

Report to the Landcare Committee  
from Graeme Campbell, Project Manager, Flood Protection Group

## **October 1998 Flood Damage Repair : Progress Report**

### **1. Purpose**

To update the Landcare Committee on progress of the October 1998 flood damage repair and improvement works, last reported to the 23 March 2000 Landcare Committee meeting, and to seek approval for further budget reallocations within the overall Flood Damage Repair Project budget.

### **2. Summary**

The wet weather in early April has slowed progress on:

- the Block Road and Avalon Berms protection works on the Hutt River.
- the Stresscrete and Traceys projects on the Otaki River.

The cost of the Traceys repair works is expected to increase by approximately \$25,000 as a result of recent flood damage.

Delay to the Owen Street project was discussed in Report 00.158 (23 March Landcare Committee). Rock supply to Owen Street has commenced but no decision on a construction start date has yet been reached and cannot be made until a rock delivery completion date is certain.

Apart from Owen Street, all work is forecast to be complete by 30 June 2000. Table 1 shows a summary of forecast expenditure and corresponding variances.

### 3. **Work Progress : Flood Damage Repairs (Opex)**

#### 3.1 **Hutt**

The **Manor Park Golf Club** has begun filling behind the new protection works. This filling is their responsibility.

Repairs at **Bridge Road** are complete. Rock rip-rap toe protection was provided to the frontage of number 69. A double tier of gabion baskets was placed along the eroded frontage of numbers 67 and 65. These baskets were anchored to the rock shelf and surrounding soil using ground anchors. The estimated final cost is \$78,500.

The proposed work at **Avalon berms** was set out, unfortunately some survey marks have been lost in recent freshes. Cross-blading was also planned but delayed by high river levels. We still plan to complete the majority of the work, and expend the flood damage budget, this financial year. Remaining work will be completed next year using funds from the operational budget. Expenditure to date is \$13,800.

The delivery of C grade rock to **Owen Street** has commenced with 500 tonnes, of a total of 2320 tonnes, currently on site. A start date for the construction works will be made when delivery of all the C Grade rock is certain.

#### 3.2 **Waikanae**

The Waikanae River flood damage repairs are complete.

#### 3.3 **Otaki**

Rock for topping-up the rock barbs at **Upper Taylors** has been delivered to site and will be placed by the end of May 2000. No other flood damage repair works have been undertaken as resources have concentrated on the Traceys repairs.

### 4. **Capital Improvements**

#### 4.1 **Hutt**

##### ***Block Road Repair Works***

Work has commenced with 2000 tonnes of rock rip-rap delivered to site. Approximately 5000 tonnes of rock is required for the repairs. The river diversion and berm reconstruction work started on 15 April 2000 and is due to be completed by the end of April. Placing of rock rip-rap will follow in May 2000.

##### ***Boulcott Stopbank Land Purchase***

The Policy and Finance Committee approved Report PE00.11 on 15 April 2000 and O'Brien Property Consultancy has been instructed to proceed on that basis.

## 4.2 Waikanae

### *State Highway 1 to Maple Lane Works*

A final inspection of the river works has been undertaken and the contractor is now completing outstanding items of work identified during the inspection. The areas have been sown with grass, and willow and landscape planting is programmed for May 2000.

## 4.3 Otaki

### *Stresscrete*

The construction works are now well advanced with 90 percent of berm filling complete and 50 percent of rock lining in place. The recent wet weather slowed progress by three days and eroded some of the fill material. There are no cost implications from the erosion of the fill. Supply and delivery of rock rip-rap (under a separate contract) is on target to be completed by 20 April, and placing of the rip-rap will be completed by the end of April 2000. The driving of rail iron for debris fences will be undertaken in May 2000.

### *Traceys Bank Protection Work*

All fences have been marked out and driving of rail irons is complete. Wire cables are currently being attached to the irons. The works have been extended by approximately 190m as a result of recent flood damage. This extension is estimated to increase the costs from \$85,000 to \$110,000. The increase will be accommodated within the overall Kapiti capital expenditure budget.

### *Mangahanene Island*

No further work has been undertaken since the last report. Contractors have been asked to price the finishing works, stopbank shaping and grassing of the berm, which are programmed for completion in mid May 2000.

### *Gas Crossing*

The only remaining work, stopbank shaping and grassing the berm, is programmed for late May 2000.

## 5. Funding and Budgets

Table 1 below shows an unfavourable overall project variance of \$25,202, although savings in final costs of the larger projects are expected to bring expenditure within budget. Additional income from the gravel sales is also expected to offset the over expenditure on the Flood Damage Repairs (Operating expenditure). This will be reported through the Third Quarter Review.

**Table 1 : Project Summary Income and Expenditure Statement**

	<b>Total Approved Budget</b>	<b>Expenditure to 31 Mar 2000</b>	<b>Forecast to Complete Works by June 2000</b>	<b>Total Forecast Cost</b>	<b>Variance to Budget</b>
<b>Flood Damage Repairs</b>	\$1,756,747	\$1,527,360	\$327,364	\$1,854,724	(\$97,977) (U)
<b>Capital Improvements</b>	\$2,975,000	\$1,374,255	\$1,527,970	\$2,902,255	\$72,775 (F)
<b>Total Expenditure</b>	<b>\$4,731,747</b>	<b>\$2,901,615</b>	<b>\$1,855,334</b>	<b>\$4,756,949</b>	<b>\$25,202 (U)</b>

Table 2 shows the variances for the individual capital projects.

**Table 2 : Capital Improvement Project Variances**

<b>Project</b>	<b>Budget (\$)</b>	<b>Forecast (\$)</b>	<b>Variance (\$)</b>
<b>Hutt River</b>			
Block Road	300,000	355,000	(55,000)
Boulcott	735,000	635,000	100,000
<b>Subtotal Hutt River</b>	<b>1,035,000</b>	<b>990,000</b>	<b>45,000</b>
<b>Otaki River</b>			
Stresscrete	650,000	650,000	0
Traceys	85,000	110,000	(25,000)
Gas Crossing	110,000	96,000	14,000
Mangahanene	120,000	196,000	(76,000)
<b>Waikanae River</b>			
SH1 to Maple Lane	850,000	794,000	56,000
Otaihanga House Raising	125,000	67,000	58,000
<b>Subtotal Kapiti</b>	<b>1,940,000</b>	<b>1,913,000</b>	<b>27,000</b>
<b>TOTAL</b>	<b>2,975,000</b>	<b>2,903,000</b>	<b>72,000 (F)</b>

### 5.1 Flood Damage Repair Variances (Operating Expenditure)

The Flood Damage Repair works show an unfavourable variance of \$97,977 (a decrease of \$10,682 since last report) as a result of the savings in the expected costs for repairs to Chrystalls debris fence on the Otaki River.

### 5.2 Capital Improvement Project Variances

The favourable forecast for the Capital Improvement works has reduced by \$20,000 since the last report primarily as a result of the \$25,000 additional forecast expenditure at Traceys.

## 6. Communication Opportunities

A signboard is to be erected for the Block Road works. The location of this site adjacent to State Highway 2 at Melling makes it an ideal opportunity to highlight the Wellington Regional Council's work.

## 7. Recommendations

*That the Landcare Committee:*

- (1) Receive the report and note the contents.*
- (2) Note the additional forecast capital expenditure at Traceys on the Otaki River and endorse the reallocation of \$25,000 from the other Kapiti capital projects to fund this additional requirement.*

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