

Your ref: HBRC-24-1282
Our ref: 12649636

24 June 2026

Andrew Richards
Brian Perry Civil
25 Vickery Street,
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Hamilton 3200

Dear Andrew

This letter is provided in support of the Order in Council (OIC) application for the proposed localised stopbank penetration and reinstatement works at the Awatoto and Pakowhai Pump Station sites. The purpose of this letter is to address the effect of the proposed works on stopbank stability, within the limited scope of the penetrations.

Awatoto Pump Station

Works in or through the existing stopbank are limited to localised penetrations associated with the pump station outlet pipelines. At the location of each penetration, the stopbank will be locally removed and reinstated to match the geometry, profile, crest level, batter slopes, and zoning of the existing stopbank design prepared by others as per the Design Philosophy Statement (DPS) adopted for the pump station upgrades project.

The reinstated stopbank section will adopt material types, placement methods, compaction standards, and internal zoning consistent with the existing stopbank condition and the assumptions adopted in the consented stopbank design, and in accordance with the Bay of Plenty Regional Council Stopbank Design and Construction Guidelines v1.2 (2021) and CIRIA C731. No changes to the overall stopbank alignment, crest level, or level of service are proposed outside the immediate zone of influence of the penetration either.

With reference to the WSP Brookfields Lower Stopbank Geotechnical Interpretive & Design Report (WSP, 15 April 2026), the WSP stopbank upgrade design for the Awatoto site is being developed on the basis of the existing stopbank condition at the time of assessment. Accordingly, reinstatement of localised penetrations to a condition that is the same as, or better than, the pre-existing stopbank is consistent with the underlying design assumptions of the WSP design and does not undermine the performance intent of the wider stopbank system. This design approach has been modelled for preliminary design and stability demonstrated to be sufficient.

The geotechnical design for the penetration works will address local performance considerations only, arising from the pipe penetration and reinstatement, including seepage control and internal erosion, so that the reinstated stopbank section does not diminish the performance or functionality of the existing flood protection system. The seepage control measures adopted at the pipe penetrations, including the filter collar and surrounding materials, are based on a localised, performance-focused design response. The design intent is to provide appropriate control of seepage and internal erosion within the constrained footprint of the penetration.

Assessment of global stopbank stability, flood capacity, and overall system performance remains governed by the consented stopbank design prepared by others. No duplication of global stopbank design checks is

proposed as part of the penetration works. Any inconsistencies identified between the penetration works and the existing consented stopbank design will be communicated to the Principal for resolution.

Pakowhai Pump Station

At Pakowhai, works through the stopbank are similarly limited to a localised penetration associated with the pump station outlet works. The stopbank will be locally removed and reinstated on a like-for-like basis, restoring the pre-existing geometry, materials, and compaction within the immediate zone of influence.

The reinstated stopbank section will utilise materials, placement methods, and compaction standards consistent with the current Bay of Plenty Regional Council Stopbank Design and Construction Guidelines. The penetration works at Pakowhai do not constitute a stopbank upgrade and are confined to localised reinstatement within an existing structure. Noting that the consented WSP stopbank upgrade design relates to the Awatoto site only, no equivalent scheme-wide stopbank upgrade design applies at Pakowhai.

The design and assessment are therefore confined to local performance considerations only, including seepage control and internal erosion associated with the outlet pipe, so that the penetration and reinstatement works do not worsen the existing stopbank condition or introduce new instability mechanisms.

Conclusion

The proposed stopbank penetration and reinstatement works at both Awatoto and Pakowhai are localised in nature and do not alter the governing assumptions or performance objectives of the existing stopbank systems or the proposed upgrade works at Awatoto. By reinstating the stopbank sections in accordance with established design parameters and applicable construction guidelines, the works are considered not to adversely affect stopbank stability and should be of equal or better performance than the existing.

On this basis, it is considered that the existing consented stopbank designs provide an appropriate and sufficient basis to demonstrate the suitability of stopbank stability for the purposes of the OIC application.

Regards



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