

# MEMO

<b>To:</b>	B&A	<b>Company:</b>	
<b>CC:</b>	MOJ	<b>Date:</b>	23/01/2026
<b>From:</b>	TBIG	<b>Office:</b>	Wellington
<b>Re:</b>	Flood Emergency Management Plan – Updates In Response to Minute 2		

The following memo summarises the updates made to the Flood Emergency Management Plan in response to the matters raised in Minute 2, dated the 19<sup>th</sup> of December 2025.

RFI:

1. Can the flood modelling be revised to include the bulk design response and location details from the Urban Design Assessment (Appendix 7) of the Notice of Requirement application.

*The flood modelling has been updated to align with the specific building design responses. The assessment now compares two specific design iterations: an "As-Lodged indicative plan set" and an "Alternative indicative plan set".*

*Updated diagrams included in Report to align with the Urban Design Report drawings.*

2. Confirmation as to when the site starts to experience flooding, or surface water from the wider catchment.

*This is detailed under Section 1 Flood Risk Overview of the FEMP and summarised as follows:*

*The ACH Pre-Development Flood Model (1% AEP event), the site is subject to a dual-phase flooding sequence:*

- **Edmonton Road Overtopping:** Surface water from the Edmonton Road Overland Flow Path begins to overtop the road and enter the site approximately 10 hours and 25 minutes after the onset of the storm.
- **Oratia Stream Overtopping:** The more severe flooding occurs when the Oratia Stream overtops Alderman Drive, entering the site at approximately 13 hours and 20 minutes.

*Peak & Recession: Peak flooding occurs at 14 hours and 10 minutes. Floodwaters begin to recede around 14 hours and 45 minutes, with access to roads restored by 15 hours and 25 minutes. This timeline provides a sufficient window for the activation of the FEMP and evacuation protocols*

3. Confirmation as to how and what mechanisms are to be incorporated into the design to manage surface water flows during flood events to mitigate effects on areas outside the site.

*This is detailed in section 5 Flooding risk and Mitigation section of the FEMP and summarised as follows:*

- The design incorporates a specific "suspended slab" strategy to maintain the existing overland flow path (OLFP) beneath the building.
- A permanent void (undercroft) is established along Edmonton Road to allow water to enter beneath the building rather than being deflected onto neighbours.
- **Engineered Channels:**
  - A 5m wide rectangular channel along the southeastern boundary directs flows from Edmonton Road through a ~20m opening in the façade.
  - An 8m wide trapezoidal channel runs through the centre of the site to increase storage and conveyance.
- Regrading of the site and lowering ground levels by 150mm–200mm to improve channel capacity as well as improving the flow of water around the building and through the void.

4. The design response needs to indicate the conveyance of surface flooding into and across the site both from Edmonton Road and Alderman Drive.  
*This is detailed under section 5 Flooding Risk and Mitigation section of the FEMP and summarised as follows: The design response facilitates two distinct conveyance paths:*
  - **From Edmonton Road:** Water overtopping the road is captured by the proposed 5m wide channel and directed through a 19.5m–20m wide opening in the building façade. It is conveyed beneath the suspended slab in a north-westerly direction toward the Oratia Stream,.
  - **From Alderman Drive:** Flows entering from the west are largely directed northward by the site grading. While the impervious security wall along the western boundary deflects some flow, the "Alternative Solution" reduces the building footprint at the northwest corner to widen this flow path, significantly mitigating impacts on the downstream Falls Park.
  
5. How does the flood barrier on Edmonton Road work.  
*This is detailed under section 6 Flood Hazard Signage and Alert, a summary of the flood barrier system is detailed as follows:*  
*Access to the under-croft void is secured by a mechanical flood barrier that ensures the building remains secure during normal operations but permeable during a flood.*
  - **Trigger:** The barrier is designed to automatically lift (open) when floodwaters reach a depth of approximately 200mm at the entry point, allowing unrestricted flow beneath the building.
  - **Construction:** The barrier will be constructed of a metal grille to allow ventilation and light.
  - **Fail-Safe:** Crucially, the barrier includes a "free-swinging" fail-safe mechanism. If the automated lift fails, the force of the floodwater will push the barrier open to prevent a blockage that could exacerbate upstream flooding.
  - **Signage:** When deployed (open), automated signage/lighting will warn the public that the area is an active flood channel.
  
6. The FEMP is reliant on the answers to questions 1-5 above and needs to speak to all 5 matters and be updated once those matters are addressed. *The Flood Emergency Management Plan (FEMP) has been fully updated (Revision 3.1, dated 23 January 2026) to reflect the confirmed flood modelling and design mechanisms.*

Further adjustments were also made to the FEMP to capture updates to the modelling results for the development following further advancements in the design solution. These adjustments are noted below:

- a. Section 2, bullet point 1. Freeboard level information updated to align with ACH Report dated 22/01/2026.