

Hutt River City Centre Upgrade Project

Better flood protection, transport and lifestyle for central Hutt

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Proposed stopbanks along and north of the Hutt CBD

Detailed planning for central Lower Hutt upgrade project takes off

Detailed work bringing the benefits of better flood protection, effective transport links and a riverside lifestyle has begun following last year's community and regional council endorsement of the Option A flood protection package.

Over the next 12 months we'll focus on bringing all the elements of the project together, ready for applications for resource consents next year and closer to delivering a better future for central Hutt.

The project will be phased, with reports on key activities expected next year and a completed preliminary design available sometime around August 2017.

Along the way we will keep you abreast of what's happening and seek your input on how our designs are shaping up.

We'll also keep you up to date on the Hutt River Environmental Strategy review, which is looking at developing a recreation and environment management blueprint to address the growing popularity of the entire Hutt riverside, including the section covered by Option A.

The project is an interagency effort involving the Greater Wellington Regional Council, Hutt City Council and the NZ Transport Agency.

Here's how the timeline of activity will pan out over the next 12 months

Phase	What's this about?	Reporting when?
River channel design works	Charting the exact shape of the river channel Designing river edge protection Sourcing construction materials	Feb 2017
Stopbank design	Deciding exact location ("footprint") Developing stopbank profiles for communities Working out relocation of services and utilities (power lines etc)	Feb 2017
Urban works and landscaping	Reviewing the river corridor's environment Deciding on matters such as environment and amenities (planting, recreation options etc)	March 2017
Civil works	Identifying the treatment of Daly St Considering links with stopbanks Deciding cycle/way pedestrian bridge options Identifying Melling Bridge options	March 2017
Transport design	Discovering the impact of project on local transport networks Working out improvements to Daly St Developing options for impact on Pharazyn St Planning car parking Reviewing the layout of Melling Station and adjacent parking and bridge access	March 2017
Melling intersection	Completing design	June 2017

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For further information:

citycentreupgrade@gw.govt.nz

www.gw.govt.nz/protect-the-hutt-cbd-from-flooding

04 830 4011



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Recreation and leisure will be a feature of the new stopbanks

Keeping Melling in the loop

We want to reduce community stress about the prospect of change in Melling so we will be proactive in providing as much information as we can on what's happening and quickly respond to any concerns they may have.

We'll provide full details on matters such as the location and impact of new stopbanks and transport arrangements on remaining residential and commercial property.

We'll also make information available about affects to properties and provide illustrations of the suburb after construction is finished, and tours of suburbs which have gone through a similar process and, of course, we'll answer any questions you may have at any time. We want to paint a clear picture of Melling once flood protection is completed.

We'll keep you posted on all these initiatives. Meanwhile, we'll answer your questions – just email them to www.citycentreupgrade@gw.govt.nz.

Answering your questions

In each edition of this newsletter we'll cover the range of questions which arose during Stage One when we worked with the community to identify the best flood protection options.

Why don't we dredge the river rather than build higher stopbanks?

We've often been asked the question – why build stopbanks when all we have to do is dredge the Hutt River to open up its channel and avoid flooding? The short answer is that the impact of gravel extraction on river flow is limited compared to raising stopbanks. Even dredging a deep channel in the shallow waters below Kennedy-Good Bridge wouldn't allow enough water to drain into the harbour in a flood, whereas much greater volumes would flow through a wider river channel bounded by stopbanks. For more detail, [click here](#).

What's meant by a 100 year flood return period?

A return period is an estimate of periods between floods (when a flood of a certain size is likely to return) and the chance of one happening. So a 100 year return period flood is estimated to occur every 100 years (and therefore has a 1% chance of happening in any year).

The shorter the return period, the smaller the flood as smaller floods happen regularly (say 1 in 5 years). Bigger floods are rarer (say 1 in 100 years) and significant floods (say 1 in 440 years) rarer still.

But ultimately nature rules and like, buses, we expect floods to be regular but sometimes they all turn up at once. Our flood protection team adopts the view that we should expect the unexpected – which is why, especially in view of climate change, we want to improve flood protection in the Hutt CBD as soon as possible.

For more information, [click here](#).