



Shovel Ready

# Piako River Ngātea town left stopbank upgrade



Over the next few months we will be working on the upgrade of the Ngātea town stopbank to design standard.

The construction work will cause local disruption to residents and road users. We apologise for any inconvenience this will cause. Please consider an alternative route if you are able.

## What's happening

We will be increasing the height of the stopbank along the Piako River in Ngātea town by placing local imported fill on the landward, or roadside side, of the stopbank. Due to close proximity of an open drain along Kaihere Road, we need to create additional space to allow a large portion of the stopbank to be upgraded. A long section of the drain, between Brenner Drive and Puhunga Bridge, will be replaced with new kerb and channelling, with the drain underground.

Construction of the Kaihere Road kerb and channel is planned to start mid-November and be completed by early December 2021. This work will occur prior to Christmas to allow the concrete to cure sufficiently before the stopbank upgrade begins in January. During this two-week period, Kaihere Road will be reduced to one lane with traffic control.

The upgrade of the stopbank is timed with the school holidays to prevent disruption to Hauraki Plains College. Again, Kaihere Road from State Highway 2 to Puhunga Bridge will be reduced to one lane for much of January.

A floodwall will be constructed along a 200-metre section of the stopbank where space does not allow the conventional upgrade using earth fill. In addition, work will be undertaken to improve rowing club access to the jetty. This will occur in March 2022.

Improvement works to three stopbank slump repairs adjacent River Road, from 2018, will occur in March and April 2022. Planning for these works is still in progress, so we will provide further information in the coming new year.

## What we've done so far

We have been investigating the causes of the stopbank failures in 2018 to support design and upgrade methodologies of stopbank upgrades on soft marine soils. A trial upgrade completed this year has shown we need to upgrade stopbanks more slowly and avoid the placement of large volumes of soil on the river side of the stopbank.

This project also includes the decommissioning of the Haywards floodgate, which has been completed.

## Project background

This \$1.2 million project upgrades the Ngātea to Puhunga left bank section of stopbank to meet flood protection service level requirements, with an extra 500 millimetres of freeboard to support subsidence over time.

It is part of planned regular renewal works, however, we received \$768,000 from the Ministry of Business, Innovation and Employment (Kānoa – Regional Economic Development & Investment Unit) as part of the Government's economic recovery response to COVID-19, which allows us to complete this work sooner.

**Ngātea is reliant on flood protection infrastructure, originally built in the 1960s, for protection from both tidal surge and Piako River flooding. Without the stopbanks in place, the town would be inundated by the tide twice a day.**

## COVID-19 restrictions

We do not expect any impacts to material supply for this project as we have prepared for these works by stockpiling earth fill and pre-purchasing required materials. However, should contractors be affected by restrictions, this could result in delays.

**For more information call Waikato Regional Council on 0800 800 401 or visit [waikatoregion.govt.nz/ngatea-stopbank](http://waikatoregion.govt.nz/ngatea-stopbank).**

