

229

Fri 30th October 1998

MR ANGUS GIBB
16 TIRANGI RD.
MOERA 6009
LOWER HUTT NZ.
TEL : 5687-309

TO: EMERGENCY MANAGEMENT OFFICE
(LOWER) HUTT CITY COUNCIL
ATTN: ALSO: RIVERS DEPT. WRC.

URGENT PLEASE

"THE HUTT RIVER FLOOD PROTECTION"

Dear Councils: Sir, & Madame,

*

We came EXTREMELY CLOSE to being flooded out yesterday, again; after the Hutt River nearly reached the top of our stop-banks on: (Wednesday 28th October 1998). Thank GOD, the stopbanks & bridge-pilons held, this time. With these extreme weather patterns, & climatic changes due to pollution, global warming, & ozone depletion etc; I am very concerned that we are going to experience even more regular flood threats, & worse. I assume that had the major threat last Wednesday, had happened late at night: We would have heard the CD Sirens activated in plenty of time? (I voted against our regional stadium; not because I opposed the stadium: but because I VERY strongly felt that our Priority, was adequate flood protection, NB.) This time, we came very close to be evacuated, with the Flood threat; which would have been a VERY MAJOR problem for me personally, because I have a number of health problems etc.

I am a Boattie, but not able to do much boating now, with my health problems & the VERY WINDY conditions etc. Also, I have tried to help the MET Service with weather reports etc, as we lost our Automatic Weather Station on Somes/Mattiu Isl, some Yrs ago now with De regulation. Their AWS in Avalon, is too far inland, to help properly, with Harbour Forecasts. The Airport AWS, is mainly suited for Sea Area Cook conditions. I would like to set up a small business eventually, to let Boatties & all Harbour Basin Users, know exactly the Wind Direction; Speed & Gusts; & Cloud Conditions are: on the Hour; as this type of service is not currently available, via Met Service. (Long Story.) The MT Kau Kau AWS, is far too high up, for actual Harbour conditions; & I am very close to the Estuary Bridge, at SEA LEVEL. All my reports so far, have been on a FREE Community Service Basis. Naturally, being a Boattie, I have current Tide Charts, adjusted to DST. (Essential for living close to the river, also.)

Atiawa FM also.

* More Water expected from Rimatckes. (etc) -
{ Overnight; @ High - Tide Midnight =
{ (Also: Fortunately, it rained hardest @

CONTINUED : -

Submission 17

HUTT RIVER FLOOD PROTECTION: 2.

Our Family, moved from Wellington over 12 Yrs ago for the open flat spaces of Lower Hutt; & cheaper more suitable housing here in Moera. Since then, our Rates have climbed sharply, with not enough being spent on Flood Protection. (Since July 86). On hindsight, we were not so aware then, that the river could be such a big threat, etc. On my regular walks along the river stopbank from the Estuary Bridge to the Ava/Woburn Train Bridge, etc; I am able to keep a lookout for any problems there; & do report them. (Eastern/Hutt side of river.) ^{(my} Side Also, boating in my Dinghy, up the river as far as the Ewan Bridge, with the tide in. Sladdem Park boating Estuary, is far too silted up now unfortunately. Over the Yrs, I have noticed the huge increase in river shingle etc; building up from the mouth of the Sladdem Park Estuary Mouth, North up the River to the Ava/Woburn Bridge on the Western/Petone Side. (There is also quite a large build up of shingle etc, just North of the Ava/Woburn Train Bridge, on the Eastern/Hutt Riverbank Side; next to Strand Park.) Getting too shallow for my oars or Outboard Motor.

After the flood of Wednesday 28th Oct (88, all this shingle buildup, could be very much worse now? I expect you will be inspecting it all thoroughly now, ASAP; regardless of your 5Yr checkups? Last Yr, I rang WRC with my concern about all this shingle buildup. (Much of it can be seen at low tide, especially looking down from the Ava/Woburn Train Bridge.) I strongly felt that it needed dredging out. WRC gave me a technical explanation as to why it should not be dredged out, as apparently this could undermine the stopbanks? (I don't claim to fully understand this theory; & also, do not fully accept it, NB.) Also, I feel that this lack of dredging there, is one strong reason why the river tends to flood more, North of this point & beyond. This shingle at that point, helps to give a "damming" effect, combined with the Ava/Woburn Train Bridge Piers, which tree debris; also collects & jams there etc. All this, combined with the angle of the river, at that point, adds to the problem. This is also why Strand Park, tends to flood so easily. (On Wednesday, the River had risen to within about 2M of the Goal Posts ^{^ top of} there; about High Tide.) [↑] Alicetown

This "Damming Effect" there, was also responsible for the Picnic Area in Sladdem Park, being partly flooded; as well as extensive flooding across Shandon Golf Course: (Riverbank Area, mostly; & I also suspect; the Te Mone Stream.) etc. Had the River been slightly higher, the Ava/Woburn Train Bridge upper structure, could have sustained serious damage, & may even have been swept away. (Trains, were obliged to slow down, while crossing it, which would also reduce the stress on this bridge.) Estuary Bridge: at risk also, etc.

CONTINUED : -

MUTT RIVER FLOOD PROTECTION : 3.

After the Ewan Bridge was re-built recently, I managed, (just!) to navigate up the River from Sladden Park, to Ewan Bridge. (Before my health deteriorated further.) I noticed it was very shallow in most places there also. Shingle, & silt etc. I would not like to risk my Dinghy, up that far now, because of this increased buildup of shingle. (River Shingle.) etc. I feel strongly that all this stretch of the river needs some dredging, & also North, up the River further to ^{Melling} Gannedy Good Bridges. (I am not so familiar with this stretch of the River.) I think that if this was done, there would be less chance of flooding, further up the river, as well as further down the River at Ava/Woburn Train Bridge Area: Provided this area, was also dredged! (Possibly, some of the dredgings could be used to strengthen stop banks?) = Provided it was made into concrete blocks first etc!

In previous submissions, I agreed with the mouth of the Mutt River being dredged, etc. (Downwards mostly, NB.) Now, after this recent flooding; there could be much more silt, shingle, & debris; been flushed down around this location, & around etc. I think that the whole area should be closely inspected promptly; RIVER BED included! Also, I think that this whole lower stretch of the River, could do with some dredging, right from the mouth of the River, to the Barr at the junction of the Waiwhetu Stream; & up under the Estuary Bridge, along to Sladden Park, etc. (I have been down the Polluted Waiwhetu Stream, on my Sea Kayak, also: sold it now.) One of the reasons why I am so concerned about this lower reach/Estuary part of the River, to its mouth area being dredged: is because if the more upper part of the River, which I have just mentioned, does get dredged; then it would be CRITICAL to do the lower part as well, NB. (EG:) On Wednesday, had only the upper parts been dredged, we would undoubtedly ^{have} copped heaps of very fast moving water, down our way, which would have severely stressed our already sodden stop-banks, & would most likely have breached them! Not just the increased height of the River, but the speed & volume, etc. NB. (As it was on Wednesday, at high tide, the River was raging at a great rate of knots, down past us, & had come within 2.5 M of the top of our stopbanks!) (12 Noon Wed 28th Oct 98.) —

WITH RISING OCEANS: DUE TO GLOBAL WARMING: RIVERS WILL BE SLOWED DOWN MORE!
= FAR WORSE FLOODING: COMPOUNDED BY HEAVY (VERY) CLOUD BURSTS ETC.

Perhaps it would be VERY wise to start planning ahead NOW, to try & combat this new threat. EG: Start budgetting ahead to increase the height & strength of the stopbanks. Have more regular dredging operations, covering longer stretches of the river, & better alignment of river bends.

CONTINUED : -

+ HVHS etc.

Further, all low lying properties & businesses at risk, may have to be raised up higher on special piles, if practically possible, etc. Our local Primary School here is a CD ared. (Randwick School.) Many Yrs ago, I wrote them a letter, advising them of the need for a School Hall. They have just managed to get one built at last there. ^{now} In that letter, I also advised them to get the Hall built up high to combat flooding risks; & because they are a CD Centre. Unfortunately, I don't think they did bother to build up the Hall, high enough. In my opinion, it would most likely not be high enough, to keep us dry, in a more serious flood, than we had last Wednesday. I am pleased that the street cleansing branch of Maimteck, responded to my request to clean up the silt etc in our Rd, after the flooding. (Hope they did not forget to check the stormwater sumps also, which could be a bit clogged up after the flood etc.)

Future planning, may also require a much larger fleet of stormwater sump cleaning vechicals. They could also be employed during the flooding, to suck & collect the floodwater & stormwater etc, & take it to the sea possibly, & discharge it there. This may ease the flooding a bit in some critical spots. As we came very close to loosing our Electrical Power in that flood; because floodwater was threatening to put a local power sub-station out of action, that Day; more protective measures should be put in place there, if possible: ASAP. As I am a Boatie, I know a little about what is called a 'VENTURI'. Basically, it is a simple angled type tube, fitted to the hull ^{Bottom} stern/rear of a Boat. I think the 'Ventury', has a non-return valve, to prevent the boat filling up with water & sinking. The principal of this Venturi, is to self-drain bilge water from the HULL of the Boat: When the boat is moving forward at speed. Water passing under the HULL of the Boat, creates a vacuum/suction effect in the neck of the Venturi, opening the non return valve, inside the Venturi; & thus; sucks out bilge water from the Boat HULL, without the aid of a pump. Could this principal be adopted & utilised to help get rid of floodwater & stormwater, into the river etc, during a flood? 'Stormwater Venturi's' fitted to stormwater outlets on the Riverbank, & sea. EG. (PS: I am very pleased that the Estuary Bridge, is about due for strengthening & upgrading. If People were prevented from fishing on the centre span of that Bridge; then Boats could get by underneath, without getting caught up in fishing lines, which also pose a serious personal risk to boat crews! = My earlier submission, also mentioned another walkway to be fitted to that Bridge, on it's inland side.)

↳ With a By-pass.

CONTINUED : -

{ Let's start Producing Solar/Battery
Powered Cars etc. Forget Excessive Speed & Ego!
Think Positive → Health & Life! → (Real Profit!)

* } Flap Covered
outlets, close.

On Wed 28th Oct 98, I was listening to Newstalk ZB Talkback; & picked up on the flooding of the Mutt River, early. When there is much rain, & especially overnight rain; I generally always check my Tide Charts, before going to bed. With excessive rain, the bottom of our Rd, always floods, so I like to keep an eye out for trouble, etc. The flooding in our Rd is mainly due to the stormwater * not flowing out in the river; as the river level, ^{rises} due to the high tide, etc; & covers the stormwater outlets in the river: tending to block them off to water flow. (Possibly, the 'Venturi' principal, would overcome this problem?) Young Children, etc; would need to keep away from the strong suction, down the sumps of the stormwater drains in the Rd, when the 'Venturi' was activated.

On that Day, our Rd Flooded down our end; much more than it had done so in the past 12 Yrs. (+ Deeper.) Surface water, was cutting across Nos 8 & 10; due to Blocked stormwater drains, in the slightly higher rear Factory Rd throughway, behind us all. (Randwick Park Industries.) Water from that Rear Factory Rd, was spilling over into these Properties etc, as it had no where else to go. Our Postie, could not get her bike down our way, so I offered to deliver a handfull of mail for her, in our Rd, & part of Pine Cres; also flooded very badly in parts. (One house, nearly had water coming inside, there.) Children were playing in the flooding there, in the rain; in spite of being warned off by CD Workers, because of sewedge present also. I managed to get a few photographs of vehicals, trying to negotiate our flooded part of our Rd. We have very high kerbsided & footpaths, which were mostly under water. Local Schools had to close early to try & get children home safely, etc.

High Tide, was about Noon, that Day. Flooding in our Rd, still got worse after about 2PM. I put on all my PVC Raingear & Gumboots, & waded through our flooded streets to the stopbank, at the Estuary Bridge. Grey overcast skies with constant rain driven by the Nor-westerly; with windgusts, almost too strong for a small helicopter. (A larger Copter, coped OK.) Also, VERY HUMID! There were many sightseers, as the Mutt River was raging much higher, & VERY much faster, than I have ever seen it do before. Water, was climbing up the Bridge Pilons, with the force etc. I am not a Hydrologist; but a qualified Electronics Serviceman; & understand 'OHMS LAW'. I figured that Voltage, or Pressure, is like the speed/pressure of a river. That Amps/Current, is the same as the width/volume of water in a river; & that Resistance, is anything that slows down a river flow also. Wattage, or Power; would be Pressure/Force of the River, multiplied by the width/volume: = TOTAL POWER OF RIVER.
Current.

CONTINUED : -

I slowly walked against the wind & rain, up the Eastern/Hutt side of the Riverbank towards the Ava/Woburn Train Bridge. This time, I was forced to walk right on the top of the stopbank itself, as the lower parts on the riverbank where I normally walk; were mostly, completely covered. At the point where the bottom end of Randwick Park Industries meets the riverbank stopbank; there is a stormwater outlet. At that point, the river also narrows a bit. I could see the pressure of the river building up quite severely, at that point. Shandon Golf Course etc., on the other side, looked badly flooded, & Sladded Park etc. The Ava/Woburn Train Bridge, started to resemble a sort of Hydro-Dam, with all the water trying to pour/force its way through it etc. I cleared some small fallen trees away from the walkway, under that bridge, as they were jammed on the arm/gate there, & prevented proper access. (On Saturday, I re-inspected this area, & found the bank had slipped/collapsed under that part of the bridge, & part of that same walkway as well. - The force of the river had under-scoured the pathway very near where I had been standing on Wed; & has even taken away some of the asphalt walkway with it, at that point!)

Normally, the river water does not pass there; but this time it was overflowing there from all the flooded area of Strand Park, north of that Bridge. (The narrow dividing bank for the large stormwater outlet in that area was almost submerged, on the way up to that bridge; & on the other side: Part of Alicetown embankment, as well as most of Strand Park, were well under water, which was all trying to force itself under & around the Ava/Woburn Bridge. Trees were also floating down river, or should I say: swept down!

I wish to stress that the river north, upstream from the Ava/Woburn Train Bridge was not flowing as fast as the river South of that Bridge, because the river is slightly narrower I think, South of that Bridge; but also, deeper. Our normally placid river, tended to 'Boil', South of that Bridge, & looked very 'Angry' indeed. It was so powerful, that later I discovered some large concrete slabs had been shifted down river, closer to the Estuary Bridge, on my side of the Riverbank. The weather was too lousy to risk any more photographs with my Camera, as it was not a waterproof camera. (I didn't have a Cam-Recorder.)

Newstalk ZB kindly stayed on air in Wellington, all Day, instead of Networking in the Afternoon to Auckland. It was nice of them to keep us informed. Justin DuFrame, interviewed Michael Crawford, (Alias 'Frank Spencer'.) I do hope they will do a replay of that interview; it was hilarious!

CONTINUED : -

* {Flourescent Paint
Irredescent "
OR: ON TREES.

It is now Wed 4th Nov, & I am still trying to punch this submission out on an old second/Hand Manual Typewriter: 'One Finger Style'. I have been to my Doctor to get some Antibiotics, for a very sore throat. Repata Medical Centre WAS EXTREAMLY BUSY, MUCH MORE THAN USUAL. Could it be our poor weather, & bugs from the Floodwaters, still lingering? Full credit to the men who built our Stopbanks with Horse & Cart, in times goneby. Can all those trees which were swopped down the river, (some still in the River,) & some out in the River & Harbour Estuary, etc; be removed? They are EXTREAMLY hasardous to Boaties, as they can lie submerged at High tide etc. Also, they can shift about, so Boaties will tend to loose track of their usual location. (Warning Bouys* could be attached to them possibly.) Due to my chronic throat etc, I missed a very good Boating * Day, on last Monday, with little wind; which suits my Dinghy, very well. If I can be of Service to you, with my Dinghy, please let me know. All that silt etc at the River Mouth & beyond, has surely upset the Harbour Floor; & most likely, has destroyed the Fishing Grounds there. I wonder how the whitebait & trout in the river, got on in the flood? (I did say a Prayer, that we would not get flooded out.) Fortunately, the new walkway, recently constructed near the Estuary Bridge, on the Petome side; escaped damage.

Sladden Park Boating Ramp, also appeared intact, but the loos there were clogged with silt etc, from the flooding. Now that there is a \$5.00 charge to launch a Boat at Seaview Marina; Boaties will be sorry they did not support me enough to get Sladden Park Boat Ramp upgraded/repaired, & stopbank repair done in the Sladden Park Boating Estuary; which has not been dredged out for a long time now, so it is very difficult to get boats there now, as it is mainly too shallow etc. The odd Jet-boat still uses those launching facilities, as they do not have a propeller. (Fresh Water, is kinder on Boats, than Salt Water!) Sladden Park is now VERY popular for Kayaks NB. (Some, come from Wellington & farther afield!) HCC, should be promoting this Park, & Picknicking Facilities. ^{More!} More attention would have to be paid to removing hasardous trees/& branches, etc from the River, to make it safer for Boating. Shandon Golf Course, would need higher stopbanks around it most likely; & a pumping system possibly.

Last Saturday, on my Rush Bike outing, I discovered that most of the Pay & Display machines in the River Bank Carpark were missing or badly damaged. (I forgot to mention that Sladden Park playing ground etc is very water logged, & may take some time to dry out. I am not opposed to serious sport, however I am opposed to the "addictive religion of sport: obsession!") Most of ACC Claims, are from sports injuries, NB.

CONTINUED : -

HUTT RIVER FLOOD PROTECTION: 8.

{ Wellington have made a record 45 RPM with slogan "We've got the Lot!"

Twelve Yrs ago, one of the bdy attractions for us in coming from Wellington to live in LOWER HUTT CITY, was the FREE PARKING on the River Bank Carpark, & Fountain Park, next to the (LOWER) Hutt Council Building. FREE PARKING IN THE GARDEN CITY = GREAT FOR TOURISM ALSO. MCC were VERY stupid to go ahead & put in Pay & Display Meters in these locations! (LMCC, knew of the flood risk danger on the Riverbank Carpark; & even had/have warning signs up there to warn parkers etc., etc.) Thousands of our Rates Money, spent on these Meters, now damaged! Our Rates have more than doubled, since we came here! (Also wasted on promoting these Hutt City Signs everywhere, etc.) Tourists will pass us by because they will think that if we can't get our name sorted out: then what else can we do? NB, NB, NB. Also, if something is not done smartely about our flood risk problems, we may be nick named: The Flooded City! I am very pleased that Mayor John Terris is trying to get WRC to do more about flood protection. More rates were wasted on the 'white elephant' Car Parking Building, as well. The Daly St Loos were closed down against my wishes too. They are/were very handy, for anyone on the riverbank area, etc etc. Upper Hutt is being promoted properly with nice loos, & Free Parking etc. (Long term, it may be far better for us to Amalgamate with Upper Hutt City; as we have common resources & also common problems EG: Hutt River. Also, common Names etc. That way, we would have a greater identity to be proud of, to share resources, & market effectively.

Recently, I inspected the Riverbank on our side, near the Estuary Bridge. (After the Flood.) The Riverbank was heavily underscoured there in places making the bank very unstable, & not sufficient to hold an Adults weight, right at the edge; also possibly; Children who play there, & would not realise the serious danger. The Ruler marking device for river height in the river itself was all covered with bushes & debris. The Flood Protection Warning Device was also in danger of being damaged: the bank at it's base, was under scoured. All this equipment needs re testing, & calibrating if necessary, etc. the Transmitter unit, should be raised HIGHER on it's pole; to make sure that floodwater does not get inside the electronic components. It's pole, may also need strengthening etc. (Also, regular testing & inspection etc.) Stormwater exits on the river bank will also require checking & clearing possibly. \$\$\$\$\$\$

COPIES ALSO TO MAYOR JOHN TERRIS, & TO THE HUTT NEWS.

YOURS SINCERELY, SEABIRD SKIPPER:

ANGUS GIBB.

"JESUS IS LORD"

* Reported to WRC
Rivers Dept:-
(Jeff Evans.)

Angus Gibb.

V- WISE

WELLINGTON REGIONAL COUNCIL
30 MAY 2000

FILE NO.	GA/1113	
TO NOTE	INIT.	DATE
T. Maguire		
TO ACTION		

230

34 Pokohiwi Road,
Normandale,
LOWER HUTT.

27 May 2000

The Chief Executive,
Wellington Regional Council,
P.O. Box
WELLINGTON.

Dear Sir,

Annual Plan 2000/2001

As our response to the above document we would like the following submission to be considered.

Belmont Regional Park

We support the "stopping" the paper roads through the Park and see it as necessary in order to be able to properly manage the Park.

At a recent meeting with the Western Ward Committee of Hutt City Council, during their tour of the ward, the question of finding an appropriate way to commemorate the historic significance of the old Belmont Coach Road was raised. We would like some investigation done of what would constitute an appropriate memorial as well as an appropriate site on which it could be placed.

We commend the work done by the Ranger in the park and express our support for his continued presence.

Yours sincerely,

M.M. Pallatt
President
Normandale Residents Association

51918