

File: N/03/18/21

Report 09.544

Council

Minute extract from meeting held on 29 September 2009

Hutt River Mills Street stopbank – preferred alignment

Graeme Campbell, Manager, Flood Protection, provided a presentation relating to the report.

Moved

(Cr Buchanan/Cr Baber)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Notes that the upgrading of the stopbank at Mills Street is part of the Hutt River Flood Management Plan aimed at the long term protection of Lower Hutt.*
4. *Notes that the Yellow stopbank alignment requires the purchase of properties at 56, 41, 41A and 1/39B Mills Street.*
- 5a *Notes that the Yellow stopbank alignment may require the purchase of Flats 2, 3 and 4 at 39B Mills Street and these properties would be sold at the completion of the project.*
- 5b *Notes that the technical information, including hydrology, alignment and bank edge protection, clearly demonstrates the benefits of moving back to the Yellow alignment, and that there is minimal additional benefit of moving further back to the Blue alignment.*
- 5c *Notes that the community will have further opportunity to have input to the design of the stopbank and river works when they are programmed to commence in 2012/13.*
- 5d *Notes that the Yellow alignment accommodates the indicative SH2 alignment as shown on NZTA plans produced in 1998.*
6. *Approves the Yellow stopbank alignment option for the Mills Street area for the detailed design and preparation of the designation/consent applications.*

7. *Undertakes that affected residents adjacent to the Mills Street stopbank realignment be invited to participate in the development of the final design of the realignment.*
8. *Authorises the Chief Executive Officer to hold and exercise delegated authority to enter into property purchase contracts with the property owners offering to sell their properties to Council at 1/39B, 2/39B, 3/39B, 4/39B and 56 Mills Street.*

The motion was **CARRIED**.

Noted

Added text is indicated in bold.

Council noted the advice of officers that the NZTA plans produced in 1998 accommodate the options being considered by the NZTA regarding roading options at Melling.