



If calling, please ask for Democratic Services

Te Awa Kairangi/Hutt River Valley Subcommittee

Thursday 9 November 2023, 4:30pm

Taumata Kōrero, Council Chamber, 100 Cuba St, Te Aro, Wellington

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 Settlement Block 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

Thursday 9 November 2023, 4.30pm

Taumata Kōrero, Council Chamber, 100 Cuba St, Te Aro, Wellington

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 22 August 2023	23.409	5
5.	Riverlink Project Update Report	23.519	8
6.	Annual Asset Management Condition Report for Te Awa Kairangi/Hutt Floodplain 2022/23	23.384	17
7.	Te Awa Kairangi/Hutt River and Pinehaven Stream Annual Floodplain Management Implementation Report	23.385	49
8.	Te Awa Kairangi/Hutt Valley Flood Risk Management Report	23.495	88
9.	Fly tipping on Te Awa Kairangi Update	23.459	98
10.	River Trail as a Transport Corridor	23.460	103
11.	Whaitua Te Whanganui-a-Tara Reference Group Establishment	23.383	109



Please note these minutes remain unconfirmed until the Te Awa Kairangi / Hutt River Valley Subcommittee meeting on 9 November 2023.

Report 23.409

Public minutes of the Te Awa Kairangi / Hutt River Valley Subcommittee meeting on Tuesday 22 August 2023

The Rotary Lounge, Upper Hutt Central Library
844 Fergusson Drive, Upper Hutt at 4.32pm

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
Mayor Wayne Guppy (until 6.08pm)	Upper Hutt City Council
Councillor Bill Hammond	Upper Hutt City Council
Councillor Ken Laban	Greater Wellington Regional Council
Caleb Ware	Te Rūnanga o Toa Rangatira Inc
Benjamin Wynyard-Terry	Port Nicholson Block Settlement Trust

Councillor Simon Edwards and Caleb Ware participated at this meeting remotely via MS Teams and counted for the purposes of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Benjamin Wynyard-Terry participated at the meeting remotely via MS Teams and counted for the purposes of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002 from the beginning of the meeting (4.32pm) until he arrived at the meeting at 5.22pm.

Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Cr Laban / Cr Guppy

That the Subcommittee accepts the apology for absence from Deputy Mayor Tui Lewis and Councillor David Lee.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

Donald Skerman spoke on the condition of the Hutt River Trail and tabled a presentation.

Dale Harlon spoke on the condition of the Hutt River Trail.

Doctor David Tripp, Doctors for Active, Safe Transport, spoke to the health benefits of active transport and how increasing the safety of the Hutt River Trail will encourage the uptake of cycling.

Linton Adams spoke to the history of the Hutt River Trail as a past president of the Rotary Club of Hutt City and tabled a hand-out.

4 Confirmation of the Public minutes of the Subcommittee meeting on 27 June 2023 – Report 23.296

Moved: Cr Hammond / Cr Duthie

That the Subcommittee confirms the Public minutes of the Te Awa Kairangi / Hutt River Valley Subcommittee meeting on 27 June 2023 – Report 23.296

The motion was **carried**.

5 RiverLink Project Update Report – Report 23.375 [For Information]

Will Peet, RiverLink Board Chair, Rod James, Alliance General Manager and Tracy Berghan, Manager RiverLink, spoke to the report.

6 Te Awa Kairangi / Hutt Valley Flood Risk Management Report – Report 23.370 [For Information]

Sharyn Westlake, Team Leader FMP Implementation, and Andy Brown, Team Leader Knowledge – Water, spoke to the report. Greater Wellington Flood Readiness for a major weather event presentation was tabled.

Noted: The Committee requested:

- To be notified of any high impact activities that are planned.
- A deep-dive of asset management in the Te Awa Kairangi / Hutt River floodplain management plan.

Mayor Guppy left the meeting at 6.08pm during the above item and did not return.

Karakia whakamutunga

The Committee Chair closed the meeting with a karakia whakamutunga.

The meeting closed at 6.14pm.

Councillor R Connelly

Chair

Date:

Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023



Report 23.519

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.
--	--

Te tātaritanga Analysis

Overall Project

6. The Project Director's report is attached (**Attachment 1**), it provides an overview of what the programme since the last meeting. The key highlights for the overall project and Greater Wellington are summarised below.
7. The Alliance team have pivoted to a challenge phase to consider value engineering and other opportunities before optimising the design for establishing the overall cost. Through this process, the Alliance team are looking at key areas:
 - a Bridge type
 - b Ground improvements optimisation and seismic performance
 - c Interchange layout
 - d Programme efficiencies and items to reduce risk to the programme
 - e Small value items, which collectively can provide additional value.
8. The Project Design Liaison Group (PDLG) will have had its third meeting which representatives from Metlink were invited to.
9. The finalisation of the PAA and the separate Riverlink Partnership Agreement (RPA) being developed in parallel to the PAA between each partner and Waka Kotahi reflecting that partners input into the PAA, is ongoing and the signing of this agreement will be December 2023.

Greater Wellington

Property

10. 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 8 lease acquisitions remain (down from 15 last report).
11. 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)
 - e Area A(22-77 Marsden Street)
12. In progress: vacant possession for 8 properties – (down from 22 in the last report)
- a Area D (64-84 Pharazyn Street) – one tenant remaining.
 - b Area C (42-62 Pharazyn Street)
13. Further tenants in lower Daly Street/High Street vacant possession in 2025 (9 properties).

Early Works

14. Work on gravel extraction and placing of material along the stopbank at Melling Link started on the 19 September 2023 and is now well underway, with good progress being made. The photos below show work in progress and the site layout.

Figure 1 & 2: Pre-loading gravel on Mills Street Stopbank



Property Relocation and Demolition

15. CERES NZ are well underway with demolition on Pharazyn Street and progress is now obvious from SH2 (refer photo below taken from Pharazyn Street looking south). Mills Street demolition should also now be underway.



Temporary Closure of the Melling Train Line

16. At its Council meeting on 24 August 2023, Greater Wellington agree to an 18-month temporary closure of the Melling Train line. A question and answers report about the process from here is being prepared for councillors.
17. Greater Wellington's call centre is also operating as the call centre for the Alliance this has good synergies as staff will be able to link both Alliance and Metlink queries.

Ngā hua ahumoni Financial implications

Greater Wellington

18. 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.
19. 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.
20. 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. The planning for this is subject to receiving and agreeing a Total Outturn Cost. This process will affect

the Long Term Plan numbers, and this is being worked through the Long Term Plan process now.

Hutt City Council

- 21. Hutt City Council 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 Hutt City Council 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**

- 22. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board.
- 23. 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
<i>Fit with Council's roles or with Committee's terms of reference</i> 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.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> RiverLink contributes to the delivery of Greater Wellington's strategic priorities of Regional Resilience, Freshwater Quality and Biodiversity, and Public Transport.
<i>Internal consultation</i> There was no internal consultation beyond the RiverLink team in preparing this report.
<i>Risks and impacts - legal / health and safety etc.</i> 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 23.519

Report of the Project Director - RiverLink

Date: 17 October 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 Subcommittee. The last of these reports was provided in August 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

The Alliance team are continuing to work through the development of their concept design for pricing and have recently been focused on a challenge phase, to confirm that all potential alternatives options have been considered before finalising the core scope for pricing. This includes considering the design used for the consenting process; ensuring that all minimum requirements and consent conditions are delivered.

This process is due to be completed by mid-October, to confirm the basis for pricing, and exchange with our independent estimators. This process will provide our final target outturn cost.

From the challenge process several innovations have been identified for consideration and some for further investigations that will help inform decisions on these opportunities (eg geotechnical and bridge foundation approaches).

Some key areas of focus have included:

- Bridge structures, spans, foundations, and construction methods.
- The details of planned storm and wastewater infrastructure works.
- Potential construction programme savings and advance works.

4. Advance works and investigations

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

Trucks will be crossing the stopbank at Melling Road

Gravel extraction from the river has started just south of the Kennedy Good Bridge. This is part of planned management of the riverbed, but the gravel will be used for construction and until needed will be stored in a fenced off area alongside the stopbank just north of Melling Link bridge.

Around 3,300 truckloads over a period of about three months will be moved. Gravel will be taken by truck via Harcourt Werry Drive, over Kennedy Good Bridge, along SH2, over Melling Bridge, along Rutherford Street, into Melling Road and over the stopbank using the existing vehicle crossing.

This means trucks will be travelling on the roads and crossing shared paths on Monday–Saturday between the hours of 7.30am–6pm. There will be no operation on Sundays or public holidays. Traffic management is in place to keep people walking and cycling safe as the trucks cross the path on top of the stopbank.

Acknowledging Te Awa Kairangi – Hutt River

Early in the morning of 19 September, Mana Whenua, Alliance and programme representatives gathered for a special ceremony to acknowledge and pay respect to the natural environment, Te Awa Kairangi – Hutt River and ancestral land.

The area is of great cultural significance to Mana Whenua, and it is important to set good intentions for the journey ahead. The ceremony was in advance of gravel being extracted from the river and stored for use in construction.

Environmental assessments – lizard habitats and stream restoration

Ecologists have recently been out on site scouting out potential lizard habitats and opportunities for stream restoration. Mokomoko, including northern grass skink and ngahere gecko are just a few of the fauna native to the project area.

Geotechnical investigations complete for now

We've now completed all preliminary geotechnical investigations. Over the last few months, 37 boreholes were drilled, and 32 test pits were dug alongside other tests.

This work has helped the Alliance team understand subsurface conditions under the project area. We now have a good understanding of the depth of the aquifer underlying Hutt City varied across the project site, and what material lies underneath where we're building bridges, structures and stopbanks.

Vacant properties used for training emergency services

Emergency services based out of Te Awa Kairangi ki Tai – Lower Hutt, spent a few days training in the vacant properties tagged for demolition along Pharazyn Steet. New Zealand Police and Fire and Emergency New Zealand trained for several scenarios using the vacant buildings.

Free community salvage day in October

As part our commitment to reuse or recycle, Greater Wellington and Ceres NZ have been salvaging materials from properties being removed on Pharazyn, Marsden and Mills Streets. We plan to hold a community salvage day in early-mid October so people can check out any of the doors, small furniture, chattels and other fixtures and fittings or other items that have been salvaged. More information will be shared on our Facebook page.

Demolition update

Asbestos removal is continuing in buildings on Daly Street. Demolition crews will start mobilising on site at the end of September with an initial strip out and salvage of materials from the buildings for reuse elsewhere. Hard demolition of the buildings is expected to take approximately 2 months.

Demolition on Pharazyn Street started earlier in September, and we are expecting to start demolition in Mills Street early October.

5. Partner Agreement

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

The commercial structures have now been completed by KPMG, and are being integrated into the foal 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.
- Recent media coverage on project cost speculation have generated a range of requests for comment.
- The September meeting of the Project Design Liaison Group was held on 5th September, providing an update on the early works progress, and information on iwi design and narrative.
- Announcements on the planned temporary Melling station closure have been made following the council meeting, and several media enquiries received and responded to.
- Hutt News monthly advert delivered, highlighting early works, Connolly St crossing upgrade, Melling train station decision and salvage days.
- Hoardings and signage have been rolled out, with trucks crossing signage around entrances for trucks and preloading sites.
- Engagement continues through new Hutt City Centre Lead with businesses in the CBD about Te Awa Kairangi.
- Preparation is underway for community salvage days on Oct 6-7. Containers are being prepared for on-site engagement.
- Te Awa Kairangi has provided sponsorship for the 2 Degrees Wellington Regional Business Excellence Awards, coordinated by HVCC.

The Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023
Report 23.384



For Decision

ANNUAL ASSET MANAGEMENT CONDITION REPORT FOR TE AWA KAIRANGI/HUTT FLOODPLAIN 2022/23

Te take mō te pūrongo

Purpose

1. To advise the Te Awa Kairangi / Hutt River Valley Subcommittee (the Subcommittee) of progress made with the Environment Group's asset management system, and the overall performance and physical condition of flood protection and erosion control infrastructure assets (assets).

He tūtohu

Recommendation

That the Subcommittee:

- 1 **Recommends** to the Environment Committee that it is satisfied that Flood protection and erosion control infrastructure assets have been managed satisfactorily to the agreed Level of Service (LoS).
- 2 **Notes** that identified issues are being addressed through maintenance and improvement work programmes.
- 3 **Notes** that current budgets are insufficient to ensure that assets are maintained to agreed levels of service in the long term.

Te tāhū kōrero

Background

2. Greater Wellington Regional Council is responsible for flood protection and erosion control infrastructure assets, including land and property, located on 15 river schemes across the Wellington Region. These assets have a total combined value of \$428 million¹ and provide flood and erosion protection to the communities, businesses and infrastructure located on these floodplains.
3. Greater Wellington has a comprehensive asset management system, which demonstrates that the service levels of our infrastructure assets are being maintained in an efficient and cost-effective manner, will perform as designed and, where required, are being improved.

¹ As of 30 June 2020

4. The Environment Committee has overall responsibility to monitor the maintenance and improvement of these assets on behalf of Council. The Environment Committee relies on feedback from the various subcommittees, scheme advisory committees and friends' groups to confirm infrastructure assets are being satisfactorily maintained to the agreed service level.

Current Challenges

5. The context and overall environment in which Operations and Maintenance (O&M) is undertaken has changed significantly and increased budgets and resources are required to ensure we can maintain agreed scheme service levels and continue to undertake routine O&M activities. Analysis undertaken for the Long Term Plan process has highlighted significant challenges faced by the Environment Group to provide the agreed Level of Service (LoS) within the current budget and resource levels.
6. Central and local government reforms coupled with increasing compliance costs (health, safety and wellbeing, environmental), increasing expectations on how we should work to improve environmental outcomes, partnering with mana whenua and the increasing community desire for consultation and engagement to achieve broader social objectives continue to increase operational resource requirements. To achieve the above and Greater Wellington's Strategic Objectives we require a broader skill set in our workforce.
7. Climate change is also requiring more complex planning, and more frequent and extreme weather events will result in reactive maintenance taking precedence over the annual works programme.
8. Over the past decade we have constructed a broader range of assets, aside from those that provide flood protection and erosion control, and these assets have different uses and more intensive maintenance requirements, e.g. the Hutt River Trail which includes tracks, gates, signs and benches.

Te tāratanga Analysis

Asset performance, criticality, and risk

9. A comprehensive risk-based framework developed at a national level is used to produce a risk profile for each river.
10. The framework assesses both the probability and consequence of failure of a group of assets within a discrete section of the river. Assessing the probability of failure includes analysing the structural strength of stopbanks (intrinsic strength), the capacity of the channel to attenuate flood flows, and the physical condition of infrastructure assets. The consequence of failure relates to risk posed to both the community and environment from failure of a design flood event. Once a probability and a consequence score have been determined for each reach, a risk level is assigned at this level from 'Very Low' to 'Very High'.
11. Application of the framework also highlights where the confidence in the underlying technical information is low and informs the investigative work programme to gather new or additional information to improve this confidence.

12. Assets do not work in isolation; they typically belong to a system of assets that interact or are interconnected. Flood protection and erosion control schemes are no different. A system of assets can be identified as critical in the same way individual assets can.
13. The risk profile produced for each river identifies critical assets systems or reaches, and critical assets within those systems are defined as those which have a high consequence of failure.
14. Generally, most of the infrastructure assets on the Te Awa Kairangi/Hutt River are assessed as 'Very Low' to 'Medium' risk, and this continues the trend from the previous years.
15. There are, however, a small number of sections of Te Awa Kairangi/Hutt River that have been assessed as 'High' or 'Very High' risk. This risk can be attributed to one or more of the following failure modes: intrinsic strength, capacity, condition, or consequence. [Attachment 2](#) - Te Awa Kairangi/Hutt River risk assessment maps 2023 identifies these areas.

Asset Condition and Maintenance

16. Asset condition is a measure of the physical state of the asset and is assessed visually on an annual basis. Asset condition does not identify the criticality of the asset or whether the asset meets the required service level. This criticality is addressed in paragraphs 23-28 of this report. Table 1 below outlines the condition rating score definitions.

Table 1: Condition rating score definitions taken from the GWRC Condition Rating Guide

Rating	Asset Condition Rating Score	Definition
1	Very Good Only routine/cyclic maintenance required	Sound physical condition, well maintained. Asset likely to perform adequately with routine maintenance for 10 years or more. No work required.
2	2 – Good	Generally sound physical condition, showing minor wear or deterioration, well maintained. Deterioration has significant impact on asset performance. Only minor work required (if any).
3	3 – Moderate	Acceptable physical condition, but showing some wear or deterioration, well maintained. Some parts of the asset need replacement or repair, but asset still functions safely at adequate level of service. Moderate work required.
4	4 – Poor	Poor physical condition, significant wear or deterioration, parts of the asset need replacement or repair. No immediate risk to healthy or safety, barely adequate level of service. Substantial work required in short-term.

Rating	Asset Condition Rating Score	Definition
5	5 – Very Poor	Failed or failure imminent. Immediate need to replace most of the entire asset. Health and safety hazards exist, or asset cannot be serviced without risk to personnel. Major work or replacement required.

17. Monitoring asset condition enables us to predict and plan maintenance, forecast replacement requirements, and develop effective and proactive work programmes. This is essential to managing flood risk because it influences the likelihood of asset failure, and, therefore, the performance of the assets to ensure they achieve required service levels.
18. Infrastructure assets on Te Awa Kairangi/Hutt River show a subtle decline since 2022, the number of very poor and poor assets has increased. The decline is subtle because the assets have been well maintained in previous years and we are seeing the start of asset deterioration. Lack of budget and resourcing has meant that maintenance has been focused on higher criticality assets resulting in a decline in condition of the remaining assets. Without increased budget and resourcing the trend of decline will continue in our lower criticality assets.
19. Over time the budget and resource constraints will result in a decline in condition of our lower criticality assets; these consist of our “first line of defence” assets such as bioengineering (i.e. willows), rock groynes and rockwalls. Flood Risk is managed through a systems approach, if the first line of defence assets do not provide the level of service expected, this increases the risk to the higher criticality assets, such as stopbanks. This could increase maintenance costs in the future to ensure the higher criticality assets provide the level of service, i.e. flood protection, required.

*Table 2: Summary of asset condition - Hutt*Totals have changed due to decommissioned assets being removed from the register.*

Year	2023		2022		2021	
Asset Condition Rating Scores	Ratio	Count	Ratio	Count	Ratio	Count
1 - Very Good	89%	551	92%	392	92%	487
2 - Good		669		944		1016
3 - Moderate		261		377		405
4 – Poor	11%	135	8%	137	8%	130
5 - Very Poor		52		22		44
Totals*	100%	1668	100%	1872	100%	2082

20. The total number of assets shown in Table 2 decreases due to two factors. The first is that decommissioned assets are regularly removed from the register to ensure accuracy of our fixed asset register. This is standard practice in asset management. The second factor is due to a technical issue we experienced whilst implementing our new asset information management system, which meant we could not map the asset locations in time for the inspections and has resulted in the appearance of a large decrease. Due to resourcing pressures, we could not delay the condition rating inspection program and so some assets were not assigned updated condition scores for 2022/23. This will be rectified in time for the 2023/24 condition rating program.
21. The climate resilience work being undertaken has improved the condition of some of the assets in Te Awa Kairangi/Hutt River. Although this has allowed programmes to catch up with deferred maintenance, there are still reaches which have degrading lower criticality assets as indicated in paragraph 20.
22. Tree removal from stopbanks has continued to be a priority for the Operations team, with a focus also on willow and native planting. However, resource constraints have not allowed this work to be fully completed, with reactive maintenance prioritised post flood events. Rock top up work to maintain the integrity of rock structures (groynes and rockwalls) has also been deferred due to resource constraint.

Management response

23. All 'High' or 'Very High' risks shown in **Attachment 2** are known to officers and have been identified for treatment either through an existing Floodplain Management Plan (FMP), a technical investigation or operational work programme. Existing and proposed FMP improvement works are being considered as part of the Activity Management Planning and Long Term Planning Processes. The outcomes of this work will prioritise and budget for the proposed work based on the assessed risks. The risk areas are discussed below, moving from downstream to upstream of Te Awa Kairangi/Hutt River.
24. At the Te Awa Kairangi / Hutt River Mouth downstream of the Estuary Bridge capacity is an issue; the area is inundated in a 1,900 cumec event (1% Annual Exceedance Probability – AEP) and is shown as 'High' risk. There are no stopbanks in this reach and no new stopbanks are currently signalled in the Hutt River Floodplain Management Plan (HRFMP). Initial investigations have been completed through the RiverLink project and these will be progressed further when the HRFMP is reviewed. Riverlink is due for completion by 2027.
25. Sections of Te Awa Kairangi/Hutt River from Moera to Strand Park, and adjacent to Alicetown are 'High' risk. This is an inherent risk as the consequence of any stopbank failure is high.
26. The Pharazyn Street and Lower Hutt city stopbanks have capacity issues and average intrinsic strength; they are predicted to overtop in the 2,800 cumec design event and are shown as 'Very High' risk. As both the probability and consequence of failure are very high the risk rating reflects this. RiverLink will retreat, raise, and improve the stopbanks and enhance channel capacity through this section of the Te Awa Kairangi/Hutt River. Advance works are in progress for the Mills Street stopbank. These works on the stopbanks for these reaches should reduce the risk from Very High to High.

This is the minimum risk assessment possible due to the inherent risk of catastrophic consequences should the stopbanks fail.

27. The River Road stopbank above Moonshine Bridge has a capacity issue and average intrinsic strength; it is predicted to overtop in the 2,800 cumec event and is shown as 'Very High' risk. Modelling for Te Awa Kairangi/Hutt River is currently progressing and is due to be completed by December 2023.
28. The asset performance tool (our risk assessment tool) is not applied to Pinehaven. This is due to Greater Wellington owning limited assets in the catchments and this tool specifically looks at flood risk management in relation to flood infrastructure. The assets we do have are condition rated through our inspection program and all the assets are in good condition and managed to the agreed levels of service.

Ngā hua ahumoni

Financial implications

29. The proposed recommendation has no financial implications.
30. We are currently seeking increased budget through the Long Term Plan process. The table below shows the forecast budget for two scenarios; The Strategic scenario shows the budget required to maintain our asset base to the level of service agreed with our Council, stakeholders and partners. The Baseline Risk scenario shows a forecast budget which would require a drop in the level of service of our assets.

		3-year forecast (\$)	10-year forecast (\$)
Opex	Baseline Risk	30.7m	145.8m
	Strategic	32.5m	154.1m
Capex	Baseline Risk	247.0m	284.8m
	Strategic	261.4m	369.8m

Table 3: Forecast budgets for Baseline Risk and Strategic scenarios for Hutt/Wellington.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

31. The Environment Group and Te Hunga Whiriwhiri continue to explore opportunities for Māori through the consenting space as well as through the Riverlink and future improvement works.
32. River management consents for Te Awa Kairangi/Hutt River represent a step change in how Greater Wellington will undertake river management activities in the future. These consents enable co-design and development of key plans and strategies that set the parameters by which river management activities are undertaken in these rivers.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

33. The matters requiring decision in this report have been considered by officers in accordance with the process set out in the Greater Wellington Climate Change Consideration Guide.

34. The assets discussed in this report were developed over an extensive period of time, during which climate change projections (e.g. rainfall intensity, sea level rise etc.) have evolved with the scientific community's understanding of how climate change will affect the Wellington Region. Climate change projections were incorporated into the modelling that underpins relevant management plans and asset designs at the time they were developed. Previous climate change projections of 20% increase in rainfall intensity and 0.8m sea level rise were used for modelling in Te Awa Kairangi/Hutt. Current climate projections estimate a 25-30% increase in rainfall intensity and a sea level rise of 1.35m and are used for recent modelling projects. The policy for modelling projects is to use latest national guidance for incorporating climate change into flood risk assessments and responses.
35. The greenhouse gas (GHG) emissions from rock supply for maintenance varies 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 GHG inventory.
36. Our maintenance will also use heavy machinery to carry out the work proposed in these projects. The emissions from these have not been estimated. However, in the 2018-2019 year, use of heavy machinery mainly for flood protection works at Greater Wellington represented 2% of the total organisational carbon footprint (835 tCO₂e).
37. Greater Wellington land which utilises grazing as a maintenance practice for managing vegetation has been assessed for alternatives to reduce the impact of carbon emissions as a result of this practice. However, it was found that the current practice while paying into the carbon credit scheme is more effective than other options such as mowing. Grazing licenses will continue to be reviewed regularly in future to ensure that the most effective practice of maintaining Greater Wellington land is employed.
38. Quarry selection is the single largest determinant of emissions. While it seemed possible that quarry operations could be improved and cartage distances reduced to help lower emissions, there are few options to obtain rock of the required quality.

Ngā tikanga whakatau

Decision-making process

39. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

40. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that this matter is of low significance due to the administrative nature of the decision.

Te whakatūtakitaki

Engagement

41. Due to the low significance of this matter, no engagement was considered necessary.

Ngā āpitihanga

Attachments

Number	Title
1	Detailed breakdown of condition by asset type
2	Te Awa Kairangi/Hutt River risk assessment maps 2023
3	2022/2023 Annual Asset Management Condition Report presentation

Ngā kaiwaitohu

Signatories

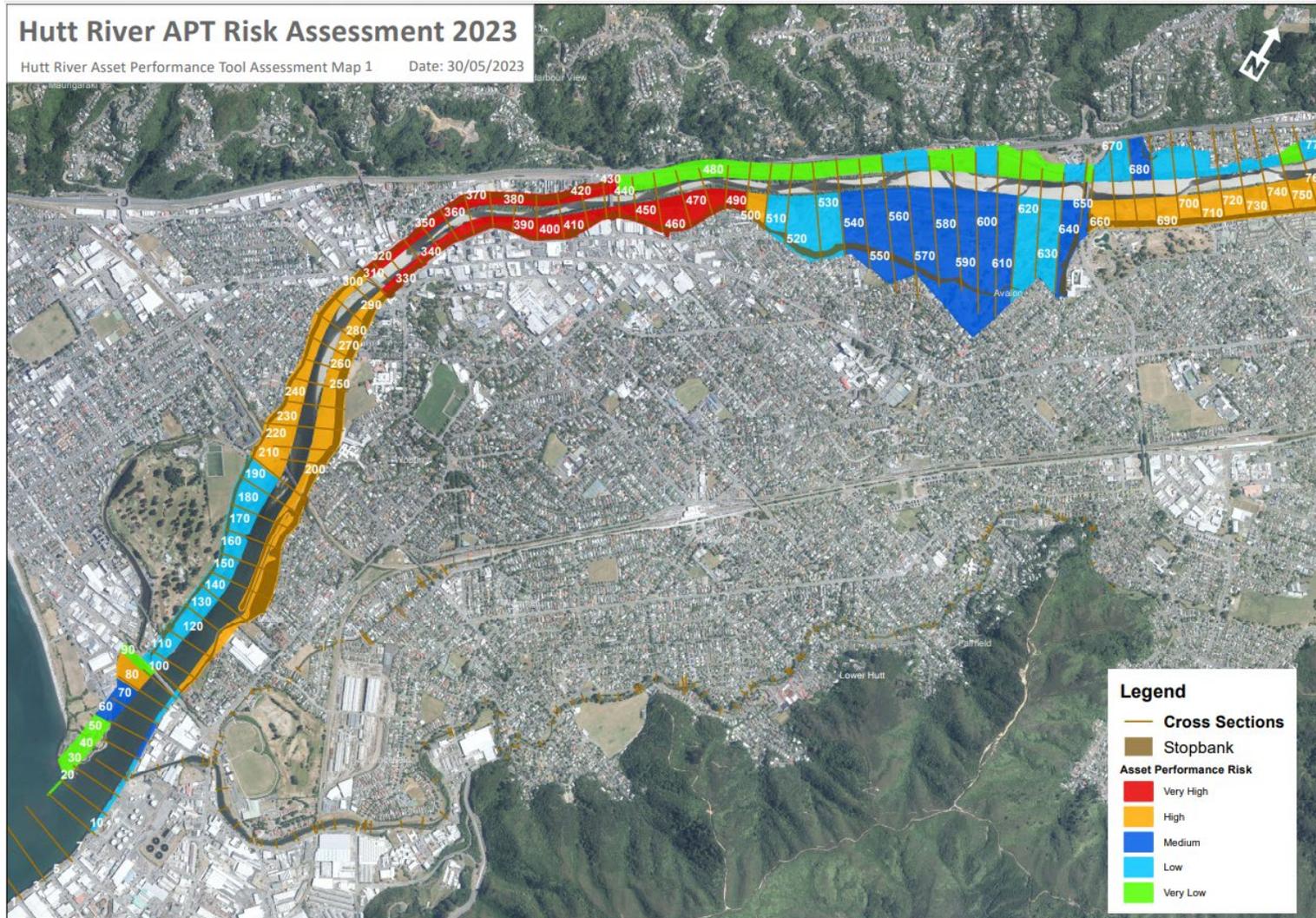
Writer	Alexander Brotherston – Project Engineer, Flood Operations Planning
Approvers	Lucy Ashford – Team Leader, Flood Operations Planning Jacky Cox – Manager, Logistics and Resourcing Jack Mace – Director, Delivery Lian Butcher – Group Manager, Environment

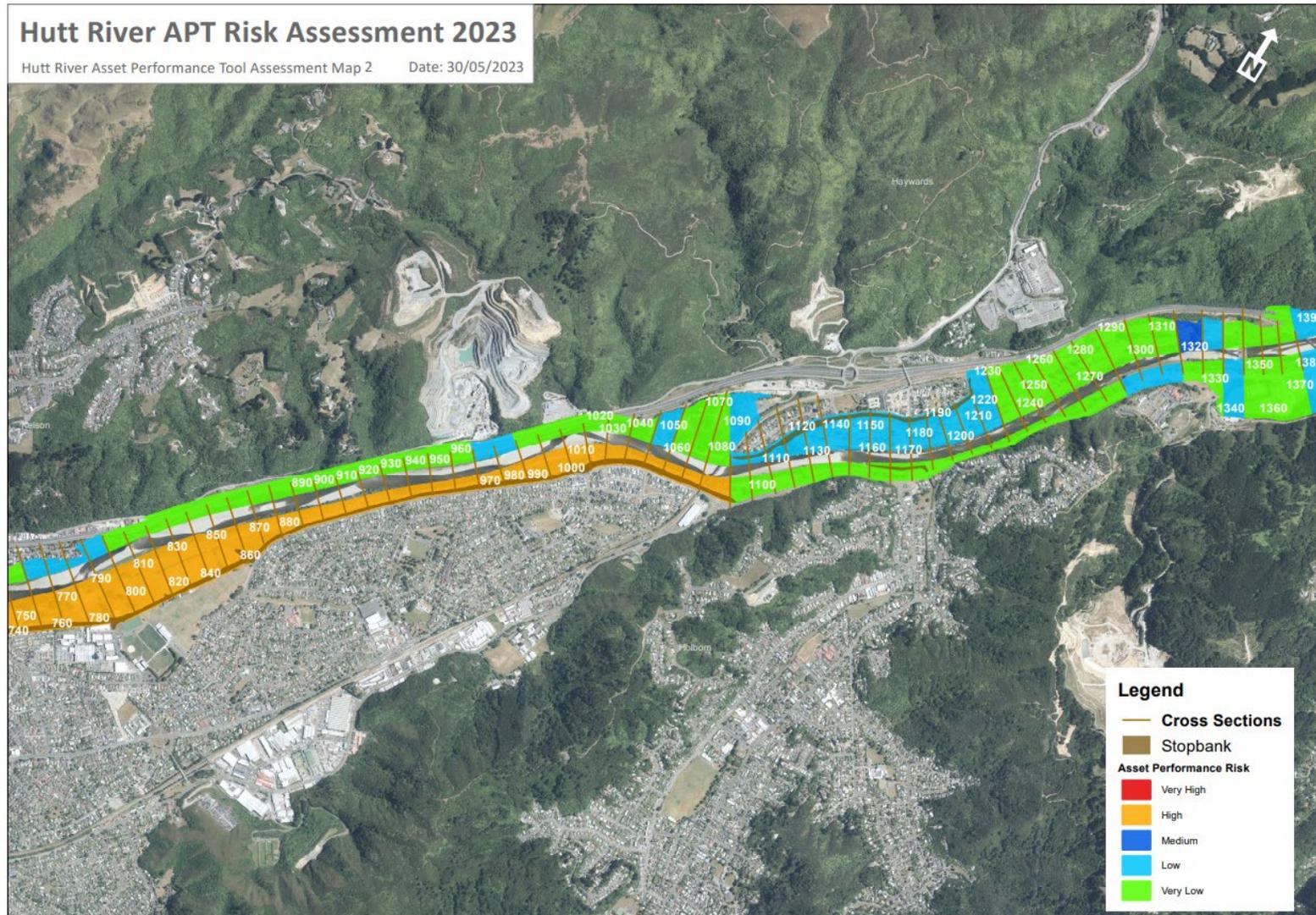
He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or Committee's terms of reference</i></p> <p>The Subcommittee provides oversight of the development, implementation, and review of the Floodplain Management Plan for the Te Awa Kairangi/Hutt River floodplain; the infrastructure assets that form the flood protection and erosion control scheme are a critical element of this.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>The confirmation from the Subcommittee that the infrastructure assets in the Te Awa Kairangi/Hutt River have been satisfactorily maintained fulfils one of the Department's non-financial performance measures in the Long Term Plan. This report and confirmed minutes are supplied as evidence to Audit NZ that the Department has achieved this.</p>
<p><i>Internal Consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>The reports note that there are a small number of sections of Te Awa Kairangi/Hutt River that pose either a 'Very High' or 'High' risk to the communities and businesses on the River's floodplain but that the infrastructure assets providing protection are in very good to moderate condition. These areas are also identified in for either a technical investigation or in an operational or improvement programme.</p>

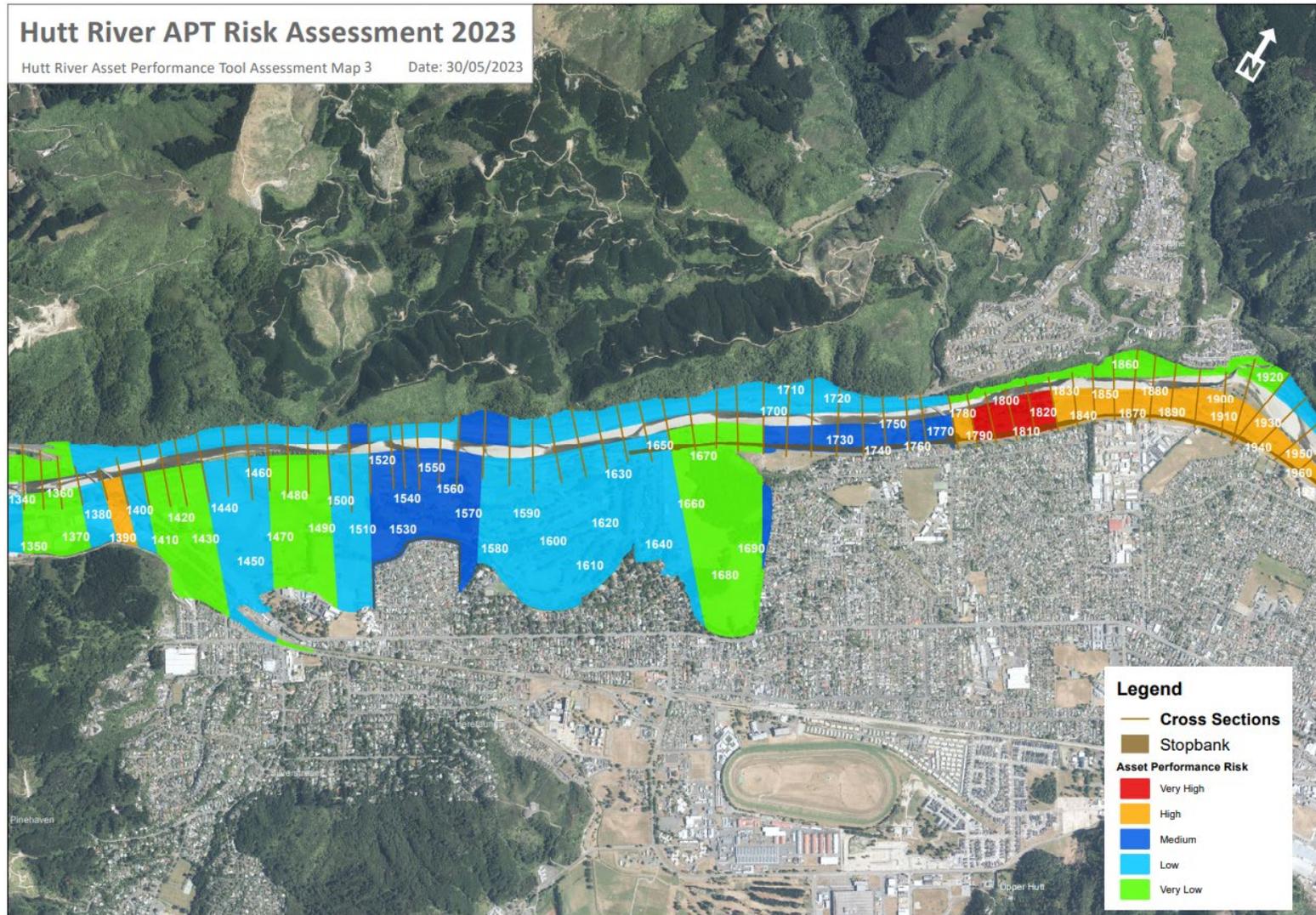
Attachment 1 to Report 23.384**Detailed Breakdown of Condition by Asset Type*****Te Awa Kairangi/ Hutt***

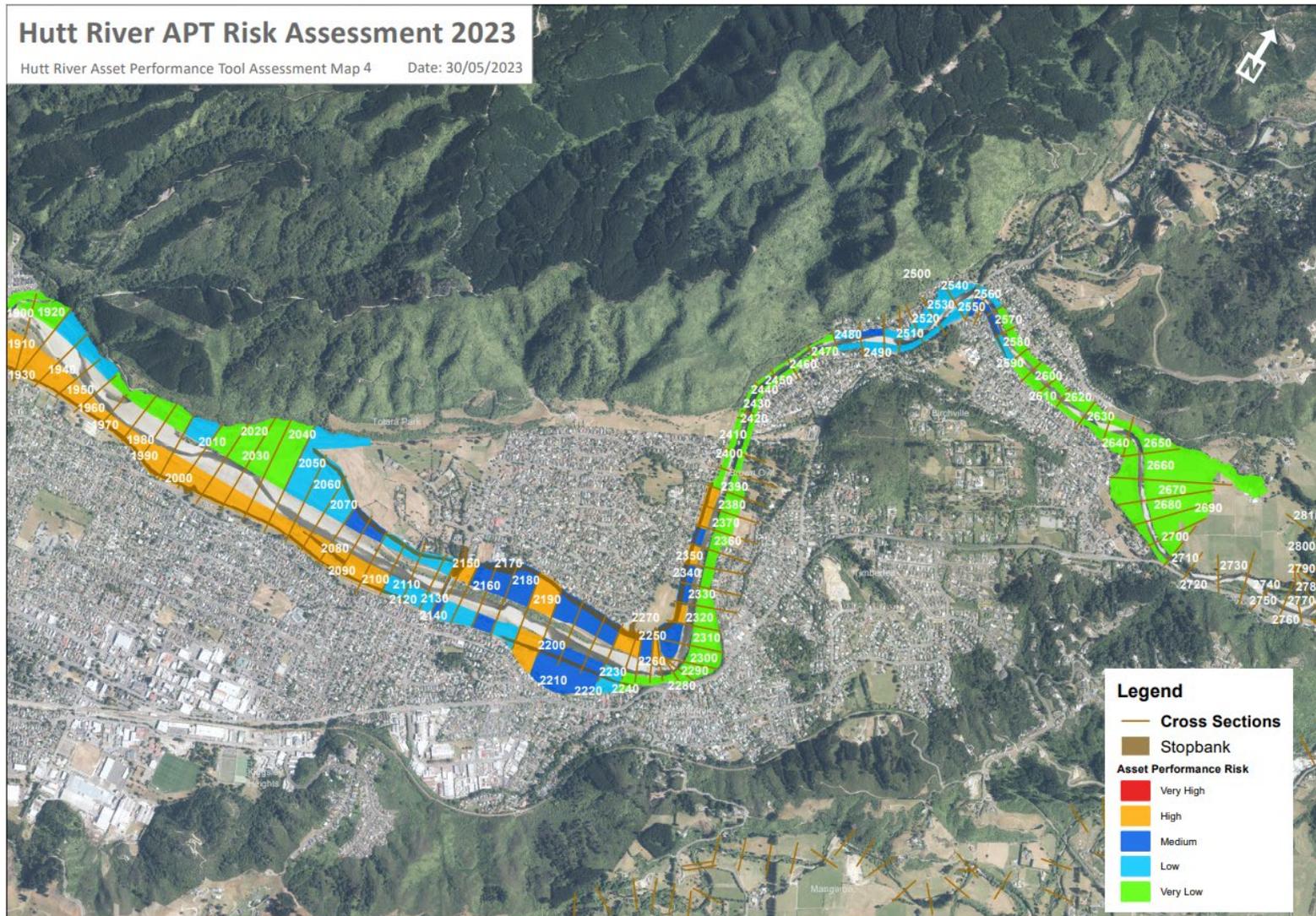
Asset Type	1 - Very Good	2 - Good	3 - Moderate	4 - Poor	5 - Very Poor	Total
Barrier Lines	1				1	2
Barrier Points	31	18	6			55
Blockline	1					1
Bridge		1				1
Channel	147	77	39	5		268
Culvert	3	4				7
Debris Arrestor		1			1	2
Debris Fence	1	5	12	29	15	62
Drain	31	26	3	2		62
Floodgate	4	11	3			18
Floodwall	12	7	1			20
Footpaths & Tracks	169	133	24	9		335
Headwall	3	1	1			5
Native Planting	3	48	22	1		74
Retaining Wall	2	2			1	5
Sign	4	1	3	1	1	10
Stopbank	62	115	57	19	1	254
Willow	18	80	70	50	26	244
Total	492	530	241	118	44	1425

Te Awa Kairangi/Hutt River and Wainuiomata River Risk Assessment Maps 2023









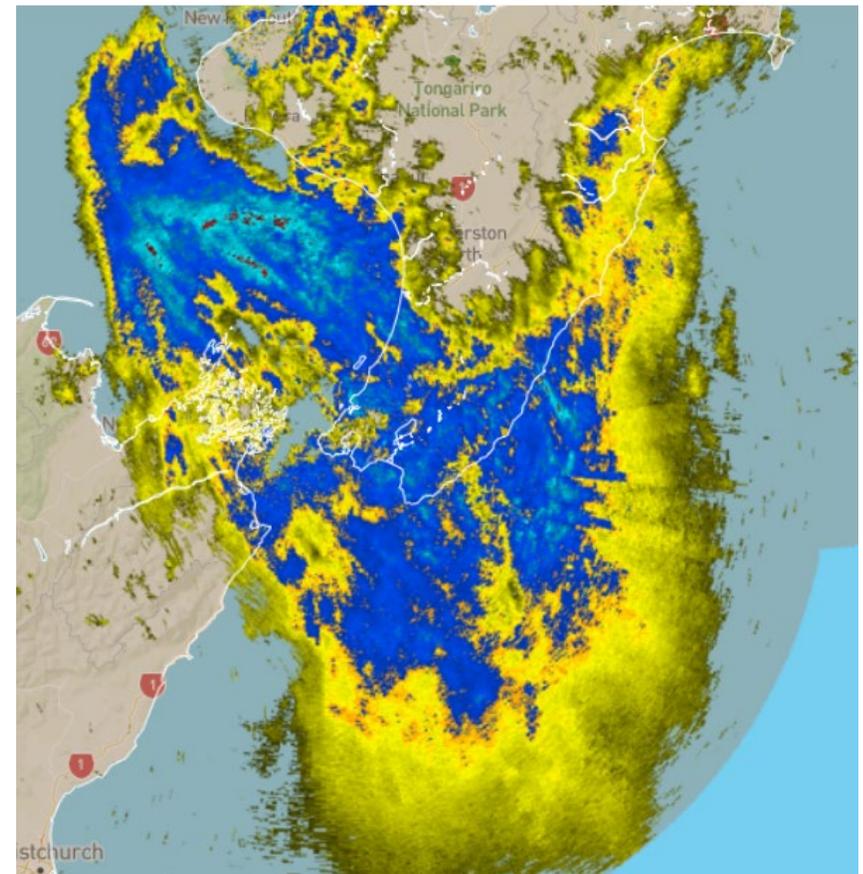
2022/2023 Annual Asset Management Condition Report

Part 1

Greater Wellington Regional Council's Flood Asset Management Process

Flood Risk Management - Why do we manage flood infrastructure?

- Three primary types of flooding – fluvial (rivers & streams), pluvial (stormwater), and coastal.
- Flooding is New Zealand’s number one hazard. This is no different in the Wellington Region, where the majority of our towns are located on the floodplains of major rivers.
- Flood risk is being exacerbated by climate change which is causing an increase in flooding due to more extreme rainfall in terms of frequency, intensity and unpredictability, and development, which is often occurring in marginal land in flood prone areas.



Flood Risk in our Region – Why do we manage flood infrastructure?

Buildings



Residential
73,000
31%



Commercial
4,000
69%

People



Total
197,000
31%

Transport



Road
1,000 km
20%

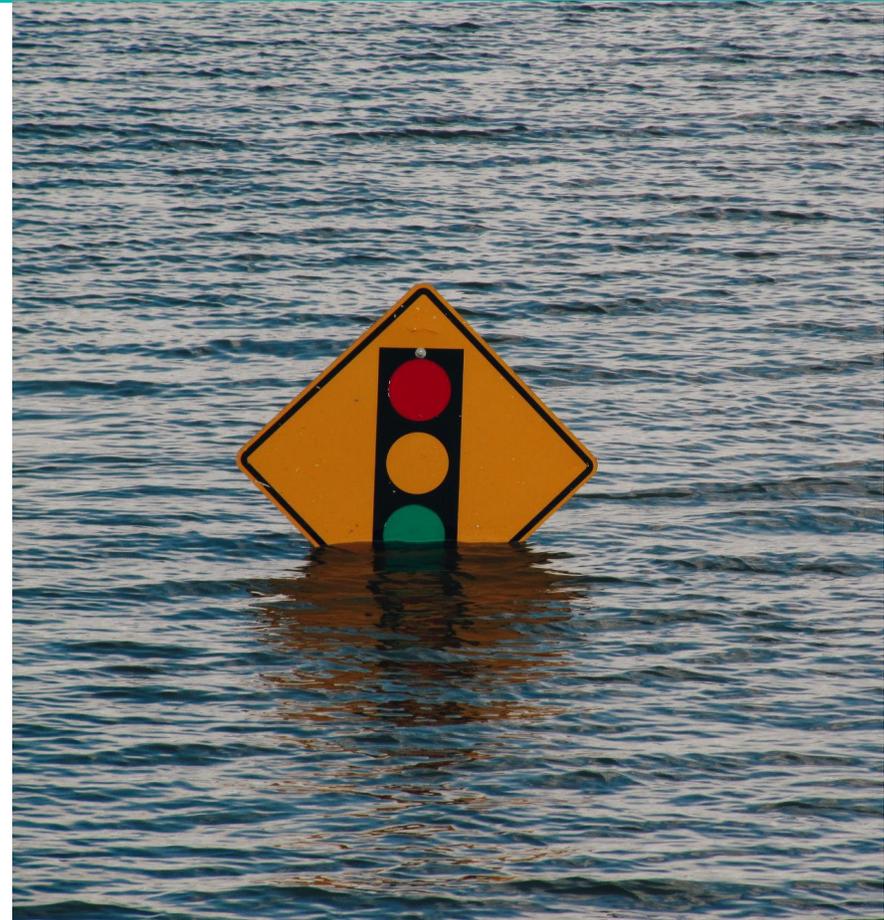


Rail
40 km
17%

Emergency Service Sites



Total
11
24%

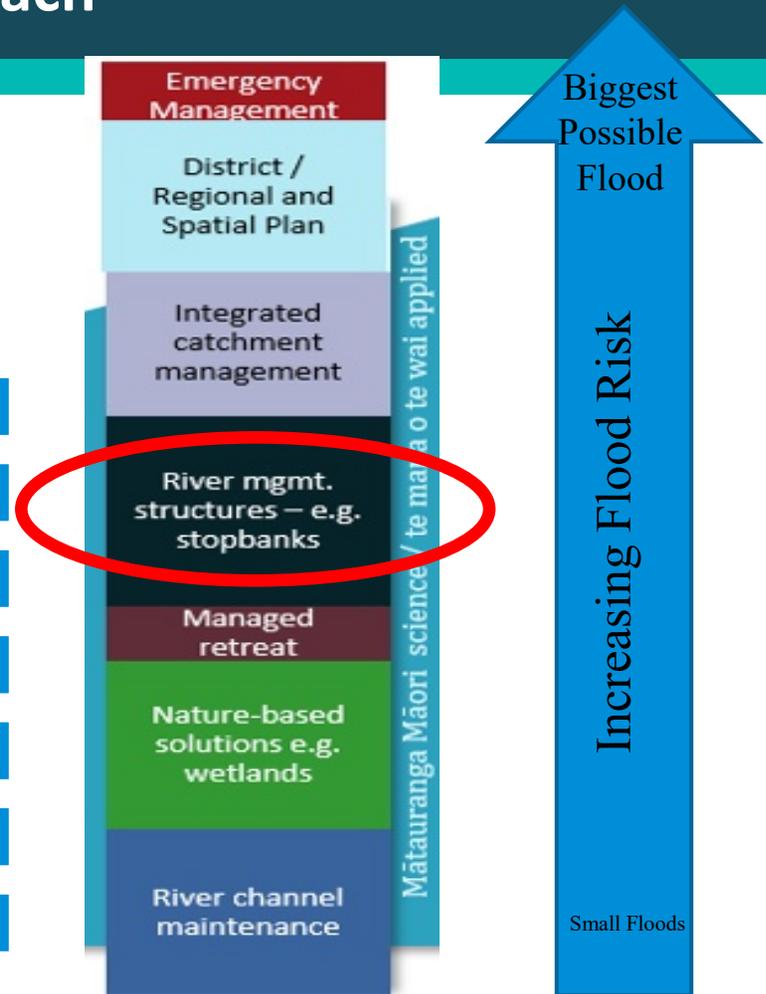
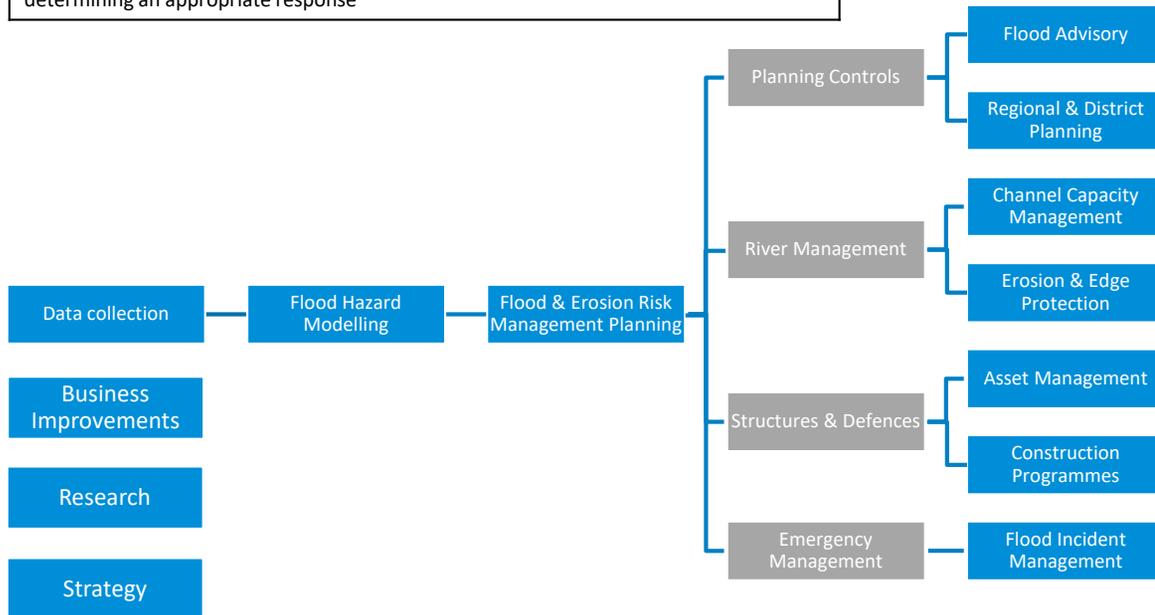


Percentages relevant to present day regional total

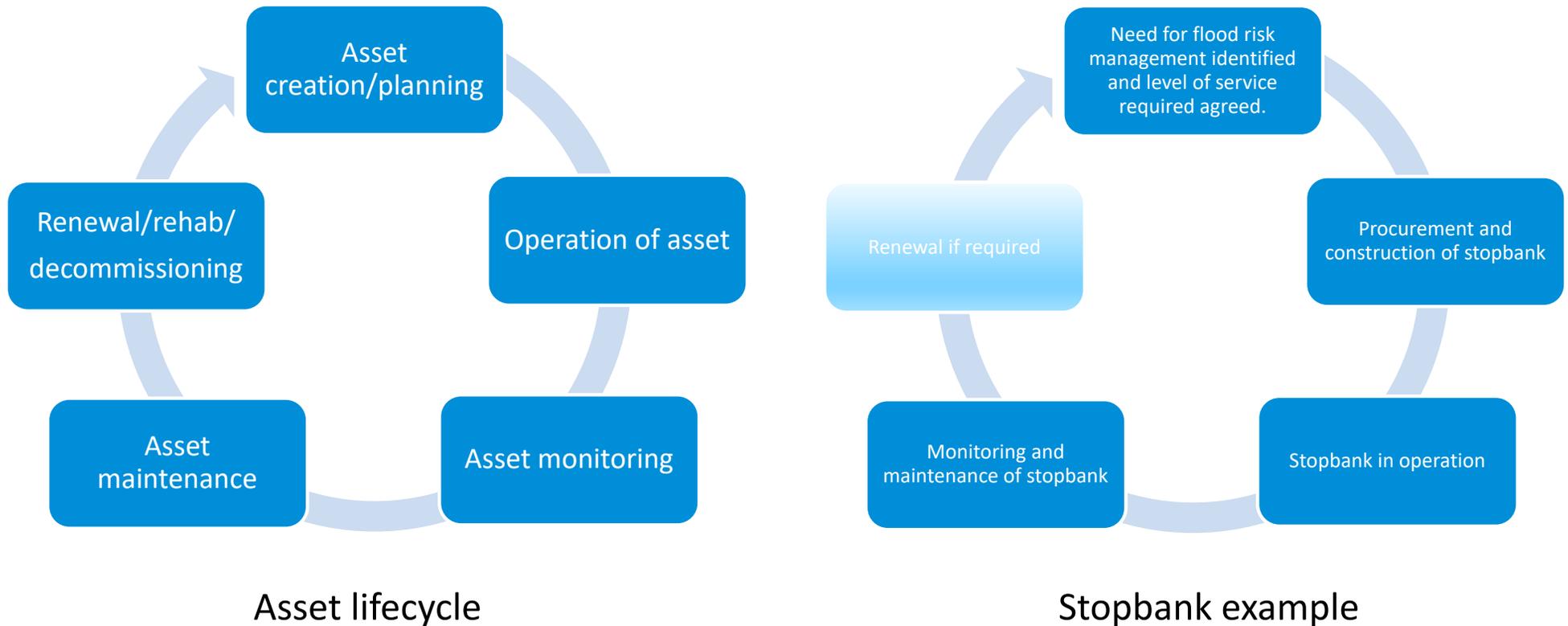
Flood Risk Management – System Approach

GWRCs Principles of Flood Risk Management

- Principle 1:** Avoid building in areas at high risk of flood hazard
- Principle 2:** Only consider new flood protection infrastructure where existing development is at risk
- Principle 3:** Establish standards of flood protection relative to the degree of risk
- Principle 4:** Plan for climate change in assessing the degree of flood hazard risk and in determining an appropriate response

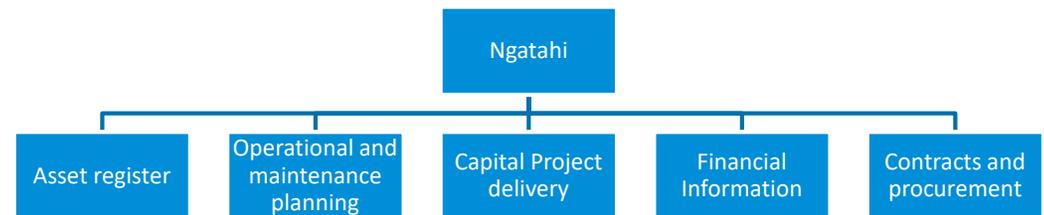
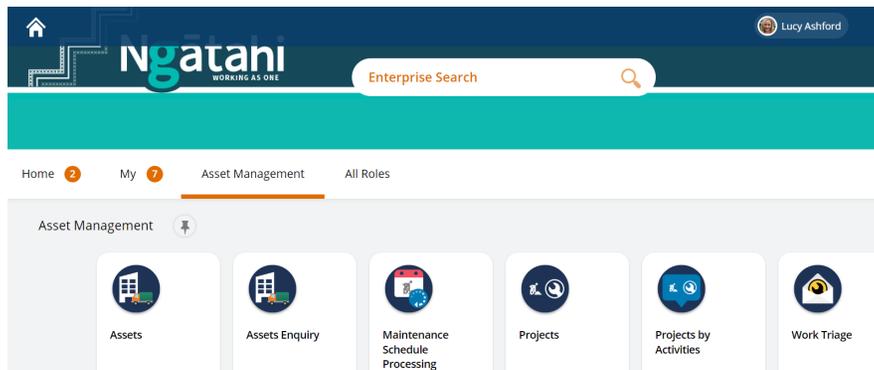


GWRC's Asset Management Process - What is the Asset Lifecycle?



GWRC Asset Management System – What is GWRC’s system?

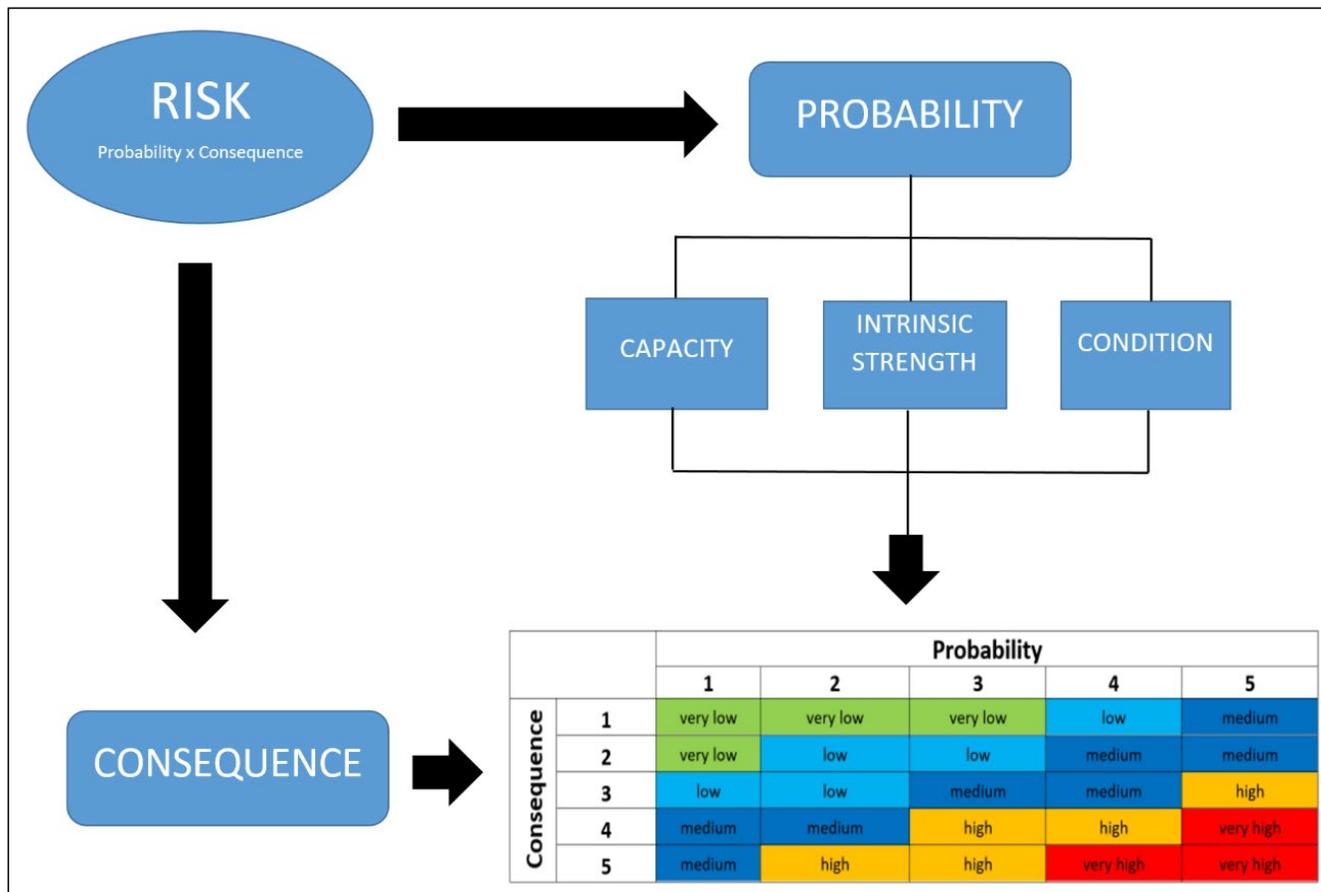
- Integrated information management system – Ngatahi
 - Asset register, financial information, operations and maintenance work planning, project delivery.
- Improvement program is in place as we develop our asset management maturity.



How do we assess asset condition? - Condition Rating Programme

Rating	Asset Condition Rating Score	Definition
1	Very Good Only routine/cyclic maintenance required	Sound physical condition, well maintained. Asset likely to perform adequately with routine maintenance for 10 years or more. No work required.
2	2 – Good	Generally sound physical condition, showing minor wear or deterioration, well maintained. Deterioration has significant impact on asset performance. Only minor work required (if any).
3	3 – Moderate	Acceptable physical condition, but showing some wear or deterioration, well maintained. Some parts of the asset need replacement or repair, but asset still functions safely at adequate level of service. Moderate work required.
4	4 – Poor	Poor physical condition, significant wear or deterioration, parts of the asset need replacement or repair. No immediate risk to health or safety, barely adequate level of service. Substantial work required in short-term.
5	5 – Very Poor	Failed or failure imminent. Immediate need to replace most of the entire asset. Health and safety hazards exist, or asset cannot be serviced without risk to personnel. Major work or replacement required.

Asset Risk – how do we assess this?



Attachment 3 to Report 23.384

Part 2

2022/23 Annual Asset Condition Report



2022/23 Asset condition summary

The table shows a summary of asset condition – Tw Awa Kairangi/Hutt River.

Totals have changed due to decommissioned assets being removed from the register.

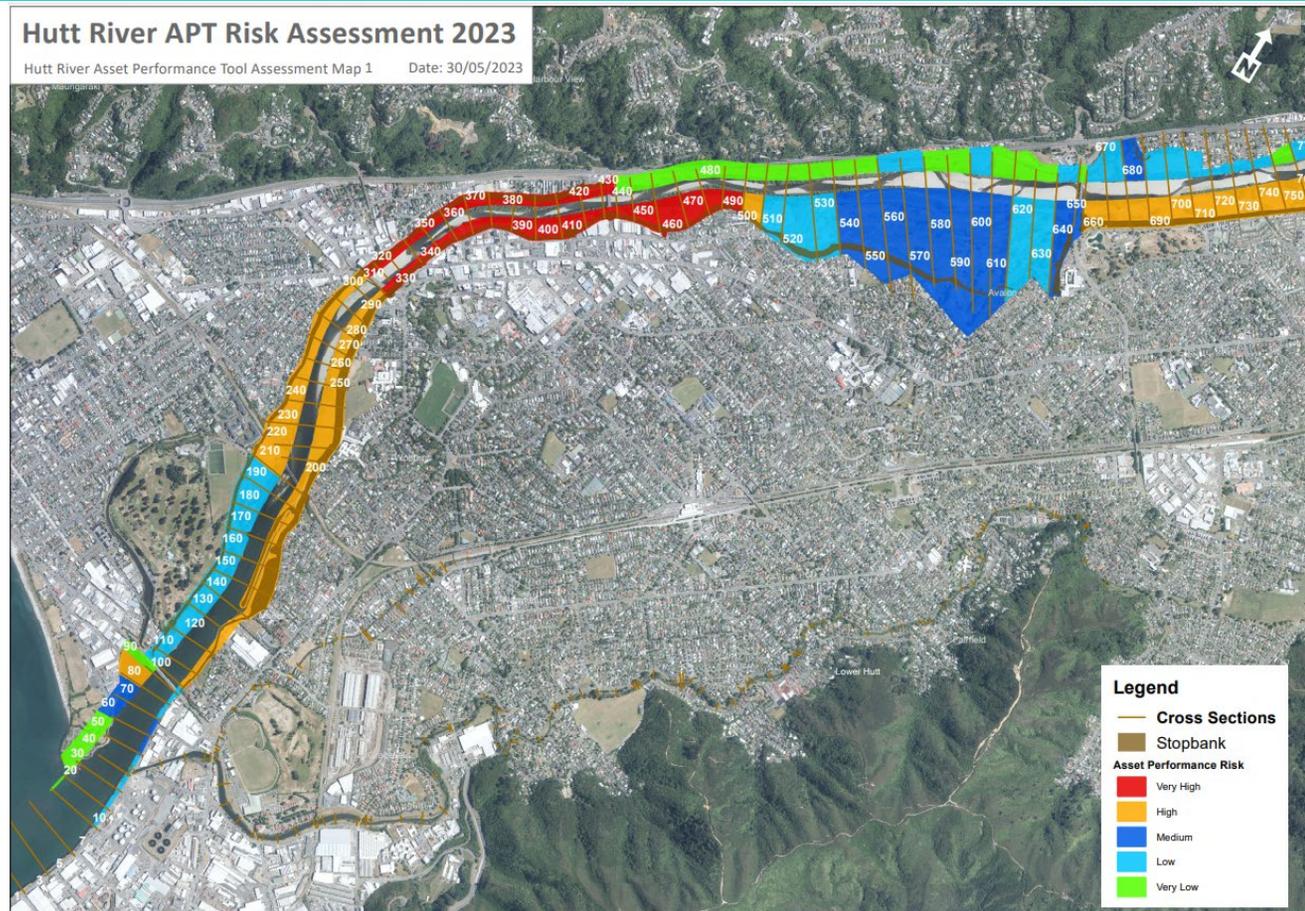
Year	2023		2022		2021	
Asset Condition Rating Scores	Ratio	Count	Ratio	Count	Ratio	Count
1 - V. Good	89%	551	92%	392	92%	487
2 - Good		669		944		1016
3 - Moderate		261		377		405
4 - Poor	11%	135	8%	137	8%	130
5 - V. Poor		52		22		44
Totals	100%	1668	100%	1872	100%	2082

Condition by asset type

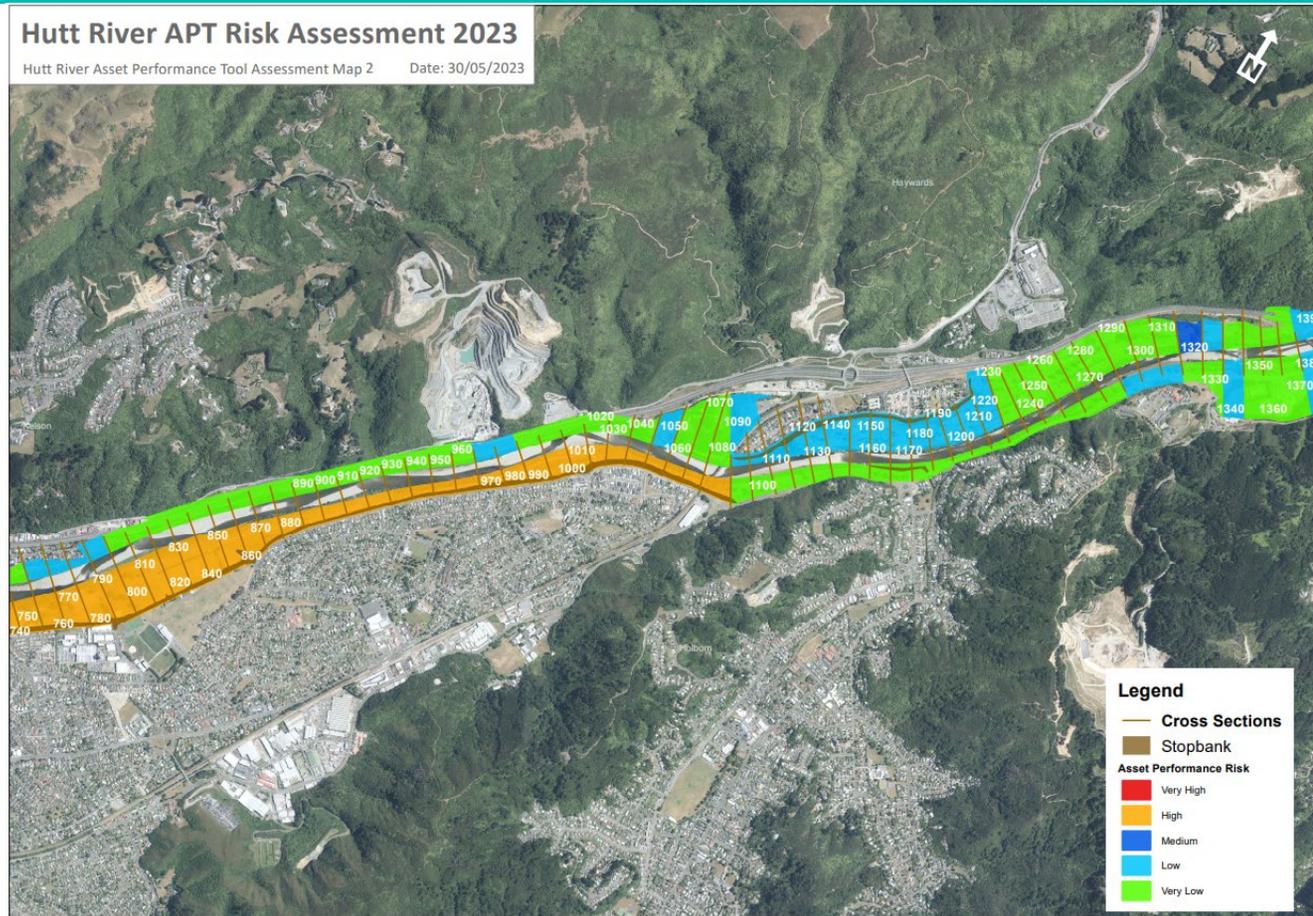
Te Awa Kairangi/ Hutt

Asset Type	1 - Very Good	2 - Good	3 - Moderate	4 - Poor	5 - Very Poor	Total
Barrier Lines	1			1		2
Barrier Points	31	18	6			55
Blockline	1					1
Bridge		1				1
Channel	147	77	39	5		268
Culvert	3	4				7
Debris Arrestor		1		1		2
Debris Fence	1	5	12	29	15	62
Drain	31	26	3	2		62
Floodgate	4	11	3			18
Floodwall	12	7	1			20
Footpaths & Tracks	169	133	24	9		335
Headwall	3	1	1			5
Native Planting	3	48	22	1		74
Retaining Wall	2	2			1	5
Sign	4	1	3	1	1	10
Stopbank	62	115	57	19	1	254
Willow	18	80	70	50	26	244
Total	492	530	241	118	44	1425

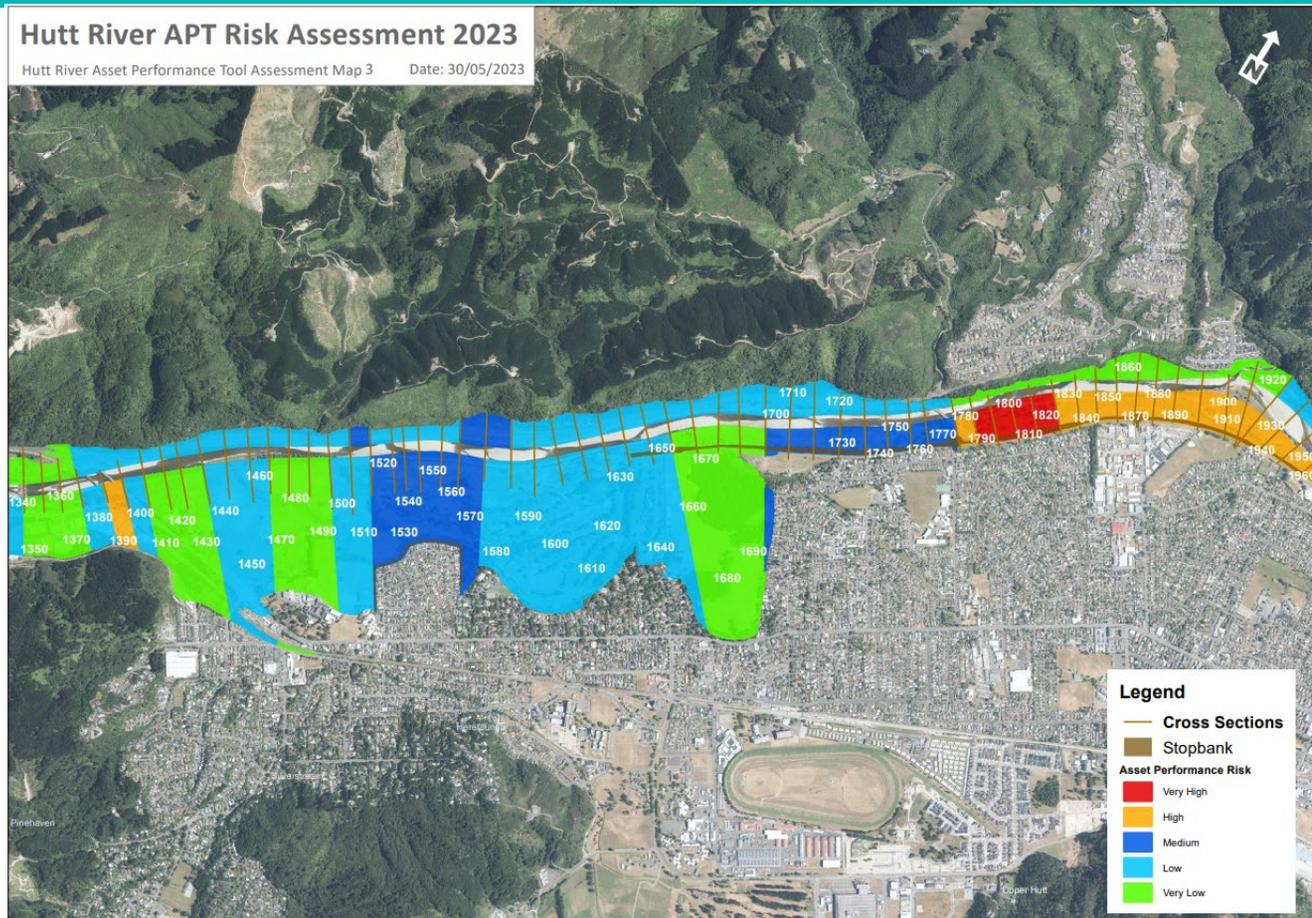
Results – Te Awa Kairangi /Hutt River risk maps



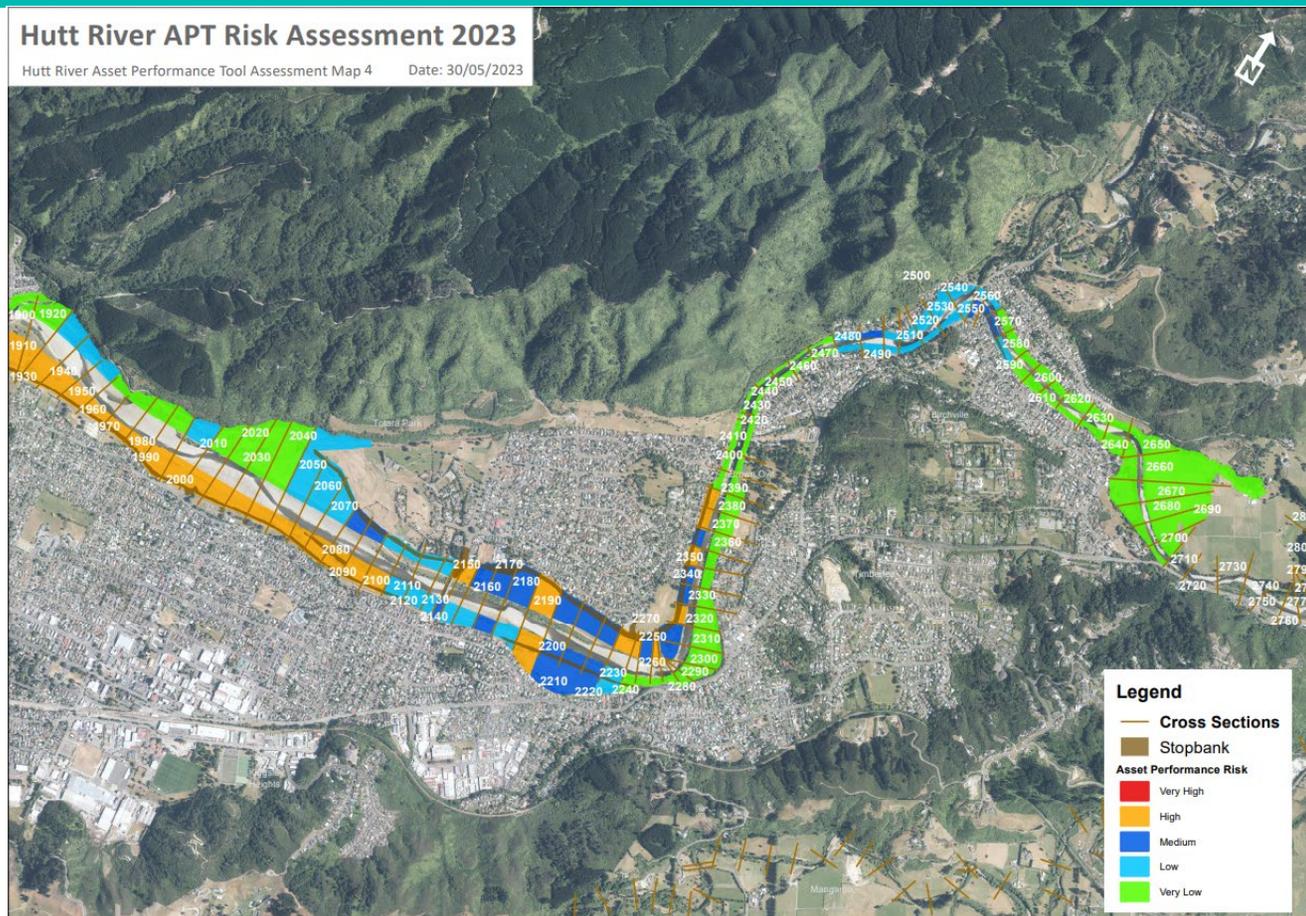
Results continued



Results continued



Results continued



Management Response to identified areas of risk

Location	Issue	Description	Planned treatment
Te Awa Kairangi / Hutt River Mouth downstream of estuary Bridge	Capacity	Area will be inundated in 1,900 cumec event (1% Annual Exceedance Probability AEP).	Initial investigations have been completed through the Riverlink project and these will be progressed further when the RFMP is reviewed, Riverlink is due for completion by 2027.
Sections of Te Awa Kairangi / Hutt River from Moera to Strand Park, and adjacent Alicetown	Inherent risk due to 'high' consequence of failure		Management through flood risk management system.
Pharazyn Street and Lower City Stopbanks	Capacity and intrinsic strength	Stopbanks have capacity issues and average intrinsic strength; they are predicted to overtop in a 2,800 cumec design event.	Riverlink will retreat, raise, and improve the stopbanks and enhance the channel capacity through this section. Advance works are in progress for Mills Street Stopbank.
River Road Stopbank above Moonshine Bridge	Capacity and intrinsic strength	Stopbank is predicted to overtop in 2,800 cumec event.	Modelling for Te Awa Kairangi / Hutt River is in progress to be completed by December 2023.

Recommendation

That the Subcommittee:

1. **recommends** to the Environment Committee that it is satisfied that Flood protection and erosion control infrastructure assets have been managed satisfactorily to the agreed Level of Service (LoS).
2. **notes** that identified issues are being addressed through maintenance and improvement work programmes.
3. **notes** that current budgets are insufficient to ensure that assets are maintained to agreed levels of service in the long term.

**To Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023
Report 23.385**



For Information

TE AWA KAIRANGI/HUTT RIVER AND PINEHAVEN STREAM ANNUAL FLOODPLAIN MANAGEMENT IMPLEMENTATION REPORT

Te take mō te pūrongo

Purpose

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

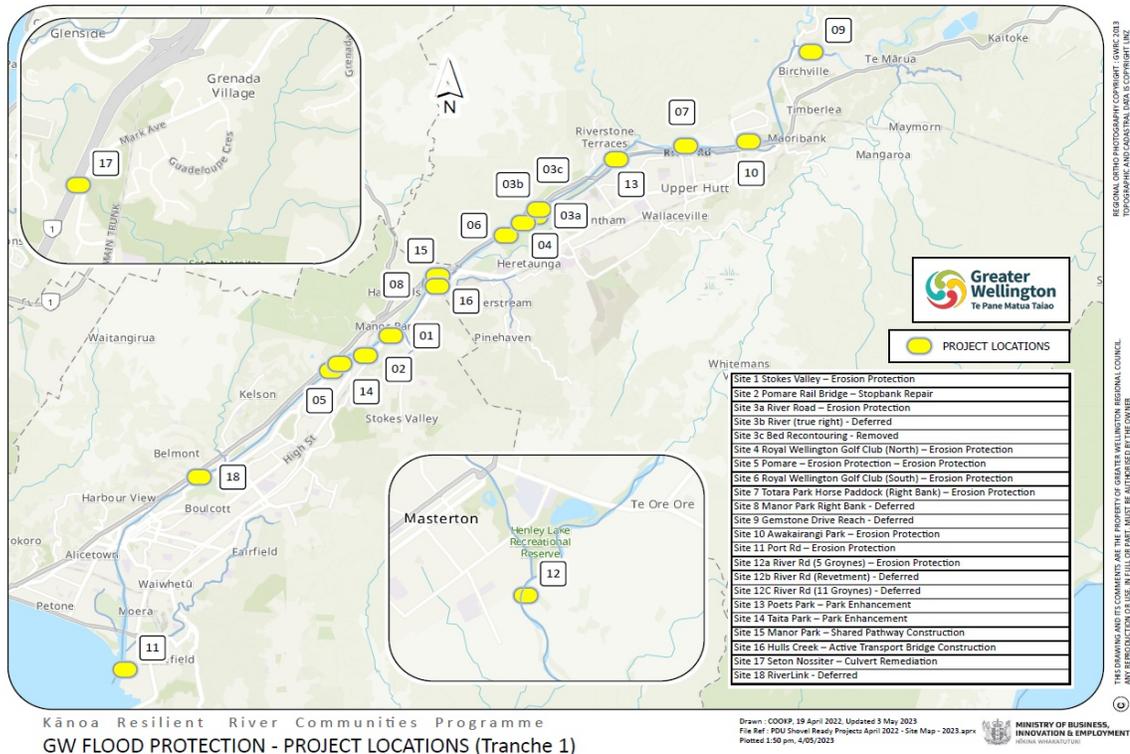
Te tāhū kōrero

Background

2. The scoping and planning of the Hutt River and Pinehaven Stream Floodplain Management Plans (FMPs) were completed in 2001 and 2016 respectively. The Plans recommend both structural, non-structural and environmental measures to reduce the flood risk to the respective floodplains with improvement to the environment. Greater Wellington Regional Council (Greater Wellington) has adopted a 40-year time frame to fully implement the Flood Management Plans (FMPs). Implementation of the FMPs commenced in 2001. This report updates the committee on the progress for implementing these plans.
3. The implementation of floodplain management planning is undertaken through three workstreams: Knowledge and Insights - Water (KIW); FMP Implementation; and Operations. Each workstream comes together to manage the Wellington Region's flood hazards by developing and reviewing floodplain management plans; implementing structural, non-structural and environmental measures to reduce the flood risk to the respective floodplains and improve the environment; and maintaining constructed works and river schemes.
4. During the 2020/21 financial year Flood Protection successfully obtained government funding from Kānoa - Regional Economic Development and Investment Unit (Kānoa) funding for resilient river communities. Kānoa set a number of core objectives it wanted achieved through the programme, which included: projects that were able to be completed within 1-3 years, of an infrastructure nature, and that would achieve broader cultural, social, economic and environmental outcomes. Based on these criteria, Greater Wellington selected projects from major project responses identified in Floodplain Management Plans (FMPs) and asset performance assessments, and through Greater Wellington workshops held prior to Covid19. The projects selected by Greater

Wellington were then submitted to Government as part of a joint package under the Regional Government sector organisation.

5. Kānoa granted Greater Wellington \$10.752 million for Greater Wellington’s programme of work within this initiative. While initially a 1-year programme, with value \$17.6 M, the programme finally comprised work at 22 different sites in 3 catchments over 2 ½ years, with budget value \$23.6 Million. The site locations are shown in [Figure 1](#).



Kānoa Resilient River Communities Programme
GW FLOOD PROTECTION - PROJECT LOCATIONS (Tranche 1)

Figure 1: Climate Resilience Programme site locations

6. This funding has allowed works to be undertaken as part of the implementation of the Hutt River FMP.

Te tātaritanga

Analysis

Floodplain Management Plan Implementation

Te Awa Kairangi/Hutt River Floodplain Management Plan (2001)

7. A major project delivery focus remains RiverLink. RiverLink is a partnership programme of work between Greater Wellington, Hutt City Council (HCC), Waka Kotahi NZ Transport Agency (Waka Kotahi), Ngāti Toa Rangitira and Taranaki Whānui. RiverLink is reported to this Committee separately, however, there have been significant milestones for the project in the programme in the last year which has moved from planning and consenting to delivery:

- a Resource consents and Notice of Requirements were granted in November 2022

- b The interim Alliance partners Aecom | Fletcher were appointed in April 2023
 - c Vacant possession of properties purchased by Greater Wellington started in late 2022 and continues into 2023.
 - d Demolition and house moving contracts were awarded by Greater Wellington to Ceres and Brittons respectively in mid-2023.
 - e A standalone RiverLink team supporting the programme across Greater Wellington was established in May 2023.
8. Kānoa funding has enabled work to be carried out at the following sites within Te Awa Kairangi/Hutt River, as shown in [Figure 1](#):
- a Site 1: Stokes Valley Stream weir
 - b Site 2: Pomare Rail Bridge stopbank
 - c Site 3a: River Road erosion
 - d Site 4: Wellington Golf Club (North) Right Bank erosion
 - e Site 5: Pomare Left Bank Erosion repair
 - f Site 6: Royal Wellington Golf Club Left Bank (South) erosion
 - g Site 7: Totara Park Horse Paddock Right Bank erosion
 - h Site 8: Manor Park Right Bank erosion
 - i Site 9: Gemstone Drive Reach erosion
 - j Site 10: Awakairangi Park (Right Bank) erosion
 - k Site 11: Port Road erosion

Kānoa programme status updates for 2022-2023 year:

Site 1: Stokes Valley Weir Repair and Fish Passage Construction – completed

9. A new, permanent rock weir was constructed in the Stokes Valley stream to replace the failed concrete block structure. Fish passage has been incorporated into the design, which includes 2 fish ramps and resting pools. Construction on the site was from April 2023 to August 2023. See [Figure 2](#) for a photo showing the completed fish passage. The weir is not shown due to Stokes Valley Stream being in flood.



Figure 2: Site 1 Stokes Valley Fish Passage

Site 3a River Road erosion repair – completed

10. Construction along River Road (State Highway 2), directly across the awa from the Royal Wellington Golf Club, took place from June 2022 to July 2022. This mahi comprised construction of three groynes to help protect the riverbank from erosion.

Site 7: Totara Park Horse Paddock Right Bank – completed

11. Across the river from River Road (State Highway 2) in Upper Hutt, one groyne was built along the riverbank to protect against erosion. Planting of willow trees was also undertaken to further protect against the erosion of the riverbank and planting of native plants carried out to increase biodiversity and community enjoyment. This work took place from July 2022 to August 2022.

Site 10: Awakairangi Park (Right Bank) – completed

12. Officers removed obstructions that were in the river (concrete blocks and boulders) and completed bed-recontouring work. This mahi will help protect against erosion of Awakairangi Park. This work took place in February 2023.

Site 11: Port Road - completed

13. Greater Wellington and HCC have worked together towards addressing erosion concerns for business and property owners in the Seaview area along Port Road, Lower Hutt. In the 2018/19 year, HCC completed temporary (ten year estimated life) repair work to a section of the erosion protection south of the Waiwhetu Stream mouth. Further protection along the bank from the mouth of the Waiwhetu Stream to Estuary Bridge (450 metres in total), which is the responsibility of Greater Wellington, was forecast to commence in 2031, however Kānoa funding has enabled advancing this mahi. The works are designed to protect against a 1% Annual Exceedance Probability (AEP) design event. Physical works took place from October 2022 to April 2023.

14. In addition to the physical works at Port Road, Broader Outcomes initiatives were completed at the site as well. Seven Pohutukawa trees were replaced at the site. Fishing platforms were built at the site after community request. Three penguin homes were installed at the site after penguin surveys were conducted. See [Figure 3](#) for penguin home installation and its newest resident.



Figure 3: Penguin homes installation and new resident

Sustainable Procurement:

15. Sustainable procurement was being incorporated into each of the Kānoa projects, ensuring deliverables for social well-being, social procurement, environmental responsibility, community involvement, and enhancement were all met in an effective and meaningful manner. These initiatives have so far achieved the following:
 - a Over 60,000 native plants were planted through these projects, with over a quarter being procured from Rimutaka prison.
 - b Poets Park's redevelopment includes two rongoā areas as a result of collaboration with Ngāti Toa on the park's design.
 - c The main-contractor for these projects created a wellbeing program that was rolled-out across the organisation. Four employees were trained as wellbeing champions and have delivered wellbeing workshops to all staff. To assist effective implementation of this programme, upper management went through strategy workshops, created policies and procedures, implemented an internal communications plan, and performed a baseline engagement survey.
 - d The main contractor also offered prostate testing for male employees, which make up most of their workforce.
 - e Career development of workers has also been strengthened through this programme. The main contractor has been able to support one young, wahine Māori worker to complete certification in business, one worker to receive their quarry manager certification, and another to gain hydro-excavation licensing.
 - f Each of the programme's four iwi partners (Ngāti Toa, Kahungunu ki Wairarapa, Taranaki Whānui, and Rangitāne) have brought their involvement to new heights through direct, paid involvement with Iwi Engagement Programme Service

contracts. They are involved in co-design of tree planting, signage, and mahi toi, amongst other works.

- g Through this programme, Greater Wellington has worked with iwi partners to strengthen the relationship between iwi and Ara Poutama Aotearoa (the Department of Corrections). Iwi are leading the approach and desired end result, with Greater Wellington helping to facilitate strategy and to connect the appropriate personnel. This engagement has the potential to create meaningful ways for inmates to reconnect to their whenua, whanau, and identity overall.

Te Awa Kairangi/Hutt River Environmental Strategy

- 16. A change request for the Kānoa programme of works was submitted in May 2021 to the Climate Resilience Advisory Board, increasing the programme budget (responsibility of Greater Wellington) and adding five projects to the programme, each project being a planned outcome of the Hutt River Environmental Strategy to enhance the river environment. These five projects are:
 - a Site 13: Poets Park Upgrade
 - b Site 14: Taita Park Upgrade and safety works
 - c Site 15: Manor Park Shared Pathway
 - d Site 16: Hulls Creek Bridge
 - e Site 17: Seton Nossiter culvert remediation (Porirua Stream)

Kānoa programme status updates for 2022-2023 year:

Site 13: Poets Park Upgrade – completed

- 17. Throughout the 2.5 km stretch of Poets Park, Upper Hutt, the park has been re-designed to increase recreational space (making it more pedestrian and cycle friendly) and to bring back biodiversity. More than 40,000 native plants have been planted. Rongoā gardens were also planted in the park, incorporating approximately 2,000 medicinal plants such as harakeke, kowhai, and manuka. Both carparks were upgraded to a chipseal to enable more parking and easier access. Mahi took place from October 2022 to April 2023.

Site 14: Taita Park Upgrade – completed

- 18. Throughout the 2km stretch of Taitā Park, Lower Hutt, more than 7,000 native plants/trees were planted. Mahi took place from August 2022 to October 2022.

Site 15: Manor Park Shared Pathway – completed

- 19. Work to build a walking and cycling path through Manor Park's beautiful native bush took place from September 2021 to August 2022. HCC managed this project. This work aimed to encourage more people to use healthier, more environmentally friendly ways to get around – like walking and cycling – to support national emission reduction goals.

Site 16: Hulls Creek Bridge – completed

- 20. A pedestrian/cyclist bridge was constructed over Hulls Creek, as a part of the popular Hutt River Trail. Over 500 native plants were planted and landscaping mahi completed. Mahi took place from August 2022 to October 2022. See [Figure 4](#) for bridge installation.



Figure 4: Hulls Creek Bridge installation

Operational matters – Te Awa Kairangi/Hutt River

21. The Te Awa Kairangi/Hutt River annual maintenance programme was completed within the allocated scheme budgets. Work is now underway with the 2023-24 work programme. Continuing to meet levels of service with current levels of resourcing is a challenge; this is covered in a separate paper to this subcommittee.
22. The implementation of the new river management resource consents for Te Awa Kairangi/Hutt River and Wainuiomata River have been difficult. We have been compliant with the consent conditions though we have not been able to commit the necessary resources to make the further improvements we would have hoped.

Knowledge and Insights - Water – Te Awa Kairangi/Hutt River and Waiwhetu Stream

23. The Hutt River and Waiwhetu flood hazard modelling is currently in progress and is due for completion before Christmas 2023. This modelling is being progressed to support the review of HCC's District Plan.
24. The Waiwhetu modelling is being progressed jointly with Wellington Water and is nearing Independent Audit.
25. The Hutt modelling is being finalised and is currently undergoing breach scenario modelling, and final peer review.

Flood Risk Management Planning

26. Following the completion of the flood hazard modelling for the Hutt and Waiwhetu flood risk management plans are proposed. For the Hutt this will be a review and reprioritisation of the major projects identified in the Hutt FMP. For the Waiwhetu this will be the commencement of a full flood risk management plan.

Asset and River Management

27. The Moonshine stopbank investigation will be progressed once the flood hazard modelling for the Hutt River has been completed.

Pinehaven Stream Floodplain Management Plan (2016)

28. The Pinehaven Stream Flood Management Plan (PSFMP) was completed in 2016 with a range of structural and non-structural flood risk management measures proposed. These measures will guide the long-term management of the catchment. The implementation of the plan is being led by Upper Hutt City Council (UHCC). Wellington Water Limited has been appointed by UHCC to act as the agent to complete the physical work. Funding for the PSFMP has been established through a Memorandum of Understanding with a 50/50 allocation between Greater Wellington and UHCC being confirmed. Reporting on this project is provided by Wellington Water.
29. The objective of the planned Pinehaven Stormwater Improvements project is to provide improved capacity and an effective and efficiently functioning stormwater infrastructure in the stream and its tributaries to a 4% Annual Exceedance Probability (AEP) flood event level, which will also contribute to the management of flood risk to habitable floor levels up to the predicted peak 1% AEP flood level.
30. 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).
31. The culvert upgrades and enabling works are complete. Funding for the full scope of works is now estimated by Wellington Water to cost \$57.4 million.
32. Hydraulic modelling has been undertaken to develop the phasing of works and prioritise work on stream capacity upgrades. This work will be primarily construction of new rock walls, widening the stream bed and replacement of a pedestrian bridge within Willow Park. The works will be delivered in Phases:
 - a Phase 1 – Culvert upgrades and enabling works (Complete)
 - b Phase 2 – Willow Park (Construction commencing in September 2023)
 - c Phase 3 – 28 Blue Mountains Road to Sunbrae Drive
 - d Phase 4 – Pinehaven roundabout to 28 Blue Mountains Road
 - e Phase 5 – Pinehaven reserve to Pinehaven Road
33. Over the past 12 months the project team have been undertaking Early Contractor Involvement to develop construction methodologies and subsequent construction management plans in accordance with the resource consent conditions for the stream capacity upgrades.
 - a All relevant management plans for Willow Park to commence are now certified by both Greater WellingtonRC and UHCC environmental compliance teams.
34. Progress on the key deliverables for the Pinehaven Stream Floodplain Management Plan is listed in [Table 1](#).

Table 1: Pinehaven Stream FMP key deliverables

Item	Progress	Status
Upgrading culverts (Phase 1)	Culvert upgrades at Sunbrae Drive and Pinehaven Road were installed with practical completion of the project achieved in January 2022. Refer to Figure 5	Completed
Enabling works (Phase 1)	Enabling works were completed alongside the culvert upgrades, with practical completion of the project achieved in January 2022.	Completed
Stream capacity and environmental improvement works	Details of the upcoming phases of work listed below.	Progressing – reduced scope
Willow Park (Phase 2)	HEB construction have mobilised on site within the 10A Blue Mountains Road property. Environmental controls are set up and vegetation clearance in progress. Refer to Figure 6 and Figure 7 .	Construction underway
28 Blue Mountains Road (Phase 3)	Construction planning underway	Indicative construction start mid-2024



Figure 5 Pinehaven culvert after the culvert was constructed (photo credit: GHD)



Figure 6 Willow Park vegetation clearance and setup for the stream bank upgrades (photo credit: GHD)



Figure 7 Willow Park vegetation clearance and setup for stream bank upgrades (photo credit: GHD)

Regional Initiatives

Flood Modelling

35. Greater Wellington is currently reviewing and updating the regional flood hazard modelling standard based on lessons from recently completed flood hazard modelling projects.

Flood Risk Management Planning

36. Greater Wellington is currently updating the flood risk management planning guidelines and assessing how these plans will be progress in the new Environment Group Operating model.

Flood Incident Management

37. Flood Forecasting – Greater Wellington is continuing to work on bringing Delft FEWs, our chosen flood forecast platform online. Testing and integration of Met Service products is ongoing and intended to be complete by Christmas 2023. In 2024 work will be carried out with our duty officers to integrate the system into Greater Wellington’s flood incident management procedures. Red Warning and the wider flood warning chain have been workshopped with the MetService, Wellington Region Emergency Management Office (WREMO) and Wellington Water and officers will continue to develop these conversations over the coming financial year.
38. Flood monitoring network improvements programme – This programme has been on hold due to staff changes but has now been reinvigorated. The programme is being reviewed in the like of recent extreme weather events to ensure system resilience during flood events is the top priority.
39. Automated Warning Systems – Greater Wellington is piloting a system to replace the manual phone-trees currently used to promulgate flood warnings in the Wairarapa.

Officers have worked through an extensive market sounding exercise and are piloting a TNZ system currently in operation in the Bay of Plenty. Officers are currently selecting a phone list for use in the pilot and intend to have this phase running for six months after which, if successful, the automated system will be rolled out across the region.

40. Asset Emergency Plans – Greater Wellington has commenced a programme of developing emergency plans for assets that have been identified through the annual asset performance inspections as being below standard. These action plans will have in place temporary trigger levels, evacuation plans, and specific response plans in the event a flood event occurs before the assets can be brought back up to the required standard.

Summary of progress

Implementation progress

41. In the 2021-31 Long Term Plan, the resilient future community outcome for flood protection has the strategic priority of ‘communities safeguarded from major flooding’. The level of service is to ‘provide the standard of flood protection agreed with communities’, with the performance measure ‘major flood protection and control works are maintained, repaired and renewed to the key standards defined in the relevant documents’. Implementing the FMPs helps achieve this strategic priority.
42. RiverLink also has a performance measure of ‘Implement RiverLink in accordance with the approved preliminary design’, with a target for 2022/23 of ‘Construction started’.
43. Table 2 shows the FMP structural measures implemented as a percentage of progress of the recommendations within the respective FMPs. Please also refer to the attachments to this report for further detail. Please note that Wellington Water have changed the way that project progress is reported, as referred to in the footnote.

Table 2: Implementation Progress (structural measures)

FMP or Scheme	Actual % Complete to June 2022	Actual % Complete to June 2023
Hutt	41%	44%
Pinehaven	(47% ¹)	29%

44. [Table 3](#) outlines the financial summary of the implementation of the FMPs. These figures are based on the original FMP costs Hutt 1999 (estimate \$78 million) and Pinehaven 2014 (estimate \$5 million). The figures in [Table 3](#) below have been indexed to 2023 dollar values using reserve bank CPI calculator. (Noting that: Index value based

¹ Wellington Water has changed the way that the % complete is reported on and now use their current project costs, planning out the work in a phased approach, and have separated out the project with their own budgets to more closely monitor this. This change in reporting will align with their monitoring of each of the projects/phases within the programme of works and will provide a more consistent approach going forward with a real link to how works are actually being carried out. This does result in a drop in % complete from that reported on last year (47%). This is due to the change of approach to % complete with the lack of progress on physical works over the last year and the increase in estimates.

on 30 June value. No inflation included for year estimate originated. General CPI values have been used.)

Table 3: FMP Implementation Financial Summary

River	Original FMP Total 40 year estimate (\$M) - Adjusted for Inflation	Expenditure to June 2022(\$M) ²	Total Budgeted to 2031 (\$M) ²	Total expenditure forecast to 2031 (\$M) ²
Hutt	141.5	176.3	247.5	423.8
Pinehaven	6.3	7.1	4.5	11.6

Ngā hua ahumoni

Financial implications

45. For this reporting period, projects are within the current flood protection budgets.
46. Kānoa funded projects required part funding from Greater Wellington, and officers have brought LTP funding forward to enable the gains for these projects to be realised.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

47. 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.
48. 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.
49. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Board.
50. 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

51. 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.
52. 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.

53. The greenhouse gas (GHG) 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 GHG inventory.
54. Heavy machinery will also be used to carry out the work proposed in these projects. The emissions from these have not been estimated. However, in the 2018-19 year use of heavy machinery mainly for flood protection works at Greater Wellington represented two percent of the total organisational carbon footprint (835 tCO₂e).
55. Quarry selection will be the single largest determinant of project emissions. While it seems likely that quarry operations could be improved to reduce emissions to some extent, the avoidance of long-distance transport of the rock is the most obvious means to minimise emissions. This was looked into as part of procurement for projects, however scarcity of rock supply and lack of suitable material made any emissions avoidance extremely difficult.
56. Targeted planting was carried out to mitigate CO₂ emissions for the Kānoa projects.
57. 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 1 metre for District Planning and 1.3 metres for infrastructure planning.

Ngā tūāoma e whai ake nei

Next steps

Te Awa Kairangi/Hutt River Floodplain Management Plan (2001)

58. Progress the RiverLink project: commence construction; continue community connection and project awareness.
59. Maintain planting and monitoring of Belmont wetland.
60. Gauging and monitoring improvements
61. Continue reviewing and updating the regional flood hazard modelling standard, updating the flood risk management planning guidelines and flood emergency planning and projects
62. Continue FMP and Environmental Strategy Projects as budgets allow.

Pinehaven Floodplain Management Plan (2016)

63. Progress the stream capacity and environmental improvement works.

Ngā āpitihanga

Attachments

Number	Title
1	Hutt Floodplain Management Plan summary progress table
2	Pinehaven Floodplain Management Plan summary progress table
3	Floodplain Management Planning Implementation 2022/23 presentation

Ngā kaiwaitohu

Signatories

Writers	Sharyn Westlake – Team Leader, Floodplain Management Plan Implementation Andy Brown – Team Leader Knowledge - Water Hamish Fenwick – Team Leader Flood Operations Delivery
Approvers	Jack Mace – Hautū Whakatutuki Director Delivery Lian Butcher – Kaiwhakahaere Matua, Taiao Group Manager, Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or Committee's terms of reference</i> The Subcommittee has delegated authority to review and monitor periodically the effectiveness and delivery of FMPs for Te Awa Kairangi/Hutt River Floodplain
<i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i> 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.
<i>Internal consultation</i> Specific projects consult with groups and departments across Greater Wellington where relevant to that project.
<i>Risks and impacts: legal / health and safety etc.</i> The purpose of implementation floodplain management plans is to reduce the risk to communities and improve the region's resilience.

Hutt Floodplain Management Plan summary progress table

Updated 26/9/23											September 2023			
TOTALS IMPLEMENTATION HUTT FMP											Date AMP	COST \$M 2001 FMP	Target % at completion	Percent Complete to date
											2000-2051	\$77.76	100.00%	44.34%
REACH 1 : River Mouth to Estuary Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	4.69%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	2.35%	HRFMP (Page #)				
River Mouth Channel Works	1	6	after 2010	2032-2035	\$3.65	4.69%	Partially complete	0.5	2.35%	52				
REACH 2 : Estuary Bridge to Ava Rail Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	17.16%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	6.71%	HRFMP (Page #)				
Shandon golf course (RB) stopbank	2	2	after 2010	Ava Woolen Mills (2028-2034)	\$1.72	2.21%			0.00%	54				
Light rock protection works (Estuary to Ava rail bridge)	2	2	after 2010	Ava Woolen Mills (2028-2034)	\$0.43	0.55%	Partially complete	0.5	0.28%	54				
Woolen mills (Estuary to Ava LB) stopbank	2	6	after 2010	Ava Woolen Mills (2028-2034)	\$3.99	5.13%			0.00%	54				
Relocation and rock lining (Estuary to Ava LB)	2	6	after 2010	Ava Woolen Mills (2028-2034)	\$2.20	2.83%			0.00%	54				
Ava rail bridge investigations	2	1	2000-2002	Alicetown Strand Project (2000-2010)	\$0.23	0.30%	Complete	1	0.30%	54				
Ava rail bridge waterway improvements	2	1	2003-2008	Alicetown Strand Project (2000-2010)	\$4.77	6.13%	Complete	1	6.13%	54				
REACH 3 : Ava Rail Bridge to Ewen Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	38.14%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	20.53%	HRFMP (Page #)				
Strand park (Ava to Ewen RB) river realignment and land purchase	3	3	2000-2005	Alicetown Strand Project (2000-2010)	\$4.45	5.76%	Complete	1	5.76%	56				
Strand park stopbank upgrade (Ava to Ewen LB)	3	1	2000-2010	Alicetown Strand Project (2000-2010)	\$2.64	3.40%	Complete	1	3.40%	56				
Tama Street stopbank upgrade (Ava to Ewen RB)	3	3	2000-2010	Alicetown Strand Project (2000-2010)	\$2.48	3.19%	Complete	1	3.19%	56				
Melling Bridge investigations	3	3	2001-2002	RiverLink (2015-2028)	\$0.06	0.08%	Complete	1	0.08%	56				
Daly Street (Ewen to Melling RB) stopbank upgrade and land purchase	3	1	2008+	RiverLink (2015-2028)	\$4.61	5.93%	In Design + land	0.5	2.96%	56				
Marsden Bend (RB) channel works	3	3	after 2010	RiverLink (2015-2028)	\$1.91	2.46%	In Design		0.00%	56				
Pharacyrn St (Ewen to Melling RB) stopbank	3	3	after 2010	RiverLink (2015-2028)	\$3.70	4.76%	In Design		0.00%	56				
Riverside car park channel works (LB) and light protection works (Ewen to Melling LB)	3	1	after 2010	RiverLink (2015-2028)	\$1.78	2.29%	In Design		0.00%	56				
Land for Melling Bridge Upgrade	3	14	after 2010	RiverLink (2015-2028)	\$8.00	10.29%	In Design + land	0.5	5.14%	56				
REACH 4 : Melling Bridge to Kennedy Good Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	11.75%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	10.71%	HRFMP (Page #)				
Melling to Kennedy Good Bridge channel works	4	1	after 2010	RiverLink (2015-2028)	\$1.11	1.43%	In Design + land	0.5	0.71%	58				
Melling Bridge (RB) stopbank upgrade	4	3	after 2010	RiverLink (2015-2028)	\$0.26	0.33%	In Design		0.00%	58				
Boulcott Golf Course (LB) stopbank upgrade and land compensation	4	1	after 2005	Boulcott (2010-2013)	\$5.44	7.00%	Complete	1	7.00%	58				
Connolly Street (LB) stopbank and land purchase	4	1	after 2010	Boulcott (2010-2013)	\$2.33	3.00%	Complete	1	3.00%	58				
REACH 5 : Kennedy Good Bridge to Pomare Rail Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	5.61%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	0.91%	HRFMP (Page #)				
Kennedy Good Bridge to Pomare (LB) stopbank upgrade	5	4	after 2010	KGB Pomare (2037-2042)	\$0.86	1.11%			0.00%	60				
Vegetation at Kennedy Good Bridge to Pomare rail bridge (LB/RB)	5	14	after 2010	KGB Pomare (2037-2042)	\$1.63	2.10%			0.00%	60				
House Raising at Belmont to 1900	5	8	after 2010	KGB Pomare (2037-2042)	\$0.45	0.58%			0.00%	60				
Rock protection at Belmont, Nash St. and Pomare Rail Bridge (LB/RB)	5	4	after 2010	KGB Pomare (2037-2042)	\$1.42	1.83%	Partial Work	0.5	0.91%	60				
REACH 6 : Pomare Rail Bridge to Silverstream Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	2.98%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	0.00%	HRFMP (Page #)				
Pomare rail bridge to Silverstream Bridge channel works (LB/RB)	6	13	after 2010	Manor Park Pomare (2041-2051)	\$1.34	1.72%			0.00%	62				
Manor Park stopbanks to 2300	6	13	after 2010	Manor Park Pomare (2041-2051)	\$0.98	1.26%			0.00%	62				
REACH 7 : Silverstream Bridges to Moonshine Bridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	5.85%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	0.64%	HRFMP (Page #)				
Moonshine Bridge investigations	7	10	2001-2002	Trentham to Whakatiki (2032-2036)	\$0.06	0.08%	Investigation begun	0.5	0.04%	64				
Moonshine bridge waterway upgrade	7	10	after 2010	Trentham to Whakatiki (2032-2036)	\$3.31	4.26%			0.00%	64				
Whitnaki Crescent stopbank to 2300	7	5	2004-2006	Trentham to Whakatiki (2032-2036)	\$0.47	0.60%	Complete	1	0.60%	64				
Trentham to Whakatiki stopbank (part)	7	8	after 2010	Trentham to Whakatiki (2032-2036)	\$0.71	0.91%			0.00%	64				
REACH 8 : Moonshine Bridge to Whakatiki River														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	2.89%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	0.00%	HRFMP (Page #)				
Trentham to Whakatiki (LB) stopbank (part)	8	8	after 2010	Trentham to Whakatiki (2032-2036)	\$2.00	2.57%			0.00%	66				
Moonshine to Maoribank (LB) channel works (part)	8	10	after 2010	Trentham to Whakatiki (2032-2036)	\$0.25	0.32%			0.00%	66				
REACH 9 : Whakatiki River to Norbert St. Footbridge														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	8.31%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	0.00%	HRFMP (Page #)				
Totara park stopbanks to 2300	9	10	after 2010	NOT IN AMP	\$1.42	1.83%			0.00%	68				
Elbow park channel upgrade	9	10	after 2010	NOT IN AMP	\$1.41	1.81%			0.00%	68				
Whakatiki to Maoribank (LB) stopbank	9	10	after 2010	NOT IN AMP	\$0.28	0.36%			0.00%	68				
Moonshine to Maoribank channel works (part)	9	10	after 2010	NOT IN AMP	\$3.35	4.31%			0.00%	68				
REACH 10 : Norbert St. Footbridge to Gemstone Drive														
WORK REQUIREMENT	REACH	PRIORITY	DATE 2001 FMP	DATE AMP	COST \$M 2001 FMP	2.61%	STAGE	% Complete (0 = not complete, 0.5 Part complete, 1 = complete)	2.49%	HRFMP (Page #)				
Norbert Street footbridge to Akatarawa Channel works	10	14	2004-2005	2037-2042	\$0.34	0.44%	Complete	1	0.44%	70				
Akatarawa Road (LB) floodwall at 1900	10	12	2004-2005	2037-2042	\$0.72	0.93%	Complete	1	0.93%	70				
Gemstone Drive channel works to 1900	10	12	2005-2006	2037-2042	\$0.64	0.82%	Complete	1	0.82%	70				
Gemstone Drive (LB) stopbank to 1900	10	12	2005-2006	2037-2042	\$0.15	0.19%	Complete	1	0.19%	70				
Bridge Road House Raising to 1900	10	7	2003-2007	NOT IN AMP	\$0.18	0.23%	Partial Work	0.5	0.12%	70				

Pinehaven Floodplain Management Plan summary progress table

Physical Works & Consultancy							
Stage	Budget/Contract value	Actual	Remaining budget	% Complete	Forecast at Completion	Variance at Completion	Comment
Phase 1 (Culverts)	\$12,349,839	\$12,349,839	\$0	100%	\$12,349,839	\$0	
Chargeable works to UHCC							
Property purchase	\$2,182,956	\$2,182,956	\$0	100%	\$2,182,956	\$0	
Culvert purchase	\$484,000	\$484,000	\$0	100%	\$484,000	\$0	
Roundabout construction	\$230,541	\$230,541	\$0	100%	\$230,541	\$0	
Phase 2 (Willow Park)	\$6,078,571	\$1,436,402	\$4,642,169	24%	\$6,078,571	\$0	Includes \$778k spent in FY2023 for early procurement
Phase 3 (28 BMR to Sunbrae Drive)	\$6,330,000	\$0	\$6,330,000	0%	\$6,330,000	\$0	
Phase 4 (28BMR to Pinehaven Roundabout)	\$10,760,000	\$0	\$10,760,000	0%	\$10,760,000	\$0	
Phase 5 (Pinehaven reserve to Pinehaven Roundabout)	\$18,960,000	\$0	\$18,960,000	0%	\$18,960,000	\$0	
Total Costs	\$57,375,907	\$16,683,738	\$40,692,169	29%	\$57,375,907	\$0	
Contingency							
Item	Contingency Reserve		QRA Contingency Estimate		Remaining QRA Contingency Estimate		Comment
Project contingency							Included in estimates above
Project funding risk	\$2,868,800		\$0		\$2,868,800		
Sub-total	\$2,868,800		\$0		\$2,868,800		
Forecasted outturn cost					\$60,244,707		

Te Awa Kairangi/Hutt River and Pinehaven Stream Annual FMP Implementation Report

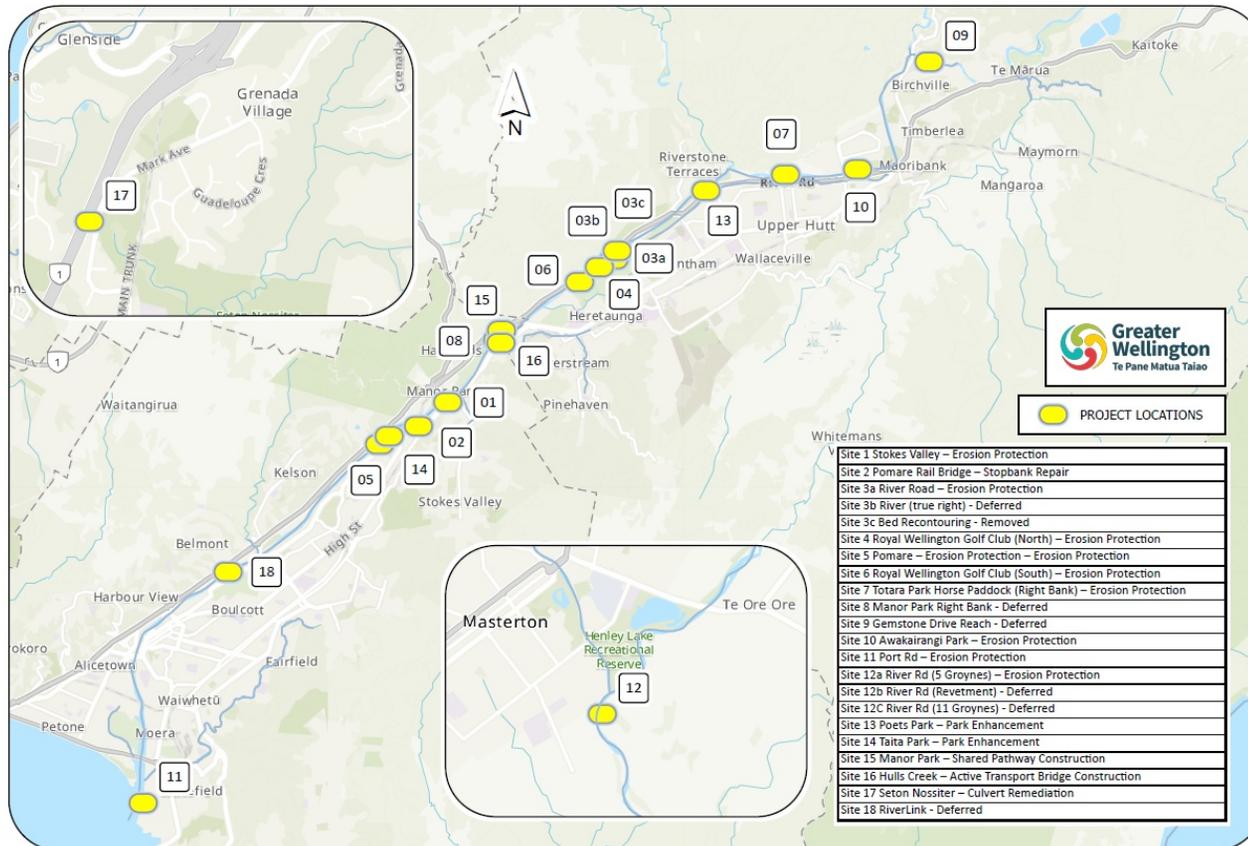
June 2022 – June 2023

Presented by:

Sharyn Westlake - *Team Leader, Floodplain Management Plan Implementation, Greater Wellington Regional Council*



Climate Resilience Programme



Kānoa Resilient River Communities Programme
GW FLOOD PROTECTION - PROJECT LOCATIONS (Tranche 1)

Drawn: COOPR, 19 April 2022, Updated 3 May 2023
File Ref: PDU Show/Ready Projects April 2022 - Site Map - 2023.aprx
Plotted 1:50 pm, 4/05/2023

MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HĪKINA MĀKAMĀKATU



Initially

1.5 year duration
Value \$17.6M - funded:
Kānoa \$10.7M / GW
\$5.7M / MDC \$0.34M

Finally

2.5 years duration
Value \$23.6M – funded:
Kānoa \$10.7M / GW
\$12.5M / Other co-
funders \$0.4M

Te Wai Takamori o Te Awa Kairangi - RiverLink

- Resource consents and Notice of Requirements granted November 2022
- Interim Alliance partners Aecom | Fletcher appointed April 2023
- Vacant possession of properties purchased by GW started late 2022 and continues 2023.
- Demolition and house moving contracts were awarded by GW to Ceres and Brittons mid-2023.
- GW RiverLink team established May 2023.



Site 1: Stokes Valley Weir Repair and Fish Passage



Before



After

Site 3a: River Road Erosion Repair – 3 groynes



Before

After



Site 7: Totara Park Horse Paddock – replacing damaged rock groyne



Before



After

Site 10: Awakairangi Park – removed damaged structure and bed recontouring

Attachment 3 to Report 23.385



Before



After

Site 11: Port Road – rock revetment

Attachment 3 to Report 23.385



Before



After



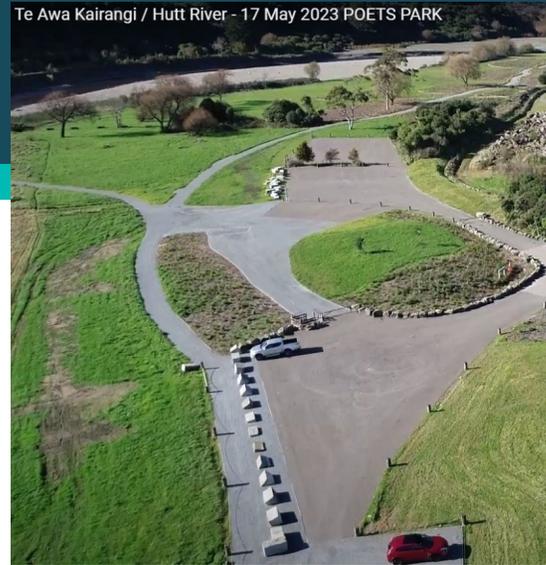
Penguin Home

Environmental Outcomes

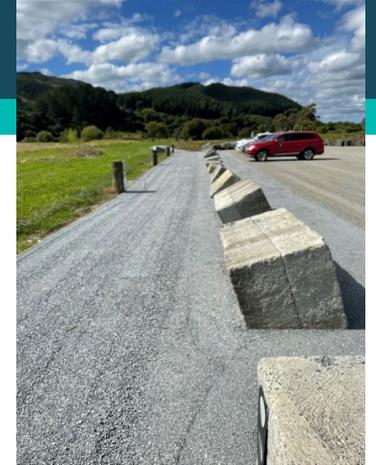
Te Awa Kairangi / Hutt River - 17 May 2023 POETS PARK



Te Awa Kairangi / Hutt River - 17 May 2023 POETS PARK



Attachment 3 to Report 23.385



Te Awa Kairangi / Hutt River - 17 May 2023 POETS PARK



Poets Park



Environmental Outcomes 2



Hulls Creek Bridge



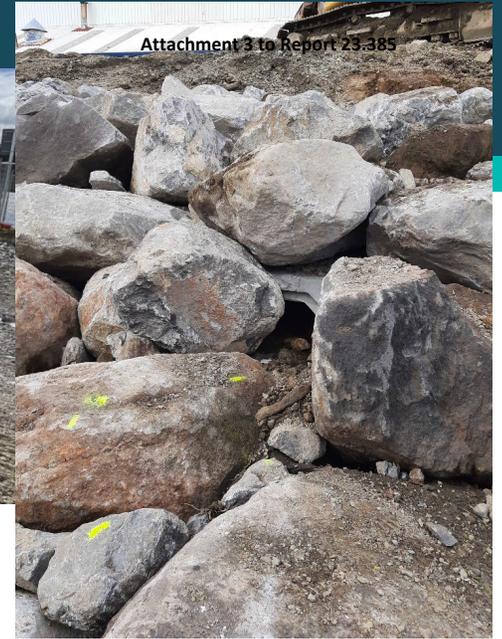
Manor Park trail



Manor Park trail



Port Road fishing platform

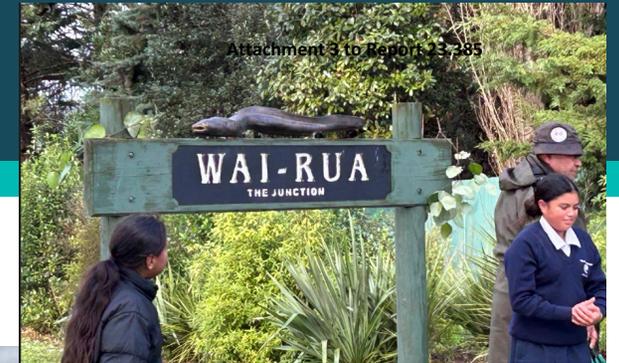


Port Road penguin motel



Taita Park enhancement

Broader Outcomes Achievements



Objective	What's been achieved – key highlights
Deliver social wellbeing outcomes	<ul style="list-style-type: none"> 90+ people have benefitted from wellbeing training 4 wellbeing leaders trained 120 people have access to EAP services 30+ people employed from under-represented demographic groups 53 skin cancer vouchers provided
Expanding career opportunities for construction workforce	<ul style="list-style-type: none"> 34 of MAL team trained to support career advancement <ul style="list-style-type: none"> 12 of these have new machine operator skills
Support Māori-owned business / workforce	<ul style="list-style-type: none"> 10,000+ MAL worker hours Two people from Ngāti Toa hired by MAL
Te-wao-nui	<ul style="list-style-type: none"> over 18,700 trees sourced from Rimutaka Prison 30+ hui 5 groups now involved Programme commenced Matariki 2023

Broader Outcomes Success

- Engage
- Listen
- Explore new ideas
- Build relationships
- Support iwi-led initiative
- People
- Budget

Restoring the tangata to the whenua



Climate Resilience Programme Success

- Enabled developing and upgrading river management and flood protection works through a co-investment partnership approach with central government.
- FMPs and Environmental Strategies, as agreed with the Community, delivered ahead of the current schedule in the Council's Long-Term Plan and Infrastructure Strategy.
- Larger projects identified through asset performance assessments completed
- Savings to the rate payer of \$10.9M (Kānoa, MDC and KiwiRail funding).
- Improved climate resilience protecting people, property and key infrastructure from flooding and erosion
- Improvements to riverside spaces through planting and trail enhancements.

Climate Resilience Programme Success and What's Next

- Enabled broader outcomes initiatives to be progressed (cultural, social, environmental and economic).
- Lessons for the future – helping us be more resilient to unprecedented weather events and flooding
- Government, through Kānoa, has been asked to fund a second tranche of proposed projects based on the success of the first tranche, to:
 - Continue to build on existing collaborative frameworks
 - Work toward instituting a genuine partnership with government
 - Carry on with the essential longer-term programme of flood risk management work needed.

Pinehaven Stream



Operational Matters – River Works



Building rock groyne at Whakatikei



Attachment 3 to Report 23.385

Willow tethering at Belmont



Safety fencing at Gibbons St erosion site

Operational Matters – Environmental Strategy Implementation



Recreational facilities management and seat installation



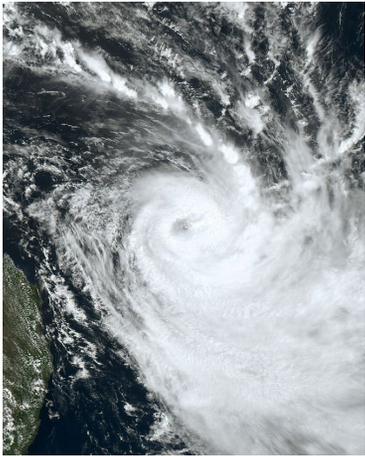
Operational Matters

Keeping the river channel clear

Attachment 3 to Report 23.385

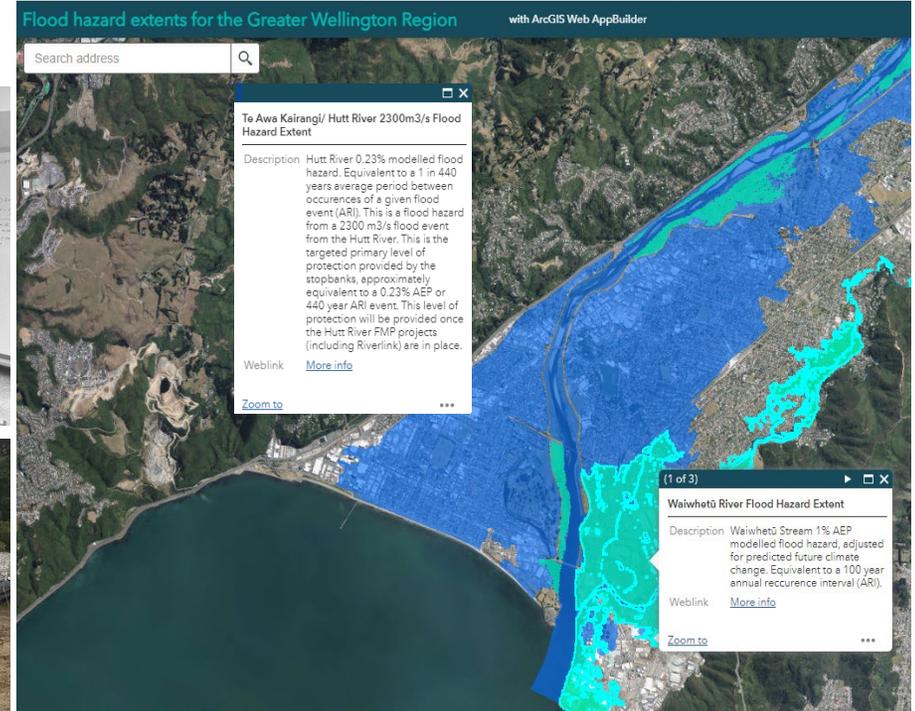


Planning and Emergency Management



<https://www.thepost.co.nz/a/nz-news/350007890/the-perfect-wellington-storm-could-test-even-our-best-laid-emergency-response-plans>
Ethan Te Ora – May 6th 2023

GWRC Situation Report (SitRep)			
Details			
Report date & time	17-02-2023 10:00	GWRC Incident category	MODERATE
Incident name/reference	12FEB2023-ExtC-Gabrielle		
Local classification (by EOC Area)			
Wairarapa	MODERATE	Kāpiti	MINOR
Upper Hutt	MINOR	Porirua	MINOR
Hutt	MINOR	Wellington	MINOR
Incident summary			



Work Planned for 23/24

FMP	Mahi
Hutt FMP	Progress RiverLink Belmont Wetland – maintain and monitor Continue FMP and Environmental Strategy Projects
Pinehaven FMP	Progress stream capacity and environmental improvement works
Other	Gauging and monitoring improvements Continue process, planning and project work

Questions?

Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023
Report 23.495



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. (*Workstream initiated following last meetings workshop*)
- 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 (*Annual Reports presented at this meeting*).
- k Overview of the new Environment Group.
- l Reviewing of the Floodplain Management Plan (FMP).
- m Waiwhetu FMP (To progress 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 23.519*).
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:
 - a **Engineering outcomes** – Building infrastructure to protect communities against flood damage and the impacts of climate change.
 - b **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. The Climate Resilience programme has received practical completion for all projects. These protect the Wellington Region from erosion and flooding and enhance the environment. A few of the many programme highlights are:
 - a 15 projects have been completed
 - b Greater Wellington’s main contractor Mills Albert received the Wellington Gold ACC Workplace Safety Award winner – providing civil construction services.
 - c Māori Owned Businesses provided \$11.1 million of services to support our mahi.
 - d Greater Wellington supported Te Wao Nui through its inception and development. This is an Iwi led programme to support tane and wāhine on their release from Wellington’s Arohata and Rimutaka Prisons, reconnecting them to their whakapapa, whenua, whanau, and marae. The August 2023 Pānui from Te-Wao-Nui Project is included as [Attachment 1](#) to this report.
 - e Over \$800,000 was saved from the programme budget of \$23.8 million
11. The final steps of handover and financial close out will continue for most sites.

Pinehaven Stream

12. 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.
13. 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).
14. We are 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 have been developed, to enable them to be included in Long Term Plan deliberations over the next few months.
15. An unfortunate fire resulted in significant damage to 28 Blue Mountains Road and has expedited the need to demolish this property. All occupants safely evacuated the property and we assisted them to find alternative accommodation. Wellington Water have been asked to manage the demolition.

Operations Delivery

16. Following the successful riverbed recontouring work between Melling Link and Kennedy Good Bridge, the second stage of this operation has commenced, with the appointment of a contractor (Dixon and Dunlop Ltd) who will extract approximately 20,000m³ of gravel material to improve the river channel flow capacity and support river management for erosion mitigation. The extracted gravel is being used by Te Wai Takamori o Te Awa Kairangi (RiverLink) and is initially being placed against the existing eastern stopbank (river side face) upstream of Melling Bridge. The work is expected to take approximately three months to complete.
17. *Signage* – Greater Wellington Te Awa Kairangi ‘welcome entry’ signage is ongoing 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.
18. Work is 95% complete with 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.
19. Routine maintenance of fence line vegetation is to begin to manage the spring growth with the river corridor.
20. A focus on routine mowing on the river berm and stopbanks to manage the spring growth will continue.
21. A specific work programme has been developed for river berm tree pruning and removal for the entire length of the Hutt River corridor, this work is programmed to begin in October 2023 and continue through until April 2024.
22. Planning is underway to undertake the rock maintenance programme, this work involves re-stacking and placing new rock to 32 rock assets in both the dry and wet channel and has triggered the need for a site-specific environmental monitoring plan. The physical rock maintenance is scheduled to begin in December and will continue though until the end of April 2024.
23. 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.
24. Hutt City Council have approached Greater Wellington for input into their signage review (Waka Kotahi Guidelines) for micro-mobility modes of transport (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.

Flood Hazard Modelling

25. 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. A key outcome from this is how the information will be used to direct new development on the floodplain away from areas where water would flow across the floodplain in the event of overtopping or failure of the stopbanks. 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

26. For this reporting period, projects are within the current flood protection budgets.
27. Kānoa projects required 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

28. 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.
29. 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.
30. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Board.
31. Cultural liaison or co-design contracts were signed by Te Rūnanga o Toa Rangitira Inc., Rangitāne o 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

32. 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.
33. 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.
34. 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.

35. Targeted planting has been carried out to mitigate CO₂ emissions for the Kānoa projects.
36. 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.
37. 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.
38. 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 āpitihanga
Attachments**

Number	Title
1	Te-Wao-Nui Project August 2023 Pānui

**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
Approvers	Jack Mace – Hautū Whakatutuki Director Delivery Lian Butcher – Kaiwhakahaere Matua, Taiao Group Manager, Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or Committee's terms of reference</i> The Subcommittee's specific responsibilities include <i>"reviewing periodically the effectiveness of implementation and delivery of Floodplain Management Plans for the Te Awa Kairangi/Hutt River floodplain"</i> .
<i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i> 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.
<i>Internal consultation</i> Specific projects consult with groups and departments across Greater Wellington where relevant to a project.
<i>Risks and impacts: legal / health and safety etc.</i> The purpose of implementation floodplain management plans is to reduce the risk to communities and improve the region's resilience.

Te-Wao-Nui Project



August 2023 Pānui:



Te-Wao-Nui Project August 2023:

This August brought forth some incredible highlights, one that should be celebrated is the development of our kaiahu-tāne (nurturers). Earlier this year and for others, last year - we wove together a collective of male pillars from within our community. Throughout this time, they have been shaping and contributing to the development of this project and our ngāhere-o-tāne programme.

Last July, our kaiahu-tāne were a part of the launching of ngāhere-o-tāne, as they were the first roopu to traverse through our wānanga. This was an opportunity for our kaiahu-tāne to unpack the processes of our rehabilitation approach, and explore how they may weave their experiences and pūkenga to nurture other tāne who engage in our programme in the future.

All of our kaiahu-tāne returned and engaged in our weekly tupuranga-tāne hui, as they supported the preparations and facilitation of our August 2023 wānanga.

It was incredibly empowering to see our kaiahu-tāne, hold space, share wisdom and nurture our new roopu of men through the rite-of-passage.

He whakanuia:

This month our Nurturers of Change Trustees and their whānau celebrated the recent success and development of Te-Wao-Nui and ngāhere-o-tāne.

It was a great opportunity for all our whānau to come together, connect, reflect and prepare for the future.

We are extremely grateful for all the hands that have nurtured and continue to nurture us.



August 2023 Pānui:

Attachment 1 to Report 23.495



August wānanga 2023:

This August we held our first public wānanga, which received incredible response from whānau and services within the Wairarapa and Wellington region.

Our August wānanga wove together 12 tāne, each with diverse ethnicities, experiences and stories.

During this wānanga our tāne embarked on a powerful journey through the sacred rite-of-passage. A hikoī from the womb into manhood, an opportunity to unpack and reflect on our lives, to better innerstand our true authentic selves.

As our tāne began to untangle their many knots of intergenerational and direct trauma, they began receiving new threads by learning whakapapa kōrero, exllpring and re-creating pūrakau Māori, planting native rākau and immersing themselves into te taiao (natural environments).

Post wānanga:

Since wānanga, all of our tāne have returned and woven into our weekly tupuranga tāne hui, alongside our kaiahu tāne. The feedback from our Men has been transformative, many stating, "they are not the same person they were before wānanga". Many also sharing, that their whānau back home have recognized a huge shift in growth and transformation. Since wānanga our Men have created their own ecosystems of relationships, often nurturing and holding space for each other outside of the ngāhere-o-tāne programme. All of our Men have chosen to return to our September wānanga, and are currently preparing themselves as their new role as TUĀKANA.

Vol. 02 Newsletter

Hononga:

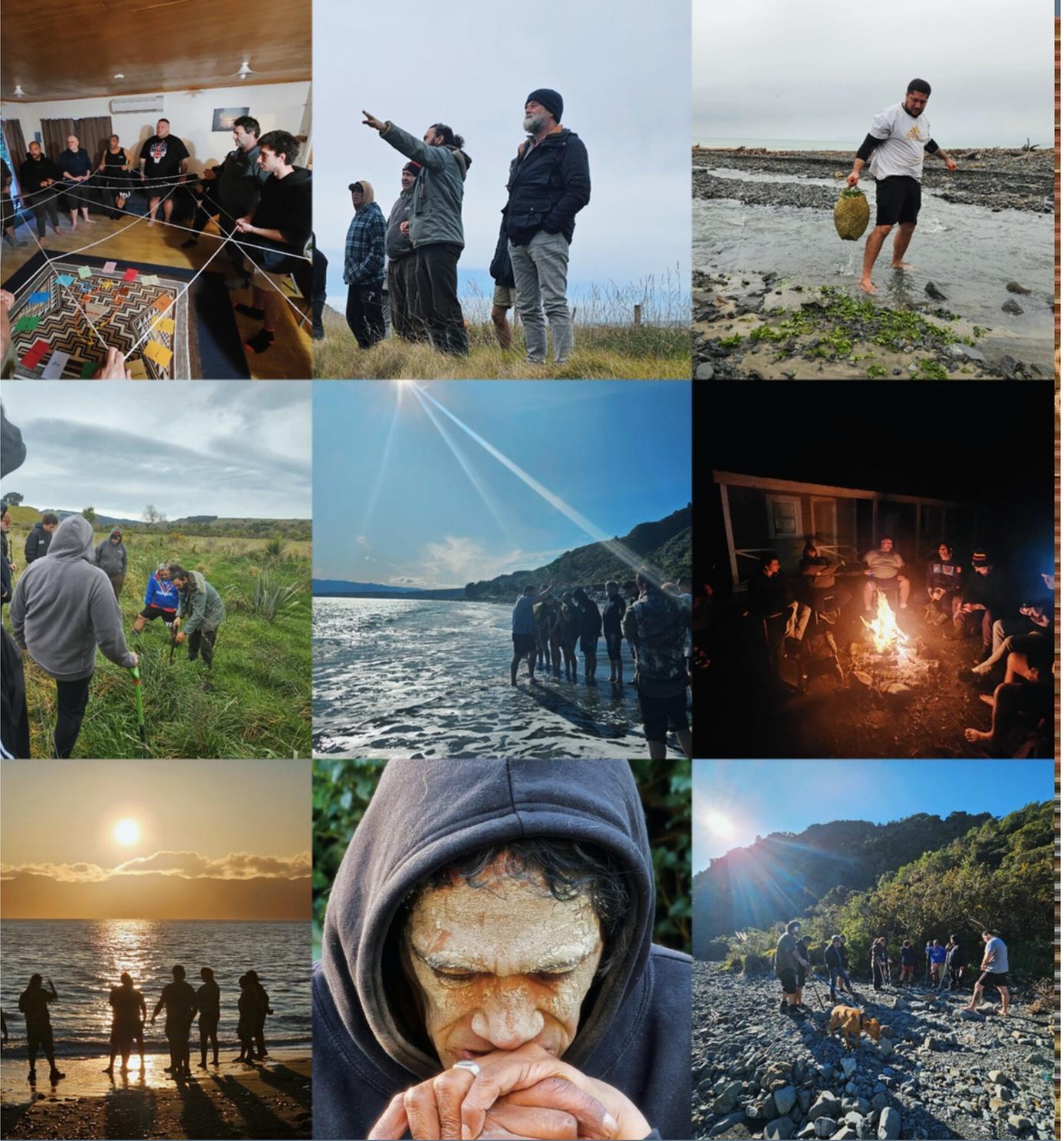
This month our ngāhere-o-tāne roopu was invited to present at the Ministry of Business, Innovation and Employment. Eight of our tāne were present, each sharing a powerful insight into their journey through trauma. This was a milestone moment for these Men and our roopu, as many of them have never openly shared their lived experience in public before.



Ngāhere-o-tāne wānanga

Attachment 1 to Report 23.495

18 – 20 August 2023



For more info: Anaru@ahucollective.com

Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023
Report 23.459



For Information

FLY TIPPING ON TE AWA KAIRANGI UPDATE

Te take mō te pūrongo

Purpose

1. To report back to the Te Awa Kairangi Subcommittee on actions taken to prevent fly tipping (particularly around Te Awa Kairangi), and on options available to Greater Wellington to deter and prosecute fly-tipping.

Te horopaki

Context

2. On 18 August 2022 a paper was presented to Environment Committee on the issue of fly tipping along Te Awa Kairangi. The Committee requested officers to explore a fines regime and look at other options to address the illegal dumping issue.
3. Ongoing river ranger patrols, litter enforcement and fly tipping controls have continued. Work has been undertaken to use barriers to restrict vehicle access to fly tipping areas, areas have been tidied and beautified to deter illegal activity, media campaigns have occurred, and infringements have been issued through Hutt City Council.

Te tātaritanga

Analysis

4. Following is an assessment of each of the actions that were suggested in the 2022 paper.
5. The Flood Operations team have been working with Territorial Authorities (TA) and with Environmental Regulation about how we could use our own existing powers more effectively. Rubbish is managed under the Litter Act 1979 which is enforced by TAs. This is the preferred method of operation as leaving this responsibility with the relevant TA means that extra responsibility is not put on staff whose primary purpose is that of Flood Operations. Providing reports of fly tipping to the relevant TA is assisted through the in-house fly-tipping app which was developed as a repository for our internal data.
6. There is significant engagement and a proactive collaborative approach with Hutt City Council (HCC), who have issued 100 litter infringement fines since May 2022 and sent out 100 litter/illegal dumping related warning letters. Warning letters are issued when there is no supporting evidence for a litter infringement fine to be issued (e.g. the full name of the offender is not known, the registration number of a vehicle used for dumping doesn't match the complainant's description of the vehicle, a complainant has no evidence of an offender carrying out an offence).

7. More recently HCC have acted on three specific cases where Greater Wellington has reported fly tipping. These involve a contractor dumping rocks at the riverbank (successfully infringed), a large dumping in a river trail carpark (one individual successfully infringed, two others had infringements cancelled as their trailer had been stolen) and a further dumping in a river trail carpark (couldn't infringe as the property owner wasn't able to pass on the tenants' details).
8. According to Upper Hutt City Council (UHCC) officers, they have not adopted the litter infringement fee schedule under the Litter Act. Therefore, although there are warranted officers within that team they don't have the infringement provisions to use. Greater Wellington should advocate to UHCC that they go through the process to be able to infringe and follow a similar approach to HCC.
9. Currently the litter infringement from the Litter Control Act is capped at \$400, which doesn't always act as a serious deterrent. Increasing this amount will require a change to the Act, which is underway as outlined below.
10. Where contaminants are discharged to water, Environmental Regulation have enforcement powers. Under the Resource Management Act 1991 (RMA) a contaminant changes or is likely to change the physical, chemical, or biological condition of water. This could be the case with some dumping of rubbish, but not the majority of what is dumped along our waterways.
11. Multiple staff are patrolling on any given day including warranted officers (warranted under the Local Government Act 2002, Reserves Act 1977 and Wellington Regional Water Board Act 1972). They address issues (including warning people if caught in the act) as they find them.
12. There is new waste legislation currently being developed to replace the Waste Minimisation Act 2008 and the Litter Act 1979. Consultation on the new waste strategy and issues and options for new waste legislation was held in 2021 and there are no further opportunities to submit at this time.
13. The draft Bill is to be introduced into the house in late 2023 or early 2024. Following this there will be another opportunity for feedback during the select committee process. The legislation should then be enacted in 2025.
14. The new Act will include regulation-making powers. Use of these powers would be subject to a standard regulation-making process (including public consultation).
15. One intention of the new Act is to improve the investigation powers for enforcing environmental crime under the waste management system, expand the tools to manage non-compliant behaviour and make a number of improvements to help address littering and dumping. Submitters on the proposed strategy supported better detection, enforcement and penalties associated with fly tipping including heavier fines, tiered penalties for specific types of dumping, and community service for some types of offending.
16. These additional measures will make a significant difference to the ability of both Greater Wellington and TAs to manage the issue of fly tipping and officers will continue to engage with the legislative process.

17. To ensure the profile of this issue is maintained there is ongoing messaging through Greater Wellington social media channels. Officers are also involved in a multi-media anti fly-tipping campaign involving Keep NZ Beautiful and HCC. There have been articles across a variety of online and printed media bringing attention to the issue. There is also a roll out of more modern regulation signage.
18. The pollution hotline can be used to enable the public to report dumping (and other pollution issues), which in certain cases (dependent on evidence) enables Greater Wellington officers to work with TAs or Environment Regulation to use their statutory powers to follow up with the offenders.
19. Officers have discussed the installation of fixed surveillance cameras at known hotspots. There are issues under the Privacy Act 2020 that must be addressed when using cameras. Surveillance cameras are rarely used in our open spaces, apart from on gates in the regional parks to record who is coming in and out of a location where access is controlled. However, the River Trail with its narrow form and multiple entrances does not lend itself to such surveillance. It is a significant cost where people are likely to move their illegal activity to a nearby accessible area not under surveillance. Instead of moving to permanent immoveable surveillance cameras, officers are increasing the number of trail cameras in circulation. These can be used in emerging problem areas to indicate what is happening. They can be used as a deterrent along with signage and for prosecution where the images are clear enough.
20. There has been extensive involvement with schools and community groups (thirteen in the last 12 months) planting and picking up rubbish to educate people on caring for these areas.
21. There is an ongoing work stream dedicated to restoring berm areas to a native ecological corridor, supporting climate resilience and beautification. Over 57,000 plants were planted through Greater Wellington schemes over the winter 2023 season. Contractors are being used to clear potential problem areas to discourage tipping, there is then a focus on beautifying these areas that are problem hot spots for fly tipping through low level landscaping and planting as this has been shown to significantly reduce repeat instances. Vegetated margins that were previously neglected and prone to dumping are being gradually cleared, which reduces dumping by increasing visibility. An increasing number of driveable areas (such as Memorial carpark and Belmont opposite Fraser Park) are being blocked off through the use of wooden barriers, concrete blocks and wire rope. This removes the ability of people to drive to areas of low visibility to carry out fly tipping.
22. Restorative justice process is carried out through a police-initiated process. Police would not normally get involved in low level offending such as fly-tipping, however Greater Wellington officers would definitely engage in this process if there was the opportunity and would work with offenders to engage in positive actions.

Ngā hua ahumoni
Financial implications

- 23. The works undertaken under this programme are carried out through existing funding, therefore there are no further financial implications.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

- 24. Not carrying out this work would have a negative impact for Māori as we would not be protecting and enhancing our natural assets. Reducing instances and severity of fly tipping along Te Awa Kairangi also helps to meet obligations to mana whenua under the Resource Management Act 1991 and to Māori under the Local Government Act 2002 and other legislation.

Ngā tūāoma e whai ake nei
Next steps

- 25. Advocate that UHCC adopts the litter infringement fee schedule under the Litter Act to enable infringements and support them through this process. Continue to work with HCC on active infringements.
- 26. Engage with the legislative process around the review of the Litter Act 1979 and support stronger penalties associated with fly tipping.
- 27. Continue work to further restrict vehicle access using physical barriers and raise awareness of the issue and rules through social media campaigns and signage.
- 28. Continue to monitor fly tipping activity.

Ngā kaiwaitohu
Signatories

Writers	Joby Mills – Senior River Ranger Myfanwy Hill – Environmental Operations Manager
Approvers	Jack Mace – Director Delivery Lian Butcher – Group Manager Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
Fit with Council’s roles or with Committee’s terms of reference The context of this report aligns with the purpose of the Te Awa Kairangi Subcommittee to oversee the development, implementation and review of floodplain management plans (FMPs) for the Te Awa Kairangi / Hutt River floodplain.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies Removal of waste material, and other initiatives, are funded through existing operational maintenance budgets.
Internal consultation There was no internal consultation in preparing this report.
Risks and impacts - legal / health and safety etc. The removal of waste material from the river environments of the region provides a positive environmental benefit and reduce the risk of harm to river users.



**Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023
Report 23.460**

For Information

RIVER TRAIL AS A TRANSPORT CORRIDOR

Te take mō te pūrongo

Purpose

1. To explore the opportunities and challenges with using the Hutt River Trail (HRT) as a transport corridor for active modes.

Te horopaki

Context

2. Te Awa Kairangi has been a popular location for formal and informal recreation for decades. The popularity of this area for a wide and diverse range of recreational activities has increased significantly with the ongoing development of recreational infrastructure such as the Hutt River Trail. This has created the need for greater management to coordinate activities and minimise conflict between flood risk management work (the primary purpose for which this land is held) and the variety of community uses of the river corridor.
3. In 1991 a joint Rotary, Greater Wellington, Hutt City Council, Upper Hutt City Council project commenced to develop a continuous all-weather track from Petone to Te Marua. The original concept was for an easy informal scenic walk and cycle path up the Eastern side of the Hutt River. The HRT has since evolved and expanded and now consists of a network of paths within the floodplain corridor along both sides of the river with cross-river links and loops that provide easy scenic walks and cycle ways.
4. The five most popular activities along the HRT are walking, dog-related exercise, cycling, running and swimming. It is also used by a wide range of other users including people with accessibility issues. The river corridor is often described as “a linear park” with over 1,000,000 visits per year making it the one of the most used public open spaces in the region.
5. Collectively, all the joint partners have continued to gradually upgrade and establish new sections on both sides of the river all the way to Birchville. With other major projects like Riverlink in the design phase, additions and improvements will continue to take place and add to the recreation and commuting value of the trail.
6. Greater Wellington owns the majority of the river corridor and is responsible for river berm management under the *Soil Conservation and Rivers Control Act 1941*. The Environment Group is responsible for the implementation of the *Hutt River Floodplain Management Plan* in which flood protection is the primary focus for managing the river

berms. Secondary uses are provided for in the Plan where they do not impede floodwaters or hinder essential maintenance of river management infrastructure.

7. The Hutt River Trail is administered by the Operations Delivery team and the management is guided by the *Te Awa Kairangi / Hutt River Environmental Strategy Action Plan* which sits within the *Hutt River Floodplain Management Plan*. Various portions of the river berm are owned or leased, mostly for recreational use, by the Hutt City Council, Upper Hutt City Council and other agencies or individuals.
8. With the increase in recreational popularity, and the desire by various authorities, individuals and organisations wanting to use the land for different uses, conflict does arise. Initiatives such as Ngā Haerenga (NZ cycle trails) utilising the HRT and promoting the Remutaka Cycle Trail as one of the 'Great Rides of New Zealand' has attracted a lot of publicity nationally and internationally and increased the number of visitors. This has created a destination recreational area which needs to be balanced with the primary purpose of the land as for flood risk management.
9. Traditionally, trail surfacing along the river corridor has been gravel soft surfacing. However, as more people use the river corridor for commuting, parts of the trail have been finished in tarmac.
10. In many sections, the HRT also serves as a haul road and vehicle access for river works. Therefore, trail surface (particularly to reduce ongoing maintenance costs), alignment and safety of other users must be balanced against operational needs.

Te tātaritanga

Analysis

Greater Wellington strategic frameworks

11. There are several documents that have been developed by Greater Wellington which give guidance to the suitability of the Hutt River as a recreational corridor. These documents support the ongoing development of the HRT for recreational purposes, while recognising the primary purpose of the land which is flood risk management.
12. Hutt River Floodplain Management Plan (2001)
 - a Upgrade the Hutt River Trail to an all-weather surface.
13. Te Awa Kairangi/Hutt River Environmental Strategy Action Plan (2018)
 - a Encourage both passive and active recreational activities along the corridor.
 - b Develop more opportunities for walking and cycling loop routes throughout the river corridor.
14. Future of The Te Awa Kairangi/Hutt River Corridor (2022)
 - a With future urban intensification an opportunity is to improve walking and cycling access to the Te Awa Kairangi/ Hutt River Trail.
 - b In general, gravel surfacing will be used throughout the trail. The trail should be designed to be able to accommodate cycling and walking access and occasional Greater Wellington heavy vehicles associated with river and berm works and maintenance. In areas of high commuter use, hard surfacing will be used.

Existing aligned projects

15. There are also two major infrastructure projects which have recreational trails and upgrades as a key part of their implementation. This will have flow on implications and set expectations for the remaining sections of the HRT.
16. Te Wai Takamori o Te Awa Kairangi
 - a Through the consent process multiple recreational trails are being constructed with separated cycling and walking on both sides of the river. There will be a 3-kilometre-long sealed shared path through Lower Hutt on the left bank and the path on the stopbank will also be sealed.
 - b This project will create a sealed path from Kennedy Good Bridge to Melling.
17. Te Ara Tupua
 - a Te Ara Tupua will create a walking and cycling link between Lower Hutt and Wellington. It will enable more people to walk and bike, and also connect with local paths.
 - b The Pito-One to Melling section is opening on Monday 16 October 2023 and will link to walking and cycling paths to be built as part of Te Wai Takamori o Te Awa Kairangi.
18. In addition to this, Waka Kotahi are carrying out walking and cycling improvements on Speedy Stream bridge and the SH2/Belmont underpass.
19. Upper Hutt City Council have available funding to upgrade sections of the river trail to enable a wider range of users. They would then take on the maintenance of these assets. Discussions are progressing between Upper Hutt City Council and Greater Wellington on the proposed 17 sections, which could create up to 12.3 kilometres of sealed trail.

Discussion

20. Once Te Ara Tupa and Te Wai Takamori o Te Awa Kairangi construction is completed, there will be sealed paths from Wellington City to Kennedy Good Bridge, and again through a significant portion of the northern section of HRT. This would leave relatively few unsealed sections of trail.
21. Sealing the HRT would have a variety of benefits. It would be advantageous for cycling commuters to have a link, however a sealed path would also benefit other users. There is an increasing need for accessible trails within Wellington. Increasing the length of sealed path along the river trail would have significant benefits for people with limited mobility and/or in wheelchairs.
22. A key challenge with sealing the HRT is that faster cycling is encouraged which can cause conflict with other users, particularly people with limited mobility who are less agile. This trail is also a popular area for off leash dog walkers. The impacts on these users would need to be carefully considered.
23. The last intercept survey of river trail users was carried out in 2016 as part of the development of the 2018 Te Awa Kairangi/Hutt River Environmental Strategy Action Plan. An updated survey to gather existing use and the views of users would be

beneficial to future decision making. It was recommended in the 2022 report that the survey was repeated and then carried out every 5-7 years.

24. In the 2018 plan there was an action to establish and communicate a speed restriction for electric bikes in the river corridor, which would apply to all bike traffic. As an initial step and as increasing sections of the HRT are sealed enabling faster speeds for all non-motorised vehicles, vehicle speed could be monitored to establish whether it is an issue.
25. Conflict between users can also be addressed through spatial planning. In some sections there may be room for separated routes such as are proposed through Te Wai Takamori o Te Awa Kairangi. Alternatively, a single wider path with separation between cyclists and walkers created through a small median or painted lines may be sufficient. The river itself could also be used to provide separation, for example there could be higher speed commuter route on the west bank adjoining SH2 and a slower, multi-user space on the more populated east bank.
26. A key consideration through this work is ensuring that any development for recreational benefit does not negatively impact on the ability of the Flood Operations team to carry out essential works on the river, and any infrastructure does not have a negative impact on flood risk management. This may restrict the sealing of paths in some sections as that could be lifted during a flood event and cause impacts further downstream.

Ngā hua ahumoni

Financial implications

27. There are no financial implications for Greater Wellington at this time as other parties are proposing to fund upgrades and maintenance.
28. As conversations continue with Waka Kotahi, Upper Hutt City Council and Hutt City Council there may be funding contributions required from Greater Wellington. It is expected that this would be delivered from within existing budgets.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

29. Enhanced recreational access will be beneficial across the community, including for Māori.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

30. Any infrastructure constructed within the river corridor needs to be designed with impacts of climate change (particularly the potential for increased flooding) in mind.
31. Encouraging active transport through provision of improved trails for cycling will have a positive impact on climate change due to reduced transport emissions.

Ngā tūāoma e whai ake nei

Next steps

32. Engage a consultant to look at the entirety of the HRT and work alongside Hutt City Council, Upper Hutt City Council and Waka Kotahi to map current and potential future states for the trails within this area. This work would also consider feasibility around options for separation between high-speed cyclists and other users.
33. Carry out an updated intercept survey of river trail users using summer students if available. This could include some monitoring of current speed.
34. Work with Upper Hutt City Council to upgrade sections of river trail which have already been identified through strategies and policies.
35. Work with Upper Hutt City Council and Hutt City Council on maintenance agreements for assets within the river trail.
36. Bring a report back to a future Te Awa Kairangi / Hutt River Valley Subcommittee meeting with a proposed approach to the entirety of the river trail.

Ngā kaiwaitohu

Signatories

Writer	Myfanwy Hill – Manager, Environment Operations
Approvers	Jack Mace – Director Delivery Lian Butcher – Group Manager Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Committee's specific responsibilities include overseeing the development and review of Council's environmental strategies, policies, plans, programmes and initiatives in the areas of river control and flood protection.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> This project would deliver on Greater Wellington's overarching strategic priority around responding to the climate emergency and is directly aligned with the key activities of environment and flood protection.
<i>Internal consultation</i> As this project progresses, there will be consultation with groups and departments across Greater Wellington where relevant.
<i>Risks and impacts - legal / health and safety etc.</i> This work will be designed to not negatively impact on the primary purpose of flood risk management to reduce the risk to communities and improve the region's resilience.

Te Awa Kairangi / Hutt River Valley Subcommittee
9 November 2023
Report 23.580



For Information

WHAITUA TE WHANGANUI-A-TARA REFERENCE GROUP ESTABLISHMENT

Te take mō te pūrongo

Purpose

1. To inform the Te Awa Kairangi / Hutt Valley Subcommittee of the establishment of the Whaitua Te Whanganui-a-Tara Reference Group.

Te horopaki

Context

2. The Whaitua Te Whanganui-a-Tara Reference Group ('Reference Group') has been established as part of Greater Wellington's Whaitua Programme which produced two reports of relevance to the Subcommittee:
 - a Te Whanganui-a-Tara Whaitua Implementation Programme ('WIP') and
 - b Te Mahere Wai o Te Kāhui Taiao ('Te Mahere Wai').
3. The Whaitua Programme gives effect to the following policies in the Floodplain Management Plan for Te Awa Kairangi/Hutt River (FMP):
 - a Policy 35: Involve iwi and the community in decision-making, and make sure that tikanga is appropriately applied.
 - i The Whaitua Te Whanganui-a-Tara Committee ('Whaitua Committee') included representation from Taranaki Whānui ki Te Upoko o te Ika and Ngāti Toa Rangatira, and the community. The Committee followed the guidance of mana whenua in establishing appropriate tikanga and developed kawa which were applied throughout.
 - b Policy 36: The ecological values of the river and its margins should be protected and enhanced.
 - i The Whaitua programme gives effect to the National Policy Statement for Freshwater Management (NPS-FM) which requires that the values of waterbodies are maintained and enhanced. Specifically, the NPS-FM requires that "The loss of river extent and values is avoided to the extent practicable" (Policy 7) and "The significant values of outstanding water bodies are protected" (Policy 8). The WIP and Te Mahere Wai include recommendations for both regulatory and non- regulatory interventions to give effect to these policies.

- c Policy 37: The cultural values of the river and its margins should be protected and enhanced. Ensure that tangata whenua participate in the management of the Hutt River, and in implementing the Environmental Strategy.
- i The NPS-FM (and thus the Whaitua programme) requires that “Tangata whenua are actively involved in freshwater management (including decision-making processes), and Māori freshwater values are identified and provided for” (Policy 2). The Whaitua Committee was co-chaired by a member of Taranaki Whānui ki Te Upoko o te Ika. The WIP and Te Mahere Wai include many recommendations to enhance cultural values of the river and its margins. Specific to the FMP, Te Mahere Wai recommends that:
- *Greater Wellington works with Mana Whenua to review the design channel, buffer zones and optimum bed levels in the relevant floodplain management plans for Te Awa Kairangi and Wainuiomata Awa.*
 - *Greater Wellington works with Mana Whenua to incorporate managed retreat and positive engineering options into the floodplain management plans for Te Awa Kairangi and Wainuiomata Awa.*

The Whaitua Te Whanganui-a-Tara Reference Group

4. In the WIP, the Committee recommended that:
- Greater Wellington establishes a community-led reference group tasked with monitoring progress on the implementation of WIP for Whaitua Te Whanganui-a-Tara and ensures that the council is reporting on progress to the wider community in meaningful ways.
5. Council approved the establishment and Terms of Reference ([Attachment 1](#)) for the Reference Group on 15 June 2023. The Group was appointed on 24 August 2023 (Appointments to Whaitua Te Whanganui-a-Tara Reference Group – Report PE23.388).
6. The Reference Group membership is:
- a Hikitia Ropata (Greater Wellington)
 - b Quentin Duthie (Greater Wellington)
 - c Wayne Guppy (Upper Hutt City)
 - d Mayor Tui Lewis (Hutt City)
 - e Gabriel Tupou (Hutt City)
 - f Sam Kahui (Taranaki Whānui ki Te Upoko o te Ika)
 - g Zoe Ogilvie (community)
 - h Louise Askin (community)
 - i Jonny Osborne (community)
 - j Anya Pollock (community)
 - k Pete Matcham (community)
 - l Pat van Berkel (community)

**Te tātaritanga
Analysis**

7. The purpose of the Reference Group is to help oversee progress with the WIP on behalf of the community. They have held two meetings to date and have expressed a keen interest in seeing councils use every opportunity to give effect to the WIP. This includes decisions for floodplain management.
8. Greater Wellington will be reporting on progress with implementation of the WIP and Te Mahere Wai every six months. The next report will be provided to the Environment Committee on 23 November 2023.

**Ngā Take e hāngai ana te iwi Māori
Implications for Māori**

9. The Terms of Reference provide that former members of the Whaitua Te Whanganui-a-Tara Committee are invited to join the Reference Group, including representatives from Greater Wellington’s mana whenua partners with ancestral connections to Te Whanganui-a-Tara, being Ngāti Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika. Representative membership in the Reference Group supports these iwi in their right to exercise tino rangatiratanga and kaitiakitanga in their rohe.
10. Appropriate remuneration, such as the proposed honoraria and reimbursement of travel expenses, promotes equity of participation for Greater Wellington’s mana whenua partners.

**Ngā tūāoma e whai ake nei
Next steps**

11. The next meeting of the Reference Group is scheduled for December 2023. Relevant updates will be provided to this Subcommittee.

**Ngā āpitihanga
Attachment/s**

Number	Title
1	Whaitua Te Whanganui-a-Tara Reference Group Terms of Reference

**Ngā kaiwaitohu
Signatories**

Writers	Tim Sharp – Catchment Manager – Te Whanganui-a-Tara Catchment Nicola Patrick – Director Catchment
Approver	Lian Butcher – Kaiwhakahaere Matua Taiao Group Manager Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Whaitua Te Whanganui-a-Tara Reference Group oversees implementation of the Te Whanganui-a-Tara Whaitua Implementation Programme, which includes recommendations that give effect to policies in the Floodplain Management Plan for Te Awa Kairangi/Hutt River (FMP).
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The Whaitua Te Whanganui-a-Tara Reference Group contributes to Council's: <ul style="list-style-type: none">• Obligations to implement the FMP• Obligations to implement the National Policy Statement for Freshwater Management (NPS-FM) through engagement with mana whenua and the community.• Commitments to partner with mana whenua.
<i>Internal consultation</i> This report was prepared by Catchment and Democratic Services.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks.

Whaitua Te Whanganui-a-Tara Reference Group (An advisory body to the Environment Committee)

1 Purpose and function¹

- 1.1 The Whaitua Te Whanganui-a-Tara Implementation Programme (the WIP) was received by Greater Wellington Regional Council on 23 September 2021 (Report 21.422).
- 1.2 Recommendation 4 of the WIP proposed that a reference group be established as follows:

Greater Wellington establishes a community-led reference group tasked with monitoring progress on the implementation of the WIP for Whaitua Te Whanganui-a-Tara and ensures that the Council is reporting on progress to the wider community in meaningful ways.
- 1.3 This Terms of Reference implements Recommendation 4 through establishing the Whaitua Te Whanganui-a-Tara Reference Group (the Reference Group) and sets out how the Reference Group will operate.
- 1.4 Greater Wellington is establishing a Catchment function that will coordinate Greater Wellington's planning and prioritisation for whaitua / catchments, including working with mana whenua and community groups to guide planning and work prioritisation.
- 1.5 Coordination of WIP implementation, including the Whaitua Te Whanganui-a-Tara Implementation Programme, will be coordinated by the Catchment function, although implementation of the WIPs involves multiple parts of Greater Wellington and other organisations.

2 Specific responsibilities

- 2.1 Provide scrutiny of the implementation progress of the WIP, on behalf of the community.
- 2.2 Provide a 'sounding board' for Greater Wellington to seek clarification on the former Whaitua Te Whanganui-a-Tara Committee's intent when developing recommendations in the WIP. This will allow Greater Wellington to seek clarity, when needed, as to whether its own and other organisations' work programmes will effectively implement a recommendation.

3 Status of the Reference Group

The Reference Group is an advisory body established to inform and provide feedback on Greater Wellington's implementation of the recommendations of the WIP.

¹ The Council's Te Tiriti o Waitangi principles apply when the advisory group conducts its business and makes decisions – refer to Section 3 of the [Approved Terms of Reference Council, Committees, Subcommittees and Advisory Bodies \(including Delegations to Committees\): 2022–25 triennium.](#)

4 Members

- 4.1 The community and mana whenua members of the former Whaitua Te Whanganui-a-Tara Committee (the former Committee) who choose to participate.
- 4.2 Local government members of the former Committee who remain in their elected member roles, who choose to participate.
- 4.3 Two current Councillors.

5 Co-Chairs

The Reference Group shall have up to two Co-Chairs, being drawn from the members and appointed by the Council on the recommendation of the Reference Group.

6 Quorum

A majority of the members shall be present to form a quorum.

7 Alternate members

No alternates or proxies shall take the place of Reference Group members.

8 Meetings

- 8.1 The Reference Group will meet approximately every two months.
- 8.2 Meeting times and duration will be by arrangement with the Reference Group and will default initially to two to four hours.

9 Consensus

The Reference Group will make recommendations by consensus whenever possible and by majority if necessary.

10 Remuneration

- 10.1 The community and mana whenua members will be eligible to receive standard mileage allowances or reimbursement of travel expenses as determined by Greater Wellington, as well as a taxable honorarium.
- 10.2 Members of the Reference Group who are representatives of one of Greater Wellington's mana whenua partners may, prior to the payment of any honoraria, advise Greater Wellington in writing that either:
 - a The mana whenua representatives each receive an annual taxable honorarium; or
 - b The mana whenua entity receives a GST exclusive payment of the amount equivalent to the taxable honorarium otherwise payable to their representatives.

10.3 The taxable honorarium, which does not apply to the elected members of the Group, is as follows:

- a Member (excluding a member appointed as Co-Chair) - \$2,500 per annum each
- b Co-Chair (two) - \$3,000 per annum each.

11 Duration of the Whaitua Te Whanganui-a-Tara Reference Group

The Whaitua te Whanganui-a-Tara Reference Group shall exist until 30 June 2024, but may be extended following a review by Council in June 2024.