rate of 3%.

Discounted costs \$ millions (current CC predictions)				
Option A Completed by 2025	Total Option B completed by 2045	Option B Step 1 by 2025	Option B Step 2	Option B Step 2 implementation
114	133	89	44	All land purchase completed by 2025 and works in 2043-45
114	120	89	31	Land purchase in 2033-42 and works in 2043-45
114	126	89	37	Land purchase 50% by 2025 and 50% in 2033-42 and works in 2043-45

Discounted costs \$ millions (Predicted CC impacts delayed by 10 years)				
Option A Complete by 2025	Total Option B Completed by 2055	Option B Step 1 by 2025	Option B Step 2	Option B Step 2 implementation
114	130	89	41	All land purchase completed by 2025 and works in 2053-55
114	112	89	23	Land purchase in 2043-52 and works in 2053-55
114	121	89	32	Land purchase 50% by 2025 and 50% in 2043-52 and works in 2053-55

The above tables show that in most cases the discounted costs of Option B are higher than those of Option A, except where Option B (Step 2) land purchase is postponed to 2030s (or 2040s for completion by 2055). The discounted costs were also checked for a discount rate of 5% and the results were similar.

Some of the affected land owners have indicated that they would like to sell the land and move on and it is very likely that Council will be asked to purchase a significant portion of Option B (Step 2) land in the early stages of the project.

Most of the project components are separately funded by the implementing agencies. The next stage of the planning and design process will provide more accurate cost estimates with implementation timelines. This will enable us to assess the rating impacts on the local and regional rate payers.

7. Next Steps

It is expected that the Hearing Panel will make a recommendation to the Subcommittee for consideration and recommending to Council. We expect the Council to adopt an Integrated Option in December 2015 for the officers to proceed to the preliminary design.

The next stage will include the refinement of the design, preparation of more accurate estimates, development of implementation timelines and assessment of investment responsibilities for the project components; flood protection, Making Places and Melling Bridge replacement.

Any surveys and geotechnical investigations necessary for the design will be completed at this stage. The affected land owners will be provided with accurate plans showing the impact on their respective properties.

This design refinement process will commence early in 2016 and officers expect to seek the HVFMS recommendation of the preliminary design and implementation timelines in early 2017 to proceed to the next stage of preparing the NOR/Consent applications.

8. Communication

The community feedback process involved an extensive communication and consultation process as outlined in section 3 above. All land owners whose land is potentially required for the project and key stakeholders will be advised by letter once the Council approves an option. The wider community will be informed through media releases.

9. The decision-making process and significance

The subject matter of this report is part of a decision-making process that will lead to the Council making a decision of medium significance within the meaning of the Local Government Act 2002.

The process applied to date has involved the identification and detailed analysis of options, and identification of options for public consultation. This report outlines the process of consultation followed and the feedback received.

9.1 Engagement

In accordance with the significance and engagement policy, officers determined that the appropriate level of engagement is informing and consulting. The consultation and engagement activities undertaken are identified in section 3 of this report.

10. Recommendations

That the Hearing Panel:

1. ***Receives*** the report.
2. ***Notes*** the content of the report.
3. ***Considers*** the feedback information in this report and attachments and oral presentations by landowners and other submitters in determining its findings and recommendations to the Hutt Valley Flood Management Subcommittee.
4. ***Notes*** the community preference for the Making Places and transport components of the integrated project.
5. ***Recommends*** Option A, B or another option to the Hutt Valley Flood Management Subcommittee for consideration and recommendation to Council for the preliminary design and preparation of implementation timelines.

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Attachment 1: Feedback Analysis Report