

25 June 2021

[REDACTED]
[REDACTED]

Tēnā koe [REDACTED]

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 26 May 2021:

Reports/studies/evaluations (etc) done by HCC relating to a second access road into and from Wainuiomata, going from Wainuiomata into Naenae/Epuni/Fairfield, or any other alternative routes considered (e.g tunnel). Since the year 2000.

Please find attached a range of documentation regarding this matter.

The first attachment (20120912093506497) is a 2004 report to Council, and the rest are plans of alternate routes and related costs produced by consultants in 2012. There is also a table of travel time estimates for these alternate routes.

Our Head of Transport, John Gloag, is happy to discuss this matter further with you should you wish. He can be contacted on John.Gloag@huttcity.govt.nz.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or Freephone 0800 802 602.

Please note that this letter (with your personal details removed) may be published on the Council's website.

Nāku noa, nā



Kara Puketapu-Dentice
Director Economy & Development

Encl:

- 1) 20120912093506497
- 2) 51-25295-SK001-Tilbury
- 3) 51-25295-SK001-Wilcox
- 4) img-Z07121454
- 5) img-Z07121515
- 6) Strategic Road - Upper Fitzherbert Rd to Waddington Dr
- 7) Wainuiomata to Naenae Cost Estimate

HUTT CITY COUNCIL

WS75-4-1
23 April 2004

The Mayor and Councillors
HUTT CITY COUNCIL

FEASIBILITY OF TARGETED RATES FOR ALTERNATIVE ROAD ROUTES
TO WAINUIOMATA AND STOKES VALLEY

Report No. C2004/2/4

RECOMMENDATIONS:

That the Council:

- (i) notes the cost estimates for alternative access routes to Wainuiomata and Stokes Valley; and
- (ii) notes the impact on the local ratepayers if these costs were funded by targeted rates on the benefiting area only.

1. PURPOSE OF REPORT

1.1 The purpose of this report is to assess the feasibility of striking targeted rates to fund alternative road routes to Wainuiomata and Stokes Valley when such routes would not be eligible for Transfund subsidy. The targeted rates would apply to those communities that would benefit from any new route.

2. SIGNIFICANCE OF DECISION

2.1 The decision sought does not reach any of the thresholds set out in Part 1 of the Decision-making Checklist. The level of compliance required with the Local Government Act 2002 decision-making requirements is therefore lower and consequently it was not necessary to complete Part 2 of the Checklist.

3. BACKGROUND

- 3.1 Wainuiomata and Stokes Valley have populations of approximately 17,000 and 9,000 respectively. Both communities have only 1 access route and there is a perception that both are vulnerable to being isolated in major storm or earthquake events.
- 3.2 Several alternative routes to serve both communities have previously been investigated, namely:

Wainuiomata

<i>Route</i>	<i>Approx Cost \$m</i>	
Gracefield Tunnel	\$50	2.0
Summit Road	\$14	0.24
Naenae Tunnel	\$38	0.47
Coast Road to East Harbour Regional Park	\$2.3	

Stokes Valley

Raukawa Street to Naenae	\$9
Logie Street to Pomare Station	\$4

- 3.3 This report is in response to a request from the Council and Community Plan Committee meeting of 10 March 2004, to assess the possibility of targeted rates being established to fund alternative access routes to Wainuiomata and Stokes Valley.

4. COMMENT

- 4.1 For the purpose of this report (that is essentially on special rates for roading as opposed to a through assessment of the various alternative access routes) only those routes listed in the table in appendix 1 have been assessed.
- 4.2 The estimates in appendix 1 are rough order costs only.
- 4.3 Generally, motorists would perceive the roads to be steep and winding - similar in character to Sweetacres Drive in Belmont. The proposed roads would be vulnerable to closure in severe earthquake and flood events.
- 4.4 Due to the difficult nature of the terrain on all o the routes, they would have high construction costs and are not likely to be eligible for Transfund subsidy.

→ Land costs excluded.

5. POLICY CONSIDERATIONS

5.1 Use of targeted rates for infrastructure has not been usual practice for Hutt City Council. An amendment to the Revenue and Financing Policy would probably be required to support a change in approach. This would require a special consultative procedure.

6. FINANCIAL CONSIDERATIONS

6.1 The financial implications for ratepayers in Wainuiomata and Stokes Valley are highlighted in appendix 1.

6.2 The medium term impact is increased significantly by the 2010 debt target, which essentially requires additional borrowing to fund the capital expenditure to be repaid by 2010. The table in the appendix also shows the rate impact if the debt target were increased to accommodate the new capital expenditure.

7. APPENDICES

Appendix 1: Schedule of alternative routes and estimated costs

Report prepared by:

Ron Muir
Road Asset Manager

Tony Stallinger
General Manager Finance

Approved by:

Bruce Sherlock
Acting General Manager Asset Services

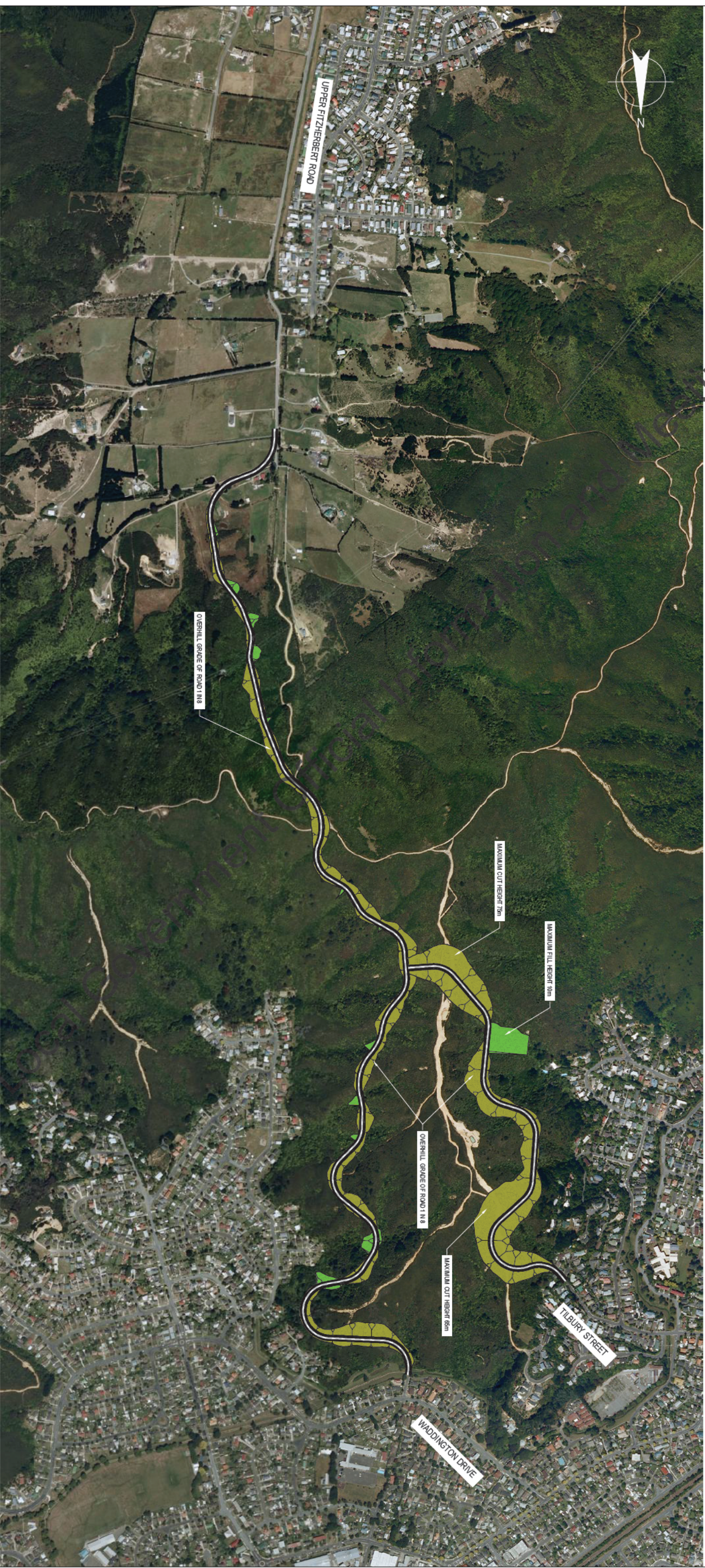
Alternative Routes and Estimated Costs

Route	Approx Construction Cost \$m	Approx Length km	Approx Annual Maintenance Costs \$k	Rate increase - average residential property	Rate increase - average business	Comment
Coast Road to East Harbour Regional Park (Baring Saddle Route)	\$2.3	4	\$40k	8% (4%)	14% (7%)	Note: This road would extend to the eastern side of Lake Kohangatera <u>only</u> and would cross land currently in private ownership. To complete this link to Eastbourne with a legal road through East Harbour Regional Park, the reserve status of a portion of Government-owned land would need to be revoked and private land acquired. From Lake Kohangatera to Eastbourne, the existing gravel road around the coast through the East Harbour Regional Park could be of some use in emergencies.
Wellington Road to Summit Road	\$14 <i>256,000</i> <i>\$145-20M</i>	4	\$40k	41% (19%)	79% (37%)	Before 1986, district schemes of both Hutt County and Lower Hutt City contained designations for a new road to cross the ridge between Naenae and Arakura. The Lower Hutt designation was dropped after strong opposition from affected residents near the Summit Road end.
Stokes Valley to Naenae (Raukawa St to Patricia Gr)	\$9	2.5	\$25k	48% (22%)	78% (38%)	Parts of the proposed alignment cross private property and Hutt City reserve land.
Stokes Valley to Taita (Logie Street to Pomare Station)	\$4	1.0	\$10k	21% (10%)	35% (17%)	This proposal was part of Council's Holborn Development in the 1970's.

NB: Indicative rate increases are on top of any other city-wide rate movements. They assume the increases takes effect 1 July 2004 and rates remain at the same level until at least 2010, due to the Council's debt target. After 2010, rates could be scaled back to only about 1%-2% higher than the current position.

The bracketed rates increases indicate the position if the Council did not have a target for debt repayment. These would represent the semi-permanent increases required.

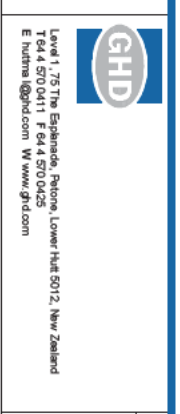
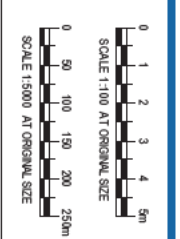
Buildings Act 1985



PLAN
TILBURY STREET TO NEW LINK ROAD
SCALE 1:5000

PRELIMINARY

No.	Revision	Date	Drawn	Checked	Project Director
A	PRELIMINARY FOR DISCUSSION	27.09.12	EH		
Note: * Indicates a variation on original issue of drawing or last revision of drawing					



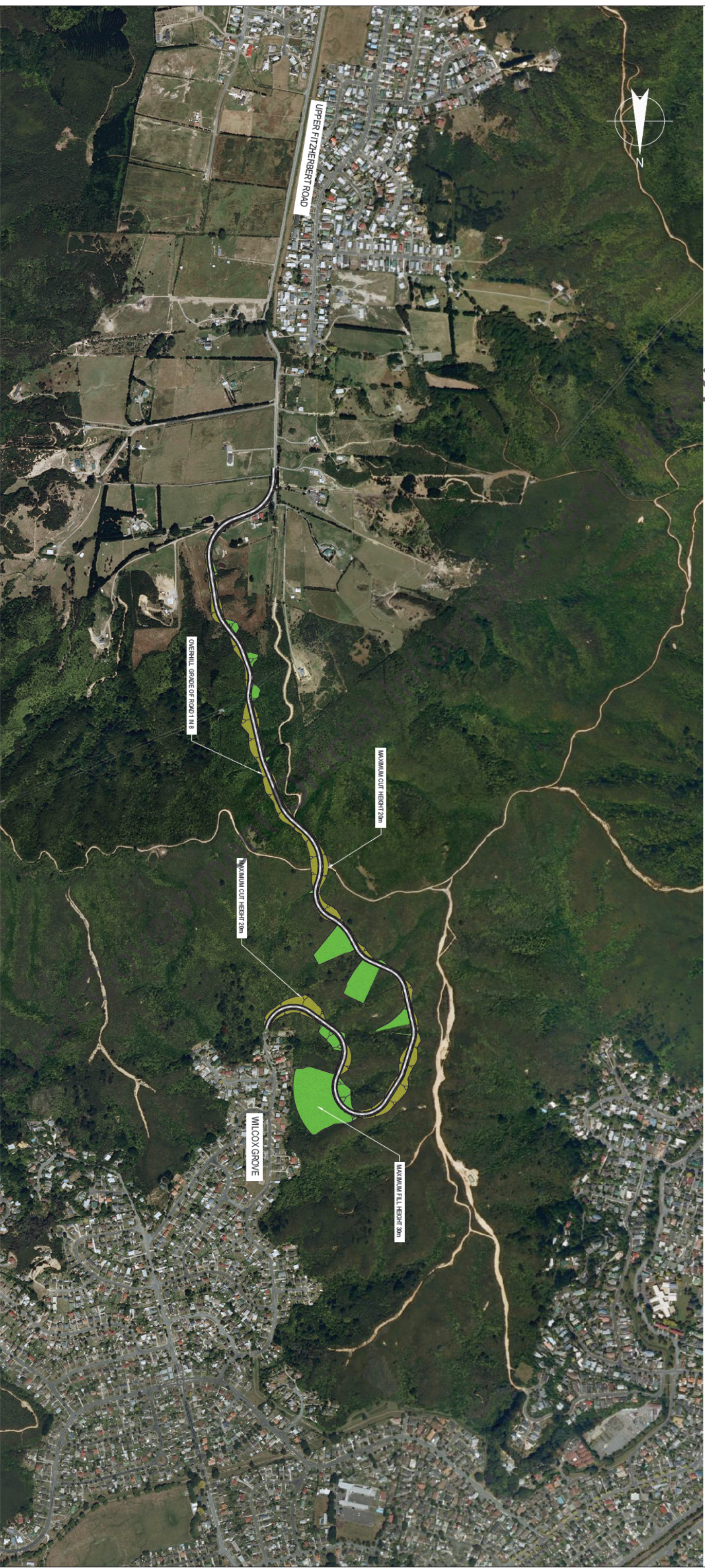
Level 1, 75 The Esplanade, Petone, Lower Hutt 5012, New Zealand
Tel: 64 9 339 0211 Fax: 64 9 339 0202
E: hutt@ghd.com W: www.ghd.com

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	Drawing Checked	(Project Director)	Design Checked	
Scale	AS SHOWN	The Drawing must not be signed or approved		

Client	HOC
Project	STRATEGIC ACCESS ROAD CONCEPT DESIGN
The	WAIKIAMATA TO MAENAE LINK ROADS
Drawing No.	51-25295-SK012
Rev.	A

Under the Resource Management Act 1986

ings Act 198-



PLAN
UPPER FITZHERBERT ROAD TO WILCOX GROVE
SCALE 1:5000

PRELIMINARY

Under the Resource Management Act 1986

<p>0 1 2 3 4 5m SCALE 1:100 AT ORIGINAL SIZE</p> <p>0 50 100 150 200 250m SCALE 1:5000 AT ORIGINAL SIZE</p>						<p>Level 1, 75 The Esplanade, Petone, Lower Hutt 5012, New Zealand Tel: +64 (0)411 76 5370 E: hutt@ghd.com W: www.ghd.com</p>		<p>DO NOT SCALE</p> <p>Conditions of Use: This document may only be used by the person for whom it was prepared and must not be used by any other person or for any other purpose.</p>		<p>Drawn: E.HYLAND Checked: AS SHOWN</p> <p>Design: E.HYLAND Checked: AS SHOWN</p>		<p>Client: HGC Project: STRATEGIC ACCESS ROAD CONCEPT DESIGN The: WAIHIOMATA TO MAENAE LINK ROADS</p>		<p>Original size: A1 Drawing No: 51-25295-SK010 Rev: A</p>	
<p>No. A Revision: PRELIMINARY FOR DISCUSSION</p>		<p>Drawn: EH Date: 27.09.12</p>		<p>Project: Strategic Access Roads Date: 27.09.12</p>		<p>Project: Strategic Access Roads Date: 27.09.12</p>		<p>Project: Strategic Access Roads Date: 27.09.12</p>		<p>Project: Strategic Access Roads Date: 27.09.12</p>		<p>Project: Strategic Access Roads Date: 27.09.12</p>			

HUTT CITY COUNCIL - STRATEGIC ACCESS ROAD CONCEPT FROM WAINUIOMATA TO NAENAE

Travel times for proposed routes from Wainuiomata to Naenae

Date: 7/12/2012

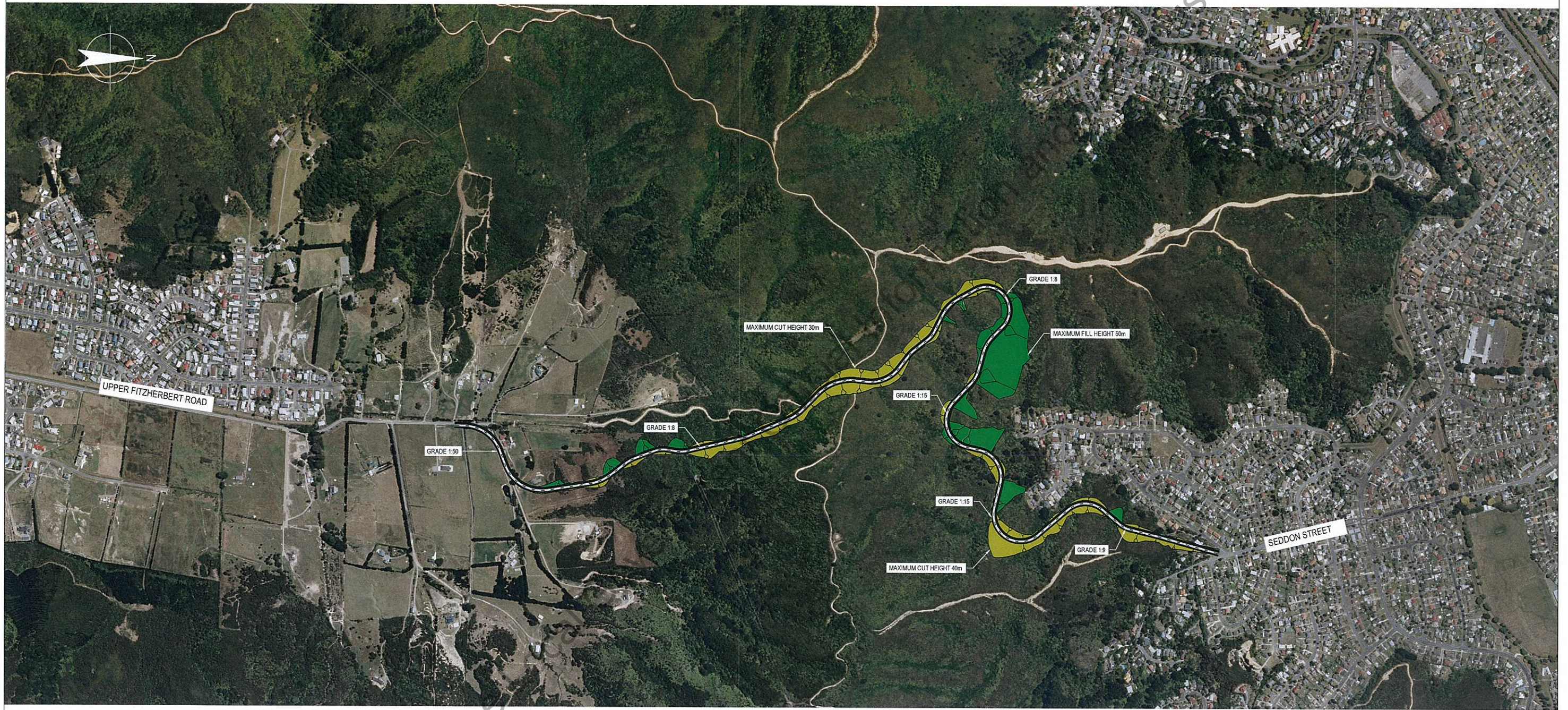
Job # 51-25295

Prepared by: D Larsen

Route	Distance (km)	Time (mins)	Detailed route
UPPER FITZHERBERT TO			
WILCOX GROVE	4.7	5	UPPER FITZHERBERT TO WILCOX DRIVE TO JUDD CRECENT TO SEDDON STREET TO NAENE ROAD TO DAYSH ST ROUNDABOUT
WADDINGTON DRIVE	3.9	3.8	UPPER FITZHERBERT TO WADDINGTON DRIVE TO NAENE ROAD TO DAYSH ST ROUNDABOUT
TILBURY STREET	4.1	4.1	UPPER FITZHERBERT TO TILBURY STREET TO RIVERSIDE DRIVE TO NAENE ROAD TO DAYSH ST ROUNDABOUT
SEDDON ROAD	4.5	4.6	UPPER FITZHERBERT TO SEDDON STREET TO NAENE ROAD TO DAYSH ST ROUNDABOUT

Released under the Local Government Official Information and Meetings Act 1987

Act 1987

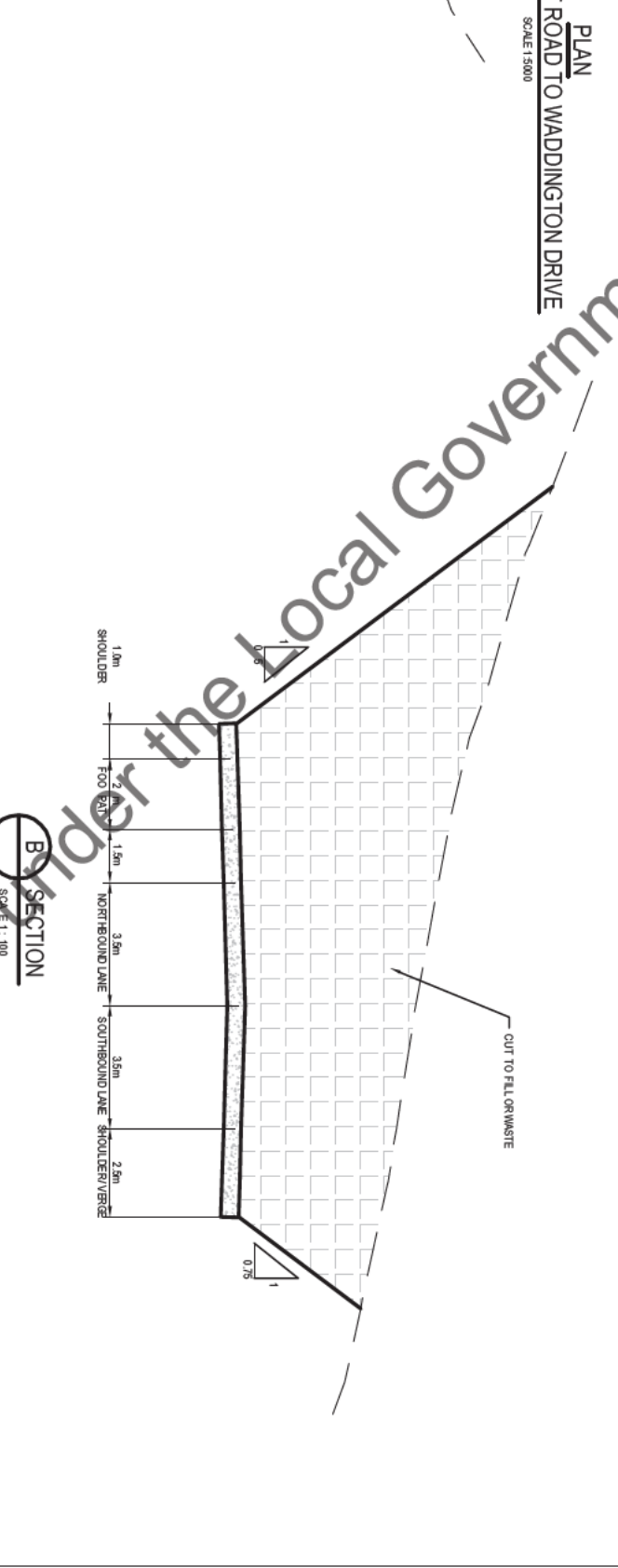
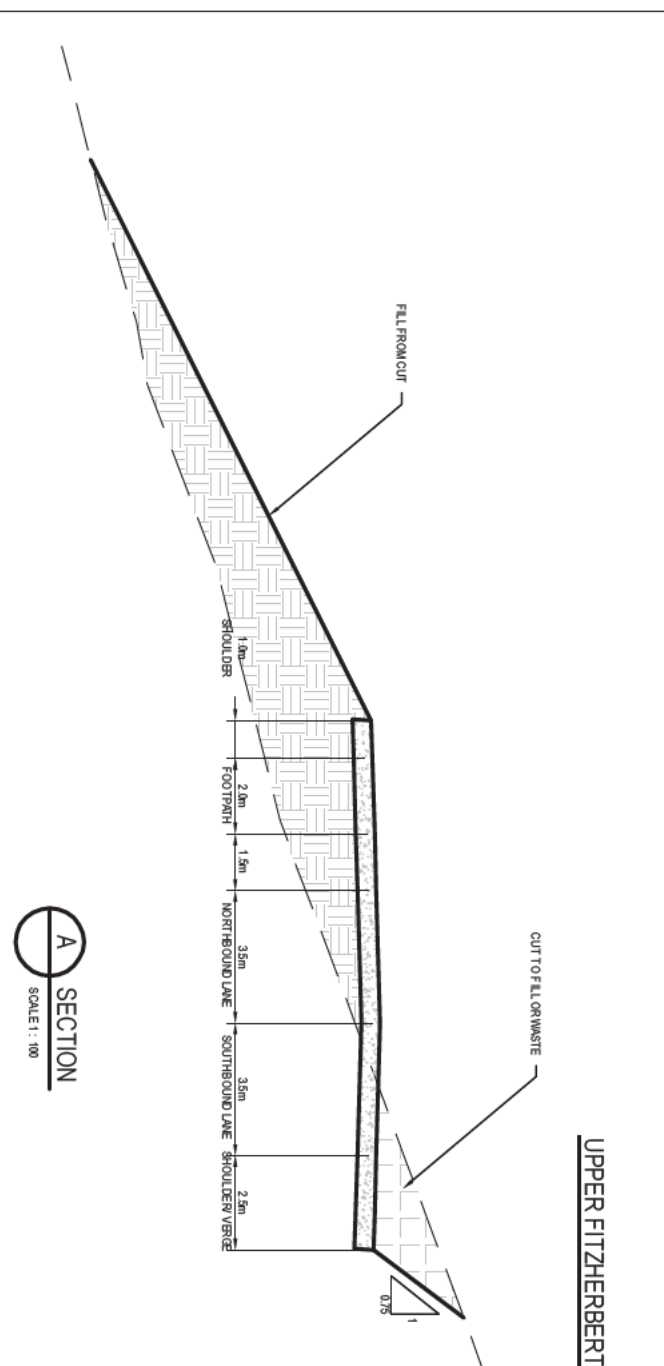
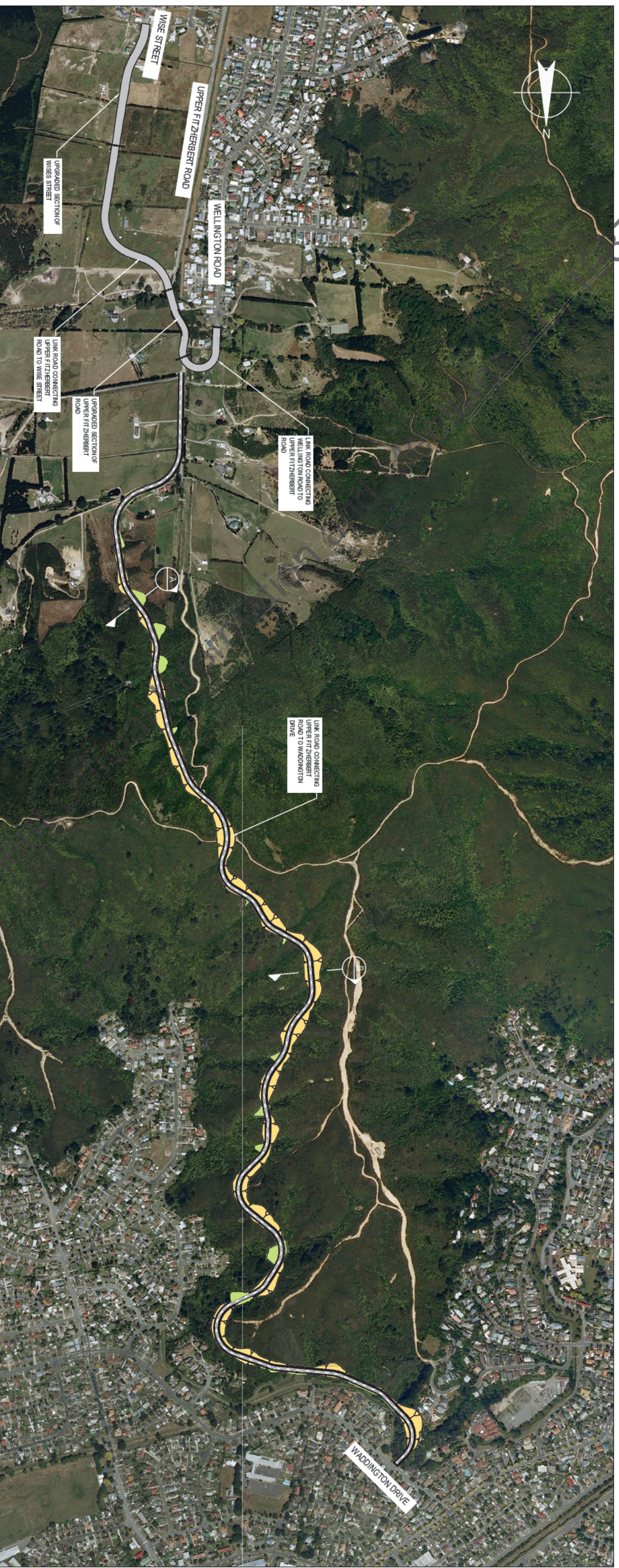


PLAN
UPPER FITZHERBERT ROAD TO SEDDON STREET
SCALE 1:5000

PRELIMINARY

<p>A PRELIMINARY FOR DISCUSSION</p>		<p>EH</p>	<p>27.09.12</p>	<p>0 1 2 3 4 5m</p> <p>SCALE 1:100 AT ORIGINAL SIZE</p>			<p>Level 1, 75 The Esplanade, Petone, Lower Hutt 5012, New Zealand T 64 4 570 0411 F 64 4 570 0425 E lhuttmail@ghd.com W www.ghd.com</p>	<p>DO NOT SCALE</p> <p>Conditions of Use: This document may only be used by GHD's client (and any other person who GHD has agreed can use this document) for the purpose for which it was prepared and must not be used by any other person or for any other purpose.</p>	<p>Drawn E.HYLAND</p>	<p>Designer E.HYLAND</p>	<p>Client HCC</p>		
<p>No</p>	<p>Revision</p>	<p>Job Manager</p>	<p>Project Director</p>	<p>Date</p>					<p>Drafting Check</p>	<p>Design Check</p>	<p>Approved (Project Director)</p>	<p>Date</p>	<p>Scale AS SHOWN</p>
<p>Plot Date: 7 December 2012 - 11:41 a.m. Plotted by: David Larsen</p>											<p>Original Size A1</p>	<p>Drawing No: 51-25295-SK013</p>	<p>Rev: A</p>

Released under the



PRELIMINARY

<p>REVISIONS</p> <table border="1"> <tr> <th>No.</th> <th>Revision</th> <th>Date</th> </tr> <tr> <td>A</td> <td>PRELIMINARY FOR DISCUSSION</td> <td>27.09.12</td> </tr> </table>		No.	Revision	Date	A	PRELIMINARY FOR DISCUSSION	27.09.12	<p>DESIGNER</p> <table border="1"> <tr> <th>Drawn</th> <th>Checked</th> <th>Date</th> </tr> <tr> <td>EH</td> <td></td> <td>27.09.12</td> </tr> </table>		Drawn	Checked	Date	EH		27.09.12
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A	PRELIMINARY FOR DISCUSSION	27.09.12													
Drawn	Checked	Date													
EH		27.09.12													
<p>CLIENT</p> <p>HUTT CITY TE AWA KAIRANGI</p>		<p>PROJECT</p> <p>UPPER FITZHERBERT ROAD TO WADDINGTON DRIVE</p>													
<p>CONTRACT</p> <p>0.5125295 Strategic Access Road/CD001-25295-SK001</p>		<p>DATE</p> <p>12 October 2012 - 12:05 PM</p>													
<p>SCALE</p> <p>SCALE 1:100 AT ORIGINAL SIZE</p> <p>SCALE 1:500 AT ORIGINAL SIZE</p>		<p>CONTRACTOR</p> <p>GHD</p>													
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<p>PROJECT</p> <p>HCC STRATEGIC ACCESS ROAD CONCEPT DESIGN WADDINGTON TO MAENAE OVERHILL ROUTE</p>		<p>DATE</p> <p>27.09.12</p>													
<p>DRAWING NO.</p> <p>51-25295-SK001</p>		<p>REVISION</p> <p>A</p>													

Document 7

GHD file 5125295
 HUTT CITY COUNCIL
 Strategic Development Roads Cost Estimate

Per meter rate

Roading	\$297	\$90m ³ 300mm GAP 65	11m wide carriageway
	\$165	\$100m ³ 150mm AP 40	
	\$440	\$40m ² 40mm AC Mix 14	
	\$105	\$35m ² footpath 150mm	
	\$100	\$100 per meter kerb and channel	
	\$60	\$20m ² 200mm berm/topsoil	1.5m berm each side
Sewer	\$350	\$350per meter 150mm dia pipe	
Stormwater	\$650	\$650 per meter 600mm dia pipe	
	\$100	\$5,000 for both SW and SS manholes every 50m	
	\$800	\$1,000 single sump every 80m	
Gas	\$300	\$100 per meter supply and lay 63mm OD PE	
Water	\$150	\$150 per meter supply and lay 63mm OD PE + Connection to main	
	\$600	\$ 600 200mm PVC dia water main \$475 for 100mm and150mm PVC dia watermain	
Telecom	\$330	Assumed as 60% of power rate	
Power	\$540	Wellington Electricity Estimate. \$4,000/lot; assuming 15m frontage/lot: \$270 per road side	
Land	\$200	Average urban land rate (reticulated)	
		Per m ³	
Earthworks	\$40	Cut to Waste	
	\$30	Cut to Fill	
	\$5	Hydroseeding	
Tunnel	\$5,000,000	mechanical/electirical fixed amount based upon tunnel characteristics	
	\$3,125,000	per portal	
	\$40,000	per meter rate derived from Puhoi to Wellsford tunnel estimate	

Hutt City Council
Strategic Development Roads

Site: Upper Fitzherbert Rd (Wainuiomata) to Waddington Drive (Naenae)

	Quantity	Unit	Unit Rate	Total
Total Cut	655000	m ³	-	
Cut to fill	23500	m ³	\$30	\$705,000
Cut to waste	630000	m ³	\$40	\$25,200,000
Hydroseeding	85000	m ²	\$5	\$425,000
Roading	3430	m	\$1,167	\$4,002,810
Sewer	3430	m	\$350	\$1,200,500
Stormwater	3430	m	\$1,550	\$5,316,500
Gas	3430	m	\$300	\$1,029,000
Water	3430	m	\$750	\$2,572,500
Telecom	3430	m	\$330	\$1,131,900
Power	3430	m	\$540	\$1,852,200
Extras				
Land Purchase	14000	m ²	\$200	\$2,800,000
Total Cost (including S/W services only)				\$31,646,500
Total Cost (including all services)				\$45,530,410

Hutt City Council
Strategic Development Roads

Site: Stockdale Street to Whites Line East
Tunnel

	Quantity	Unit	Unit Rate	Total
Bore Tunnel	1250	m	\$40,000	\$50,000,000
Portals	2	each	\$3,125,000	\$6,250,000
Mechanical/Electrical	1	fixed	\$5,000,000	\$5,000,000
Roading	500	m	\$1,167	\$583,500
Sewer	500	m	\$350	\$175,000
Storwater	500	m	\$1,550	\$775,000
Gas	500	m	\$300	\$150,000
Water	500	m	\$750	\$375,000
Telecom	500	m	\$330	\$165,000
Power	500	m	\$540	\$270,000
Extras				
Land Purchase	7	lots	\$500,000	\$3,500,000
	10000	m ²	\$200	\$2,000,000
Total Cost				\$69,243,500