



If calling, please ask for Democratic Services

Te Awa Kairangi / Hutt River Valley Subcommittee

Tuesday 22 August 2023, 04.30pm

The Rotary Lounge, Upper Hutt Central Library, 844 Fergusson Drive , Upper Hutt

Quorum: *Two Regional Councillors, one Hutt City Council member and One Upper Hutt City Council member*

Members

Ros Connelly, Councillor (Chair)	Greater Wellington Regional Council
Quentin Duthie, Councillor (Deputy Chair)	Greater Wellington Regional Council
Simon Edwards, Councillor	Hutt City Council
Wayne Guppy, Mayor	Upper Hutt City Council
Bill Hammond, Councillor	Upper Hutt City Council
Ken Laban, Councillor	Greater Wellington Regional Council
David Lee, Councillor	Greater Wellington Regional Council
Tui Lewis, Deputy Mayor	Hutt City Council
Caleb Ware	Te Rūnanga o Toa Rangatira Inc
Benjamin Wynyard-Terry	Port Nicholson Block Settlement Trust

Recommendations in reports are not to be construed as Council policy until adopted by Council

Te Awa Kairangi / Hutt River Valley Subcommittee (A subcommittee of the Environment Committee)

1 Purposes

- 1.1 Oversee development, implementation and review of floodplain management plans (FMPs) for the Te Awa Kairangi / Hutt River floodplain
- 1.2 Consider potential arrangements for a catchment-based governance approach for the Hutt Valley, and recommend to Council (as appropriate).

2 Specific responsibilities

- 2.1 Oversee the development and review of FMPs for the Te Awa Kairangi / Hutt River floodplain, for consideration of those FMPs by the Environment Committee.
- 2.2 Oversee the public involvement process during development or review of FMPs for the Te Awa Kairangi / Hutt River floodplain.
- 2.3 Review and monitor periodically the effectiveness of implementation and delivery of:
 - a Riverlink
 - b FMPs for the Te Awa Kairangi / Hutt River floodplain.

3 Members

- 3.1 Four Councillors.
- 3.2 Six members, appointed by Council, as follows:
 - a Two elected members of Hutt City Council, nominated by that council
 - b Two elected members of Upper Hutt City Council, nominated by that council
 - c Two members, appointed for each person's skills, attributes, or knowledge that will assist the work of the Subcommittee, being:
 - i One member, nominated by the Port Nicholson Block Settlement Trust
 - ii One member, nominated by the Toa Rangatira Trust.
- 3.3 Such other members, appointed by the Environment Committee (on the Subcommittee's nomination) for each person's skills, attributes, or knowledge that will assist the work of the Subcommittee.

4 Chair

Council appoints the Chair from the four Councillor members.

5 Quorum

Two Councillors, one Hutt City Council member, and one Upper Hutt City Council member.

6 Voting entitlement

- 6.1 All members have equal speaking and voting rights.
- 6.2 The Chair has a deliberative vote; and, in the case of an equality of votes, has a casting vote.

7 Servicing and Standing Orders

- 7.1 The Subcommittee is serviced by Greater Wellington.
- 7.2 Council's Standing Orders apply to the Subcommittee, with no provision for alternate members.

8 Remuneration and expenses

- 8.1 Elected members' remuneration and expenses are met by the council they represent.
- 8.2 Non-elected members (who are not otherwise remunerated) may claim Greater Wellington's standard daily meeting attendance allowances and expenses.

9 Meeting frequency and dissolution

- 9.1 The Subcommittee meets as required.
- 9.2 The Subcommittee may recommend its dissolution to the Environment Committee.

Te Awa Kairangi / Hutt River Valley Subcommittee

Tuesday 22 August 2023, 4.30pm

The Rotary Lounge, Upper Hutt Central Library, 844 Fergusson Drive , Upper Hutt

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Confirmation of the Public Minutes of the Te Awa Kairangi / Hutt River Valley Subcommittee meeting on Tuesday 27 June 2023	23.296	5
5.	RiverLink Project Update Report	23.375	8
6.	Te Awa Kairangi / Hutt Valley Flood Risk Management Report	23.370	16



Please note these minutes remain unconfirmed until the Te Awa Kairangi / Hutt River Valley Subcommittee meeting on 22 August 2023

Report 23.296

Confirmation of the Public minutes of the Te Awa Kairangi / Hutt River Valley Subcommittee meeting on Tuesday 27 June 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 4.33pm

Members Present

Councillor Ros Connelly (Chair)	Greater Wellington Regional Council
Councillor Quentin Duthie (Deputy Chair)	Greater Wellington Regional Council
Councillor Simon Edwards	Hutt City Council
Councillor David Lee	Greater Wellington Regional Council
Councillor Hammond	Upper Hutt City Council

Karakia timatanga

The Committee Chair invited Lee Hunter to open the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Cr Connelly / Cr Edwards

That the Subcommittee accepts the apologies for absence from Mayor Wayne Guppy, Deputy Mayor Tui Lewis, Councillor Laban and Caleb Ware.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

There was no public participation.

The Committee Chair accorded priority to agenda item 5 – RiverLink Project Update Report in accordance with Standing Order 3.5.2.

5 RiverLink Project Update Report - Report number 23.203 [For information]

Lee Hunter, interim Chair, Mana Whenua Steering Group, tabled a video and presentation.

Mr Hunter spoke on the cultural design strategy of Te Wai Takamori o Te Awa Kairangi (RiverLink). This strategy weaves the narrative and mana whenua vision of Te Awa Kairangi. The vision is to lift the mana and mouri of Te Awa Kairangi, and to re-establish Lower Hutt as a vital and connected river city.

Graeme Campbell, Principal Advisor, introduced the report. Rodd James, RiverLink Programme Director, Wayne O'Donnell, Programme Director, and Tom Biggin, Hutt City Council Partner Lead RiverLink, spoke to the report.

Noted: The Subcommittee noted their support for the remuneration of members of the liaison group established as a condition of consent and requested that officers engage with the Alliance to consider the remunerate of volunteers in the Liaison group.

4 Confirmation of the Public minutes of the Subcommittee meeting of 21 March 2023 - Report 23.119

Moved: Cr Duthie / Cr Edwards

That the Committee confirms the Public minutes of the Subcommittee meeting of 21 March 2023 - Report 23.119

The motion was **carried**.

6 Te Awa Kairangi / Hutt Valley Flood Risk Management Report – Report 23.204 [For information]

Sharyn Westlake, Team Leader, Floodplain Management Plan Implementation, spoke to the report.

Joby Mills, Senior River Ranger, tabled an updated presentation.

Noted: The Subcommittee:

1. requested that the Subcommittee Chair write to the Ministry for the Environment to advocate for regional councils to have stronger powers to protect waterways from illegal dumping.
2. requested that officers report back to the Environment Committee on actions taken to prevent fly tipping on Te Awa Kairangi (and other waterways), and options available to Greater Wellington to deter and prosecute fly-tipping.

7 Whaitua Implementation Information – Report 23.262 [For information]

Nicola Patrick, Director Catchment, and Tim Sharp, Catchment Manager – Te Whanganui-a-Tara Catchment tabled a presentation and spoke to the report.

8 Flood Warning in the Hutt Valley – Report 23.287 [For information]

Graeme Campbell, Principal Advisor, Flood and Resilience, spoke to the report.

9 Birchville Dam – Report 23.293 [For Information]

Jack Mace, Director, Delivery, spoke to the report.

Mr Mace advised the Subcommittee that the reduction in the volume of water in the Birchville Dam did not go ahead as it was not required.

Mr Mace advised the Subcommittee that Greater Wellington has employed a consent advisor to monitor the Parks Network rules and consents so that Greater Wellington undertakes work safely and with the required consents.

Karakia whakamutunga

The Subcommittee Chair closed the meeting with a karakia whakamutunga.

The meeting closed at 6.34pm.

Councillor R Connelly

Chair

Date:

Te Awa Kairangi / Hutt River Valley Subcommittee
22 August 2023
Report 23.375



For Information

RIVERLINK PROJECT UPDATE REPORT

Te take mō te pūrongo

Purpose

1. To update the Te Awa Kairangi / Hutt River Valley Subcommittee (the Subcommittee) on RiverLink and introduce the Report of the Project Director for RiverLink (**Attachment 1**).

Te horopaki

Context

2. RiverLink is a partnership between Greater Wellington Regional Council (Greater Wellington), Hutt City Council (HCC), Waka Kotahi NZ Transport Agency (Waka Kotahi), Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika.
3. Delivery of RiverLink relates to Greater Wellington's strategic priorities for regional resilience and public transport. Strategic priorities for freshwater quality, biodiversity, and multi-modal transport options are also supported by the successful completion of RiverLink.
4. The flood protection components are a key deliverable of the Hutt River Floodplain Management Plan.
5. The objectives for RiverLink are:

Achieve Ora Tangata, Ora Taiao and Ora Wairua	To reorient the city to face and connect with Te Awa Kairangi and respond to climate change by: <ul style="list-style-type: none">• Providing resilient transport choices allowing all people and businesses to move safely and reliably to, from and within our city centre.• Improving flood protection for the Lower Hutt city centre and areas south of the city to enable better resilience for people and property.• Stimulating and supporting urban regeneration and economic development. Encourage growth and the regeneration of Lower Hutt city centre and promote commercial and residential development.
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Te tātaritanga Analysis

Overall Project

6. The Alliance team are continuing to work through the development of the concept design for pricing and are due to complete this by the end of October 2023. The concept design takes into account the overall design used for the consenting process, the minimum requirements and consent conditions.
7. This next level of design will provide the basis for developing a target outturn cost, that will be reviewed by our independent estimators before finalising and bringing back to project partners for sign off.
8. Through the period since our last update the team have been working with the programme partners to clarify key elements of the concept design so that, these are fully understood, that concept designs are meeting our expectations, and that we are targeting value solutions.
9. Through this process, the Alliance team are also bringing together designers and constructors with partner specialists to consider and find efficiencies through the construction methods that will be used. The key areas of focus have been:
 - Melling Bridge structure and construction.
 - Storm and wastewater infrastructure works.
 - Innovations identified through other proposals.
 - Potential construction programme savings.
 - Supply options for of key materials.
10. The Project Design Liaison Group (PDLG), has had its second meeting along with the Alliance's Construction and Design managers attended along with RiverLink partners and cycling, walking and disability group representatives.
11. Approval of the final Project Alliance Agreement (PAA) and supporting Partner Agreements was to be sought by all three funding partners in October 2023, subject to agreement of all partners. This has been extended to early December 2023. The PAA will be between Waka Kotahi as the single principle representing all five project partners. A separate Riverlink Partnership Agreement (RPA) will be developed in parallel to the PAA that will be between each partner and Waka Kotahi reflecting that partners input into the PAA.

Greater Wellington

Property

12. A total of 143 properties are being acquired for the RiverLink Project.
 - a 140 properties have now been acquired with 3 land acquisitions remaining.

- b 60 commercial rights (lessee interests, easement interests, business closures and business relocations) have been acquired with 15 lease acquisitions remaining.
13. Responsibility for site security and health and public safety risks now lies with the Project Management Office (PMO) and Project Governance Group (PGG).
 14. Vacant possession secured for:
 - a Area E (85-103 Pharazyn Street)
 - b Area B (even numbers 50-90 Marsden Street)
 - c Area I (7-12 Daly Street)
 - d Area H (39b-56 Mills Street)
 15. In progress: vacant possession for 22 properties – various stages in the next month:
 - a Area A (odd numbers 57-75 Marsden Street) - partially secured.
 - b Area D (64-84 Pharazyn Street) - partially secured.
 - c Area C (42-62 Pharazyn Street)

Early Works

16. Initial construction work for the Mills Street portion of the Hutt River stopbank will see pre-load being constructed. Planning for this work is well underway with an Outline Plan currently being submitted to HCC for acceptance. Greater Wellington will utilise an existing commercial agreement with river aggregate management to source and supply pre-load material to the Mills Street stopbank location. The same contractor will have a work order issued for the placement and compaction of the pre-load material to ensure Greater Wellington has total oversight of the work.
17. Community engagement and pre-condition surveys are currently being arranged for commencing stakeholder engagement tasks prior to the end of August 2023. The first physical presence on the stopbank site will be the erection of temporary fencing during the end of August 2023 and the accepted temporary traffic management being placed on Hutt City streets. Pre-load material hauling from the Hutt River to the pre-load site is scheduled to commence on 4 September 2023.

Property Relocation and Demolition

18. Asbestos surveys and utility disconnections for power, gas and fibre internet have been completed on Area E Pharazyn Street and Area B Marsden Street. Works are in progress on Area H Mills Street.
19. Three properties on Pharazyn Street were sold to Brittons house movers and relocated between 7-9 June 2023. A further six properties on Marsden Street were relocated in July 2023. One more will be completed when there is a period of dry weather. Two properties will be relocated from Mills Street, in August 2023.

20. CERES NZ have been appointed as the demolition contractor for the project. Works are planned to commence 14 August 2023, the first works will be asbestos removal and demolition of properties on Area E Pharazyn Street.

Greater Wellington Council Presentation

21. Greater Wellington has a report going to the Council meeting on 24 August 2023 regarding the construction timing for the Melling Train station.

Hutt City Council (no change)

22. Following the success with the Infrastructure Acceleration Funding bid, HCC have formed a team to manage the delivery of the stormwater and wastewater upgrades. An appraisal of the procurement and delivery options for the project has been carried out and the design of these projects will be delivered using an Early Contractor Involvement (ECI) model working in partnership with the RiverLink Alliance.
23. Most of the construction work is outside of the footprint of the RiverLink project and will be constructed by the ECI team. The construction of the elements of the project within the footprint of the RiverLink project will be delivered by the RiverLink Alliance. The stormwater elements which are within the footprint are already consented through the RiverLink consent.

Ngā hua ahumoni

Financial implications

Greater Wellington

24. Greater Wellington has, through its 2021-31 Long Term Plan and subsequent annual planning processes, committed funding of \$295 million to delivery of the flood protection benefits of RiverLink. The current forecasts for delivery of the flood protection benefits are being reviewed through the projects Interim Project Alliance Agreement processes. Further changes to this funding commitment may be necessary prior to signing the funding agreement in October 2023.
25. These budgets do not include allowances for improvements to facilities related to public transport associated with the relocation of Melling Train Station, as Waka Kotahi are responsible for its relocation.
26. Inflation and escalation will need to be adjusted for, during the project life. The next formal opportunity for this will be through the 2024-34 Long Term Plan.

Hutt City Council

27. HCC voted in favour of increasing its 2021-2031 Long Term Plan funding for RiverLink to \$129.7 million, with a net cost of \$88.5 million after revenue from subsidies and land sales. This funding will allow HCC to deliver key RiverLink scheme components including a pedestrian cycle bridge, a riverbank park, city centre urban revitalisation, intersection improvements, strategic property purchases and parking areas.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

28. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board.
29. The Mana Whenua Steering Group established between Waka Kotahi and Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika to oversee Te Ara Tupua, Eastern Bays Pathway has been expanded to include RiverLink.

Ngā āpitihanga

Attachments

Number	Title
1	Report of the Project Director, Rod James RiverLink PMO

Ngā kaiwaitohu

Signatories

Writer	Tracy Berghan – Manager RiverLink
Approvers	Wayne O’Donnell – Programme Director Lian Butcher – Kaiwhakahaere Matua, Taiao Group Manager, Environment

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

Te Awa Kairangi subcommittee's specific responsibilities include to "review periodically the effectiveness of implementation and delivery of floodplain management plans for the Te Awa Kairangi/Hutt River floodplain", of which the RiverLink project is part of.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

RiverLink contributes to the delivery of Greater Wellington's strategic priorities of Regional Resilience, Freshwater Quality and Biodiversity, and Public Transport.

Internal consultation

There was no internal consultation beyond the RiverLink team in preparing this report.

Risks and impacts - legal / health and safety etc.

Escalation and general uncertainties in the construction market will continue for some time and cost pressure on construction will remain.

Potential affects in relation to Procurement, Greater Wellington property purchase programme, and the associated reputational risk and costs incurred by early termination of leases and business relocations if construction start delayed.

Attachment 1 to Report 23.375

Report of the Project Director - RiverLink

Date: 8 August 2023

RiverLink – Project Update Report

1. Purpose

This report provides an update on current progress with the RiverLink programme. The report builds on previous reports to the Subcommittee. The last of these reports was provided in June 2023.

This report should be read in conjunction with a covering report on the Subcommittee's agenda, which provides an update on specific matters as they relate to Greater Wellington Regional Council and Hutt City Council.

2. Background

RiverLink is a partnership between Greater Wellington Regional Council (Greater Wellington), Hutt City Council (HCC), Waka Kotahi NZ Transport Agency (Waka Kotahi), Ngāti Toa Rangitira and Taranaki Whānui.

This report covers an update on progress with key current workstreams including:

- Overall progress
- Advance works and investigations
- Progress with the partner agreement
- Communications and engagement

3. Overall progress

Our Alliance team are continuing to work through the development of their concept design for pricing and are due to complete this by the end of October. This concept design considers our overall design used for the consenting process; ensuring that all minimum requirements and consent conditions are delivered.

This next level of design will provide the basis for developing a target outturn cost, that will be reviewed by our independent estimators before finalising.

Through the period since our last update the team have been working with the programme partners to clarify key elements of the concept design so that, these are fully understood, that concept designs are meeting our expectations, and that we are targeting good value solutions.

Through this process the Alliance team are also bringing together designers and constructors with our partner specialists to consider and find efficiencies through the construction methods that will be used.

Some key areas of focus have included:

- The Melling Bridge structure and construction.
- The details of planned storm and wastewater infrastructure works.
- Consideration of innovations identified through other proposals.
- Potential construction programme savings.
- Supply options for of key materials.

In parallel with the concept design work, we are continuing to make progress with a range of advance works and investigations.

Stopbank and Riverwork

Delivery of the Mills Street design is being run through a dedicated team in order for this work to begin ahead of the main project.

Work is currently in progress on the construction methodology, sequence, and programme. This includes work to understand and determine the best route for 33kV and 11kV HV line relocations, and the planned approach to related stormwater works.

To take advantage of some current river works being carried out in the vicinity by Greater Wellington, the placement of available river material on the alignment of the Mills Street stopbank is being explored as the first stage of its construction.

Investigations

Geotechnical, Seismic and utilities investigations have been progressing for several months and continue. These will assist in providing the Alliance team with up-to-date information on key site conditions to help progress detailed design once this stage begins.

Site clearance and demolition

Work has commenced on site clearance and demolition.

In the Daily Street area works have been underway for several weeks and are currently focused on asbestos removal at this stage.

This contract is due to be completed around December this year and will include all demolition and clearance of these buildings above ground. (i.e. does not include any earthworks).

In the Pharaohs street area work is commencing mid-August, starting with asbestos removal, and completing all above ground demolition and clearance by April 2024.

As part of this clearance work we are relocating 16 houses. 9 of these have already been moved.

5. Partner Agreement

Work on the detailed RiverLink Partner Agreement (RPA) is progressing with a final draft expected by the end of August.

The commercial structures have now been completed by KPMG, and are being integrated into the final legal agreement, led by Buddle Findlay and with the support of partner legal teams.

6. Communications and engagement

Communications and engagement activities over the past 2 months have included:

- Engagement with the regional market on future work that will be available for local suppliers, covering the processes that will be used and how interested suppliers can register and follow upcoming opportunities.
- Alliance presentation to business leaders through Hutt Valley Chamber.
- Monthly programme features in the Hutt News, highlighting demolition works, procurement process, name change and introduction to the Alliance team.
- Letter drops and interactions with residents and businesses on demolition works, and precondition surveys.
- Te Awa Kairangi Committee walk around of the project area, attended by a number of Councilors, PDLG members, and stakeholders.

Te Awa Kairangi / Hutt River Valley Subcommittee
22 August 2023
Report 23.370



For Information

TE AWA KAIRANGI/HUTT VALLEY FLOOD RISK MANAGEMENT REPORT

Te take mō te pūrongo

Purpose

1. To advise the Te Awa Kairangi/Hutt River Valley Subcommittee (the Subcommittee) of progress made to August 2023 in implementing the Hutt River and Pinehaven Stream Floodplain Management Plans.

Te tāhū kōrero

Background

2. Greater Wellington Regional Council (Greater Wellington) has an ongoing programme of projects within the catchments of Te Awa Kairangi/Hutt River and the Pinehaven Stream. The projects are included in or guided by the floodplain management plans and river management schemes for the rivers and streams within these catchments.

Te tātaritanga

Analysis

Forward Work Programme

3. The terms of reference of this subcommittee includes a purpose of: *“Consider potential arrangements for a catchment-based governance approach for the Hutt Valley, and recommend to Council (as appropriate)”*
4. As part of the initial consideration of this purpose of the Subcommittee a draft forward work programme has been developed. Officers will develop a programme of work to cover off the items below and any further matters of interest Subcommittee members raise. Future work items are:
 - a Te Awa Kairangi/Hutt River catchment flood and erosion hazard mapping and residual risk.
 - b More detail on the watercourses agreement and how this works, e.g., for Stokes Valley.
 - c Scheme extensions and criteria/implications for any extensions.
 - d Use of willows and poplars.
 - e Session on what early flood warning could look like.

- f The river management Operations and Maintenance Consent and how it operates (including the change to flexible buffers, and where this approach can and can't be used).
- g Further Hutt River Trail development and seeking input from interest groups.
- h Major river works forward work programme and key operational activities.
- i Melling Sub Station and consequential risk of flooding.
- j Asset Management and Implementation Progress Reporting.
- k Overview of the new Environment Group.
- l Reviewing of the Floodplain Management Plan (FMP).
- m Waiwhetu FMP (Progress in developing a FMP for the Waiwhetu Floodplain).

Te Awa Kairangi/Hutt River

5. Projects being completed within the managed extent of Te Awa Kairangi/Hutt River are outlined in the Hutt River Floodplain Management Plan (HRFMP), and Hutt River Environmental Strategy. The HRFMP recommends structural, non-structural and environmental measures to reduce the flood risk to the floodplain with improvement to the environment. Greater Wellington has adopted a 40-year time frame to fully implement the HRFMP. Currently, the major focus area is RiverLink - the length of river between Kennedy Good Bridge and Ewen Bridge near to Lower Hutt Central Business District. The projects in this section have been combined into the RiverLink project.
6. RiverLink is a multi-partner project to improve flood protection, regenerate Lower Hutt and improve transport choices. It is the major focus for implementation of the HRFMP. The project is forecast to complete implementation in 2028. Detail about the project is contained in a separate report at this meeting (RiverLink Project Update Report – Report 23.375).
7. Government funding has been secured through Kānoa within the Ministry of Business, Innovation and Employment (MBIE) for flood protection projects through the Government's stimulus package. The funding was focussed on climate resilience and infrastructure development to help rebuild the economy following COVID-19 alert levels lockdown periods. Projects supported by Kānoa are subject to a funding agreement with two broad outcomes:
 - **Engineering outcomes** – Building infrastructure to protect communities against flood damage and the impacts of climate change.
 - **Social Procurement Outcomes** – Inclusion of environmental enhancement and societal improvement alongside delivery of engineering outcomes.
8. Social Procurement outcomes include promotion of the use of local businesses, supplier diversity including owned/operated Māori and Pasifika businesses and organisations and targeting female and youth employment.
9. Greater Wellington's programme of work funded through Kānoa has projects located in the Te Awa Kairangi /Hutt River, the Porirua Stream and the Ruamāhanga River. Within the programme there are fifteen separate work sites. The works comprise flood and erosion protection in Te Awa Kairangi/Hutt River, Seton Nossiter culvert repair on the

Porirua Stream and landfill erosion protection in the Ruamāhanga River. The Te Awa Kairangi/Hutt River specific projects are reported on below under the “Climate Resilience Programme” heading.

Climate Resilience Programme

- 10. There were 15 projects to be completed under the overall work programme, 14 have been completed and one is in its final stage of work with Practical Completion scheduled for mid-August 2023. The \$23.8 million programme will be substantially complete by the end of August 2023.
- 11. The Floodplain Management Plan Implementation Team’s ‘Climate Resilience Programme – Broader Outcomes’ was a finalist at the Engineering New Zealand Te Ao Rangahau ENVI Awards. The awards are held every two years and are spread across nine categories. The programme was runner up for the Engineering Impact Award at the awards show in July 2023.
- 12. The final steps of handover and financial close out are continuing for most sites. Project-specific tasks which are underway are as follows:

Site 1: Stokes Valley: Weir reconstruction and fish passage

- 13. Construction is now complete, and fish passage and reinstated training bank are shown in Figure 1.



Figure 1: Stokes Valley Stream mouth showing the stream diversion and reinstated training bank

Site 11: Port Road: Rock revetment construction

14. Sites tidy-up is now complete and the final steps of handover and financial close out are underway.
15. Although a little difficult to see in Figure 2 below, the Contractor advises that site visits post construction completion show that at least one penguin has moved into the new penguin motels at Port Road.



Figure 2: Site 11 Port Road, Seaview – Penguin moved into new home

Pinehaven Stream

16. The objective of the planned Pinehaven Stormwater Improvements project is to improve flood level protection by increasing the capacity of the watercourse to achieve a 4% AEP flow capacity for the upgraded sections and to provide a 1% AEP level of protection for habitable floor levels.
17. The project is being delivered in three distinct sections:
 - a Upgrading culverts at Sunbrae Drive and Pinehaven Road (this is an Upper Hutt City Council roading renewal project).
 - b Enabling works – includes house removal and service relocation/upgrades.
 - c Stream capacity and environmental improvement works – widening the stream, planting, bank stabilisation, retaining walls and earthworks (twelve stages).
18. The culvert works have been completed and we are currently working with Upper Hutt City Council and Wellington Water to plan the next stages of work, initially focused on

those that fit within the remaining budget. Current budgets will only enable a portion of the channel works to be completed. Revised estimates to complete the full package of works to enable them to be included in Long Term Plan deliberations over the next few months are also being developed.

Operations Delivery

19. Riverbed recontouring work between Melling Link and Kennedy Good Bridge has been successfully completed to address the vulnerable sites where erosion has led to a sufficient reduction in the performance level of service. The second stage of the operation will commence shortly, and will involve extracting approximately 20,000m³ of gravel material to improve the river channel flow capacity and support river management for erosion mitigation. Te Wai Takamori o Te Awa Kairangi (RiverLink) will use the extracted material and initially place the gravel against the existing eastern stopbank (river side face) upstream of Melling Bridge. Te Wai Takamori o Te Awa Kairangi (RiverLink) has worked through the statutory requirements with both Greater Wellington and Hutt City Council. This work will commence as soon as the site establishment and plant can be mobilised.
20. Work is underway between Hutt City Council and Greater Wellington in the Fraser Park area to temporarily manage the vehicles from damaging the grass river berms and the Hutt River Trail. The work has become a safety concern where mud has been spread over the track causing difficulty for river users to pass through this section. Clean-up work of the river berms will begin once the better weather arrives.
21. *Signage* – Greater Wellington Te Awa Kairangi ‘welcome entry’ signage is underway via our Greater Wellington approved parks signage app. This is part of the wayfinding safe signage system renewal on the Hutt River spaces and takes stock of trail signage and berm signage with some being replaced having met end of life. Wayfinding bollards and maps are also in process for Poets Park/Whakatikei area.
22. Hutt River native garden restoration and maintenance is well underway in-line with our environmental strategy and winter plantings. Established specimens Totara and Kowhai have been introduced at numerous sites and community group work also carried out to complement these efforts are underway at several key locations both Upper and Lower reaches.
23. Work has started on grading and metalling gravel tracks along the length of the Te Awa Kairangi, this work has a dual purpose not only allowing access to undertake maintenance work but also enabling recreational users to experience the river corridor.
24. Ongoing river ranger work (patrols, compliance maintenance and fly tipping controls) has increased, and we are now collaborating with Hutt City Council and Keep NZ Beautiful for an anti-fly tipping campaign using Hutt City Council funding. Our presentation from the 27 June 2023 meeting on the spatial intelligence river ranger web-app has been presented more widely and been well received by Territorial Local Authorities and non-profit interest groups such as Forest & Bird. The app enables staff to upload river related rubbish tipping incidents in a coordinated fashion and has been successful in highlighting the extent of the rubbish tipping problem and obtaining support from Hutt City Council on the issue.

25. Usage of the Hutt River Corridor is continuing to grow over its whole length. With this increase in usage, we are seeing a drive for more facilities and a request for further separation of different user activities. The guidance for the approach to the corridor management comes from the Environmental Strategy Action plan 2018.¹ The first section of this document sets out the overall vision and the second section covers the more specific actions. Riverlink for example is driving further and rapid change of the section of the trail from Kennedy Good Bridge to Ewen Bridge. As part of the continuing monitoring of the implementation of the strategy a workshop session is being organised following this meeting with a number of users invited to discuss their experience. This initial discussion will help guide the ongoing implementation of the action plan and any subsequent changes that might be necessary.
26. Hutt City Council have approached Greater Wellington for input into their signage review (Waka Kotahi Guidelines) for micro-mobility modes of transport being cycles, wheels, and scooters for example along the Hutt River Trail. We're looking into this as an option for synergy in the Hutt River Trail signage.

Melling Substation

27. Flood resilience of the Melling substation has been raised with Transpower through the RiverLink project and other avenues. The most recent response from Transpower has indicated that they are comfortable with the risk of damage to the facility during a major flood. We are concerned that they still do not fully understand the risk from floodwaters and debris during a major flood event and will continue to liaise with them on this matter. The flood risk is being assessed specifically for Melling substation by Damwatch, based upon a previous modelling exercise. A meeting will be held with Transpower Subject Matter Experts to present the risks in the next two to three months once the report is completed.

Flood Hazard Modelling

28. The flood hazard modelling for the Te Awa Kairangi/Hutt River and Waiwhetū Stream update projects are progressing. This is due for completion before Christmas 2023 and will be provided to Hutt City Council for inclusion in the District Plan. We are working with Wellington Water Ltd to provide a consistent set of flood hazard mapping across both fluvial and pluvial domains.

Ngā hua ahumoni

Financial implications

29. For this reporting period, projects are within the current flood protection budgets.
30. Kānoa projects require part funding from Greater Wellington. Long Term Plan funding has been brought forward to accommodate this work.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

¹ <https://www.gw.govt.nz/assets/Documents/2022/03/HRES-Action-Plan-SHRUNK-VERSION.pdf>

31. Greater Wellington is required to manage land and water within a range of statutory requirements, including giving effect to Te Mana o Te Wai and considering Te Tiriti o Waitangi in the development and implementation of the Council's strategies, plans, programmes and initiatives.
32. Implementation with mana whenua partners is guided by Te Whāriki – the new Māori Outcomes Framework as part of Council's Long-Term Plan 2021–31.
33. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Board.
34. Cultural liaison or co-design contracts have been signed by Te Rūnanga o Toa Rangitira Inc., Rangitāne ō Wairarapa Inc., Ngati Kahungunu ki Wairarapa Charitable Trust and Port Nicholson Block Settlement Trust for enhanced involvement and collaboration on programme work for the Climate Resilience Projects.

Te huritao ki te huringa o te āhuarangi Consideration of climate change

35. Each project within the catchment considers and responds to the predicted impacts of climate change when considering the appropriate response to the issue the project seeks to address.
36. This programme aligns with the 2015 Climate Change strategy, which states '*we will help the region adapt to climate change*'. The projects increase climate change adaptation and resilience to natural disasters in the region.
37. The greenhouse gas emissions from rock supply vary depending on the quarry source of the rock and transport to the work sites. Quarry sources for projects vary. The emissions from rock supply production and transport are not presently part of the organisation's greenhouse gas inventory.
38. Targeted planting has been carried out to mitigate CO₂ emissions for the Kānoa projects.
39. Carbon sequestration for transport emissions for the Kānoa projects has been investigated. The carbon emissions for Poets and Taitā Park were calculated using available rock transportation information. Mills Albert Ltd and HiRock transportation was estimated at 264 metric tonnes CO₂e. (Mills Albert and HiRock are contractor rock suppliers.) A factor of 2 accounted for other forms of transportation, yielding a total emissions estimate of 528 tonnes of CO₂e.
40. The sequestration capacity over 50 years was 4579 tonnes for Poets Park, 1075 tonnes for Taitā Park, resulting in a combined capacity of 5654 tonnes of CO₂e over 50 years. This will offset calculated transport emissions by 2027. Over 50 years of growth, 5126 tonnes of CO₂e sequestration capacity will remain after offsetting transport emissions.
41. Greater Wellington currently assesses options to address flood risk based on the predicted impacts of climate change over the next 100 years. Unless specified differently for specific projects, these values are an increase in rainfall intensity of twenty percent, and a sea level rise of 0.8 metres.

Ngā kaiwaitohu

Signatories

Writers	Sharyn Westlake – Team Leader, Floodplain Management Plan Implementation Andy Brown – Team Leader Knowledge - Water Mike Jensen – Lead Operations Delivery (Wellington and Kapiti) Joby Mills – Senior River Ranger Jacky Cox – Manager Logistics and Resourcing
Approvers	Jack Mace – Hautū Whakatutuki Director Delivery Lian Butcher – Kaiwhakahaere Matua, Taiao Group Manager, Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Subcommittee’s specific responsibilities include “reviewing periodically the effectiveness of implementation and delivery of Floodplain Management Plans for the Te Awa Kairangi/Hutt River floodplain”.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>The projects contained within this report deliver on Greater Wellington’s strategic priority area of te tū pakari a te rohe/regional resilience, and support delivery of Greater Wellington’s strategic priority area of te oranga o te wai māori me te rerenga rauropi/freshwater quality and biodiversity.</p>
<p><i>Internal consultation</i></p> <p>Specific projects consult with groups and departments across Greater Wellington where relevant to a project.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>The purpose of implementation floodplain management plans is to reduce the risk to communities and improve the region’s resilience.</p>