

Report 03.201
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Committee Landcare
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Waikanae Floodplain Management Plan – Otaihanga Road raising works stage 3

1. Purpose

To update the committee on progress with stage 3 of the Otaihanga Road raising project.

2. Background

Otaihanga Road raising is a structural flood protection method provided for in the Waikanae Floodplain Management Plan (WFMP). During preparation of the Plan the Otaihanga community were quite clear they did not want a stopbank that separated the community from the river. The preferred option adopted in the Plan was to raise low sections of Otaihanga and Makora Road, and offer house raising to those existing properties on the river side of the road.

The works were divided into three stages being:

- (i) raising Otaihanga Road.
- (ii) raising Makora Road from no. 1 to no. 21.
- (iii) raising Makora Road from no. 30 to no. 48 (note the plan does signal a second option of a stopbank in Otaihanga Domain for this stage).

The plan contained in **Attachment 1** shows the location of the three stages. Stage 1 was completed in December 2001 at a cost to the Regional Council of \$110,000. The road raising and improvement work caused a significant number of concerns for adjacent residents. Hence, it was decided that further consultation with affected residents was necessary before stage 2 could proceed.

Following that consultation, stage 2 was not undertaken because there was a lack of support from those landowners directly benefiting from the works. A letter and questionnaire was sent to 22 directly affected landowners with only 3 of the 15 respondents supporting the proposed works. The budget for this work was subsequently removed from the 2002/03 Annual Plan following a recommendation from the Landcare Committee at its meeting on 13 February 2002. We will review the flood protection options for this section of the road raising project during the first formal review of the WFMP planned for 2007.

3. Stage 3 works

Stage 3 is due to be completed this financial year, within a budget of \$184,000. Design and the consent applications for this project are now underway, with tenders due to be called for construction in May 2003.

Planning for stage 3 has taken considerably longer than originally anticipated. All of the directly affected landowners supported the works but preferred a stopbank in the Domain rather than the road raised. This was the view the community had held since early in the WFMP planning stages. A final decision on the alignment was not made at that time as it had been anticipated that it would be many years until the work was undertaken and community views may change.

The stopbank option was discussed with Kapiti Coast District Council (KCDC) officers and tentative agreement given. However, once the preliminary plans had been prepared KCDC felt that the structure was more significant than they had anticipated and that they did not want it built in the Domain. A middle option of a wall on the boundary between the road reserve and the Domain was then developed and has now been agreed in principle.

Attachment 2 contains an outline plan of the proposed wall. It incorporates a footpath along the domain side, an exposed aggregate finish and some landscape planting. The floodwall should blend in well with the park surroundings.

We have now received written endorsement of the proposed flood wall option from KCDC officers but we are still awaiting formal Council approval as land owner. KCDC officers have prepared a report supporting the proposal for consideration by their Finance, Operations and Property Committee meeting on 15 April 2003.

4. Budget and programme

The current estimated cost of the wall is \$160,000, well within the project budget of \$184,000 and slightly less than the estimated cost of a stopbank in the Domain.

Resource consent applications have been prepared and lodged with both Greater Wellington and KCDC and we anticipate them being processed as non-notified consents. This decision is likely because of the extensive consultation undertaken with affected parties as part of the planning for the works and the public meetings that have been held in Otaihanga in recent times.

Work on the detailed design is underway. The detailed design and tender documents should be completed by the end of April 2003.

The project delays, caused by the extended consultation process required to get an acceptable solution, mean that construction will not be completed by the end of the financial year. The majority of the construction will now occur in the period June – August 2003. No difficulties are anticipated in constructing the works during winter as only a small amount of earthworks and other weather sensitive work is involved. The final phase of the construction is the planting the timing of which is still to be agreed with KCDC.

5. Communication

We will prepare a short newsletter advising directly adjacent landowners of the design, tender and construction progress.

A press release will be prepared once a contractor has been selected advising of the timeline for construction.

6. Recommendations

That the Committee:

1. *receive the report.*
2. *note the contents of the report.*

Report prepared by:

Report approved by:

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Attachment 1: Makora Road raising layout plan

Attachment 2: Otaihanga Domain stopbank – proposed free standing wall and bund layout plan