



**greater WELLINGTON**  
REGIONAL COUNCIL  
Te Pane Matua Taiao

If calling please ask for: Democratic Services

31 October 2018

## **Wairarapa Committee**

Order Paper for meeting to be held in the Hurunui o Rangi Room, Carterton Events Centre, 50 Holloway Street, Carterton on:

**Tuesday, 6 November 2018 at 10.00am**

### **Membership of Committee**

Councillor Staples (Chair)  
Councillor Donaldson (Deputy Chair)  
Councillor Laidlaw  
Mayor Booth  
Councillor Dalziell  
Councillor Wright

Greater Wellington Regional Council  
Greater Wellington Regional Council  
Greater Wellington Regional Council  
Carterton District Council  
Masterton District Council  
South Wairarapa District Council

Nelson Rangi  
Reuben Raihania Tipoki

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

## Wairarapa Committee

**Order Paper for meeting to be held on Tuesday, 6 November 2018 in the Hurunui o Rangi room, Carterton Events Centre, 50 Holloway Street, Carterton at 10.00am**

### Public Business

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2. Declarations of conflict of interest		
3. Public participation		
4. <a href="#">Confirmation of the minutes of 14 August 2018</a>	<b>Report 18.346</b>	<b>3</b>
5. <a href="#">Public Transport update</a>	<b>Report 18.499</b>	<b>7</b>
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**Please note that these minutes remain unconfirmed until the meeting of the Wairarapa Committee on 6 November 2018.**

**Report 18.346**

14/08/2018

File: CCAB-628029985-110

**Minutes of the Wairarapa Committee meeting held on Tuesday, 14 August 2018 in the Hurunui o Rangi Room, Carterton Events Centre, 50 Holloway Street, Carterton at 10:06am**

**Present**

Councillors Staples (Chair), Donaldson, and Laidlaw (Greater Wellington Regional Council), Mayor Booth (Carterton District Council), Councillors Dalziell (Masterton District Council) and Wright (South Wairarapa District Council).

Nelson Rangi.

**Public Business**

Mr Rangi opened proceedings with a karakia.

**1 Apologies**

*Moved*

*(Cr Wright/ Cr Dalziell)*

*That the Committee accepts apologies for absence from Reuben Raihania Tipoki*

The motion was **CARRIED**.

**2 Declarations of conflict of interest**

There were no declarations of conflict of interest.

3 **Public participation**

There was no public participation.

4 **Confirmation of the minutes of 15 May 2018**

*Moved*

*(Cr Donaldson/ Mayor Booth)*

*That the Committee confirms the minutes of 15 May 2018, Report 18.197.*

The motion was **CARRIED**.

5 **Public Transport update**

Wayne Hastie, General Manager, Public Transport, spoke to the report.

**Report 18.330**

File: CCAB-628029985-102

*Moved*

*(Mr Rangi/ Cr Laidlaw)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

6 **Waiohine Floodplain Management Plan update**

**Report 18.321**

File: CCAB-628029985-99

*Moved*

*(Cr Donaldson/ Cr Staples)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

7 **Waiohine-Mangatarere River Scheme Maintenance Report**

Colin Munn, Team Leader, Flood Protection Operations, spoke to the report.

Des Peterson, Area Engineer, Northern, gave a presentation to the Committee, demonstrating the main work areas in 2017/18, including Fullers Bend erosion repairs, bulldozer and digger channel work, vegetation clearing, gravel extraction, and enhancement. Des Peterson also gave an overview of the financial statements.

**Report 18.329**

File: CCAB-628029985-101

*Moved*

*(Cr Donaldson/ Mayor Booth)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Confirms that the Northern Wairarapa River Schemes 2017/18 Annual Report and Waiohine-Mangatarere River Management Scheme Financial Statement are accepted.*
- 4. Notes the Proposed Works Programme for the Waiohine-Mangatarere River Management Scheme for the 2018/19 year and that scheme rates have been increased by 2%.*
- 5. Confirms that the Wairarapa Committee will continue to consider the annual report for the Waiohine-Mangatarere River Management Scheme until the Waiohine Floodplain Management Plan is completed.*
- 6. Requests that the report be presented to the next Waiohine Steering Group meeting for information and confirmation that the Waiohine-Mangatarere River Management Scheme has been maintained to their satisfaction, and for further distribution as the Waiohine Steering Group consider necessary.*

The motion was **CARRIED**.

**8 Ruamāhanga Whaitua Process Update**

Matthew Hickman, Manager, Environmental Policy, spoke to the report, and advised the Committee of the new recommendation that is being presented to the next Greater Wellington Regional Council meeting. Matthew Hickman set out the next phase of the Whaitua Implementation Plan, subject to endorsement from Council.

**Report 18.339**

File: CCAB-628029985-106

*Moved*

*(Cr Donaldson/ Cr Wright)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Congratulates and thanks the Ruamāhanga Whaitua Committee, and accepts and endorses the process.*

The motion was **CARRIED**.

9 **Te Kāuru Floodplain Management Plan Wairarapa Committee comments and feedback**

**Report 18.327**

File: CCAB-628029985-100

*Moved*

*(Cr Donaldson/ Mr Rangi)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

The meeting closed at 11:35am.

Cr A Staples  
(Chair)

Date:



**Report** 18.499  
**Date** 1 November 2018  
**File** CCAB-628029985-134

**Committee** Wairarapa Committee  
**Author** Barry Fryer, Manager, Rail Operations (Acting)

## Public Transport update

### 1. Purpose

To inform the Wairarapa Committee (the Committee) of Greater Wellington Regional Council (GWRC) activities relating to Public Transport in Wairarapa.

### 2. Update on activities

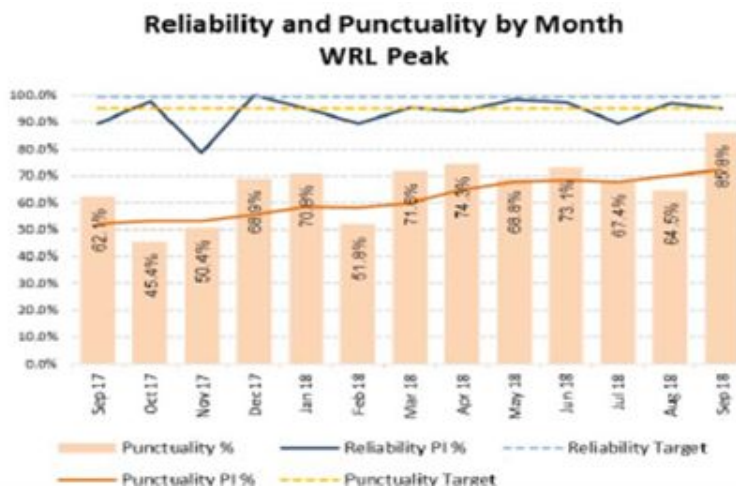
#### 2.1 Wairarapa rail performance

Wairarapa patronage continues to grow. For the first quarter of the 2018/19 year, over 165,000 passengers travelled during the peak period, which is up from just below 160,000 in the same quarter of the previous reporting year.

Passenger Volume by Line\* – YTD

Line	Peak		Change	
	[2019]	[2018]		
HVL	1,073,415	1,030,079	43,336	4.2%
KPL	1,002,480	961,415	41,065	4.3%
JVL	251,303	242,742	8,561	3.5%
WRL	165,177	159,991	5,186	3.2%
<b>Total</b>	<b>2,492,376</b>	<b>2,394,227</b>	<b>98,148</b>	<b>4.1%</b>

Punctuality was at nearly 86% on-time in the peak period during the first quarter of 2018/19, compared to 62% over the same period last year. This is a tremendous improvement and highlights the work that has taken place over the last year. However, it is acknowledged that further work still needs to take place, and we are working with KiwiRail to ensure that the speed restrictions caused by the heat of the tracks over the summer do not have as much of an impact as we have seen over the last few years. Real sustained improvements to the track infrastructure will be made over the next four to five years thanks to the NZ Transport Agency funding that was approved in October.



## 2.2 Rail Business Case Funding

The Transport Minister, Hon. Phil Twyford and NZ Transport Agency have publicly announced funding of the two rail network infrastructure projects:

- Track Infrastructure Catch-up Renewals \$95.8m – which will improve the track infrastructure, particularly on the Wairarapa Line
- Unlocking Capacity and Improving Resilience \$97.7m – which will enable increased metro service capacity, through improvements such as double tracking between Trentham and Upper Hutt and traction substation upgrades on the Kapiti Line.

## 2.3 Wairarapa Capacity Improvements

The trial of a Wairarapa nine-car train took place during the week of 24-28 September 2018. Initial feedback from the trial has shown that it was a success and now further operational changes will need to be implemented before it can be made permanent. The key change required is some track changes in the Wellington yard to accommodate a nine-car train. This is expected to be completed early in 2019.

In the interim, it is proposed to operate the eight-car train with six SE cars and two SW cars, which will provide an additional 30 seats on this service (compared to the extra 64 seats that the nine-car service will provide) this is expected to be operational by the end of November 2018.

## 2.4 Wairarapa Rolling Stock Improvements

Designs to upgrade the performance of the carriage air conditioning system are being finalised ahead of a modification programme developed to increase the cooling capacity for the hottest days of summer. A prototype modification is being tested in the last week of October 2018, with the entire fleet expected to be modified by December 2018.

## 2.5 SNC-Lavalin report on Wairarapa rolling stock –progress on action points

An independent investigation by SNC-Lavalin into rolling stock issues on the Wairarapa Line has been completed. The findings of the investigation were presented to the Sustainable Transport Committee on 6 June 2018 (Report



18.143). The report contained a number of recommended matters for action. The table below provides an update of progress on these action points.

	<b>Recommendation</b>	<b>Action</b>
1	Transdev implement a Wairarapa Operators Forum to improve interface between Transdev, KiwiRail Mechanical and Transdev Maintenance	COMPLETE
2	Transdev & KR Train Control work together to improve incident/failure event response procedures	COMPLETE
3	KR Mechanical further develop 'Failure Reporting Analysis and Corrective Action System' (FRACAS) to determine the root cause of failures in machine components	COMPLETE
4	Transdev to ensure Maintenance Checks approved, which differ from the contract. Transdev to review daily check requirement.	In progress. Maintenance documentation being reviewed and updated.
5	Implement "250 Hr" generator check	
6	Develop an enhanced electrical earth leakage test procedure	
7	Transdev to review FRACAS process, and review and prioritise any items currently in progress.	COMPLETE
8	Transdev to review streamlined Engineering Change Process	In progress. FRACAS and associated processes including Engineering Change have been redeveloped and agreed.
9	Transdev to review inventory levels, and adjust accordingly	COMPLETE
10	Resolve all uncertainties relating to carriage reliability improvements that should be undertaken as part of mid-life refurbishment scope vs general unplanned repairs or reliability improvement	In Progress. Some uncertainties have already been resolved
11	Review critical design limitations, and resolve as soon as possible	In Progress. Discussion being undertaken between TDW / GWRC.
12	Improve carriage maintenance touch time	In Progress. Joint project underway
13	Transdev to ensure Train Manager & Train Examiner training highlights the importance of blowing the Brake Pipe down to 0kPa during coupling and re-coupling to avoid skidding / wheel flats	COMPLETE
14	KiwiRail Freight to consider need for additional LE training to reduce likelihood of wheel skids	COMPLETE
15	Transdev to review the operation manuals, to ensure pre-departure checks and fault finding information is appropriate for frontline staff (Station Fitters and Train Managers)	In Progress, expect completion late 2018

### **3. Communication**

No external communication is proposed as an outcome of the consideration of this report.

### **4. Consideration of climate change**

The matters addressed in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

#### **4.1 Mitigation assessment**

*Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.*

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have no effect that warrants the development of a Detailed Scenario Analysis.

Officers note that the matter does not affect the Council's interests in the Emissions Trading Scheme (ETS) or the Permanent Forest Sink Initiative (PFSI)

#### **4.2 Adaptation assessment**

*Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.*

Officers have considered the impacts of climate change in relation to the matter. Officers recommend that climate change has no bearing on the matter.

### **5. The decision-making process and significance**

No decision is being sought in this report. The report is an update for information only.

#### **5.1 Engagement**

Engagement on this matter is unnecessary.

### **6. Recommendations**

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*

Report prepared by:

**Barry Fryer**  
Manager, Rail Operations  
(Acting)

Report approved by:

**Angus Gabara**  
General Manager, Public  
Transport (Acting)



**Report** 18.491  
**Date** 31 October 2018  
**File** CCAB-628029985-133

**Committee** Wairarapa Committee  
**Author** Cr Adrienne Staples, Chair, Waiohine Floodplain Management Plan Steering Group

## Waiohine FMP update

### 1. Purpose

This report is to provide the Wairarapa Committee (the Committee) with a brief update on the Waiohine Flood Management Plan (FMP) project and the meetings of the Waiohine Floodplain Management Plan Steering Group (the Steering Group).

### 2. Background

The Waiohine Floodplain Management Plan Project Team (the Project Team) ordinarily meets weekly and reports on its work, along with any recommendations or issues, to the Steering Group. The Steering Group provides direction to the Project Team, and considers its recommendations, and reports to the Committee. The Steering Group membership includes:

- Cr Adrienne Staples (GWRC), Chair
- Cr Barbara Donaldson (GWRC)
- Cr Colin Wright (SWDC)
- Horipo Rimene (Rangitāne o Wairarapa)
- John Boon (Waiohine Action Group (WAG))
- Michael Hewison (WAG)
- Cr Mike Ashby (CDC)
- Michael Roera (Kahungunu ki Wairarapa)
- Cr Paora Ammunson (SWDC)
- Cr Russell Keys (CDC).

### 3. General update

Since the August report, the Project Team has narrowed the range of structural (stopbank) options down from six, to three, and now to one. The recommended option is the “inland” arrangement with new or upgraded sections of stopbank along North Street and west of Udy Street. This is the option that most directly protects the town and allows the river to flow over much of its floodplain (including the Apple Barrel) in a large flood. Information used in reaching this recommendation included:

- Community feedback including from drop-in sessions;
- Meeting with WAG members;
- Visiting landowners on site;
- Further hydraulic modelling; and
- Advice from fluvial geomorphologists

Of note is that this option does not include:

1. Extension of the existing Saywells stopbank – potential scour or break-out risks here will be managed using vegetation; or
2. A retreat of the existing left (north) bank stopbank at Fullers Bend and associated widening. Instead, the Project Team recommends an ongoing programme of reinforcing the outside of the bend with rock.

Other significant activities since the last report have included:

- Ongoing liaison with the Friends of the Waiohine River;
- Advice on river habitat/water quality, and on river/sediment processes, from experts at Massey University and Tonkin+Taylor;
- Further developing the concept of the “living plan” and considering potential triggers for adaptive management; and
- A survey and concept developed for protection and drainage works at the urupa adjacent State Highway 2 and Beef Creek.

Next steps include:

- Finalising flood maps;
- Possible external review of the process to date;
- Recommending an approach to achieving a 20-year level of protection to houses in the rural area;
- Refining concepts of funding, i.e. who should pay; and

- Recommending some approaches to the ongoing river management to be tested in the community.

The Project Team facilitator estimates progress at 85% with a degree of uncertainty around the submission/consultation and final plan drafting stage.

#### **4. Feedback on Waiohine-Mangatarere river scheme maintenance report**

At its August 2018 meeting, in considering the Waiohine-Mangatarere River Scheme Maintenance Report, the Committee requested that *the report be presented to the next Waiohine Steering Group meeting for information and confirmation that the Waiohine-Mangatarere River Management Scheme has been maintained to their satisfaction, and for further distribution as the Waiohine Steering Group consider necessary.*

The Steering Group considered the report at its 12 October 2018 meeting and also sought input from Project Team members who were present. The Steering Group endorses that the scheme maintenance and proposed work programme are satisfactory. However, the Project Team and the Steering Group would like the Committee to note the following:

- The Project Team commented that the current reporting arrangement for the Waiohine-Mangatarere river scheme makes it difficult to get community, landowner and stakeholder input into the scheme maintenance and work programme. As part of the FMP process, the Project Team will be in discussion with the community and stakeholders about the best ongoing model for engagement and intends to make a recommendation on this. The Project Team also noted that different communities have different needs and capacities for engagement, and that any governance model adopted by Greater Wellington Regional Council (GWRC) in the future should be flexible enough to accommodate this.
- The structural option currently recommended by the Project Team, and being tested in the community, does not include any stopbank retreat at Fullers Bend. We note that the ownership of this land imposes a significant annual cost on the scheme and we request that GWRC looks into what the requirements are for disposing of this land, and how much land, if any, may need to be retained, as this is likely to be a high priority recommendation in the draft FMP.
- In the report “Northern Wairarapa River Schemes – Annual Report” that was attached to the Waiohine-Mangatarere scheme report, we noted the following statement: *In past years the river schemes have utilised gravel extraction as a tool to achieve design river alignment and to control problem river beaches. However the lowering of river bed levels in the upper river reaches is becoming an issue and we need to reduce our reliance on this method.*

The evidence the Project Team has seen to date indicates that gravel extraction will continue to be an important tool for managing river

alignment and flood risk between the State Highway 2 and railway bridges on the Waiohine River. We expect that gravel extraction will need to be sustained at similar levels to historic levels, depending on flood activity. This conclusion will be tested during our next phase of work. The Project Team is also exploring the potential for alternative techniques for gravel extraction that could have less impact on the channel morphology and release of fine sediment.

- The amount of money spent on weed control (especially in the buffers) is relatively low. We note that pest weeds in the buffers are a common complaint and not just on the Waiohine-Mangatarere scheme. The community may expect higher levels of service and be prepared to pay for them or to commit voluntary effort with support from GWRC (e.g. provision of protective equipment, weed spray etc). The Project Team recommends that GWRC explores such opportunities and will be seeking to progress this discussion with the community and stakeholders through the FMP process.

## **5. Recommendations**

*That the Committee*

- 1. Receives the report.*
- 2. Notes the content of the report.*

Report prepared by:

**Cr Adrienne Staples**  
Chair - Waiohine FMP  
Steering Group



**Report** 2018.510  
**Date** 31 October 2018  
**File** CCAB-628029985-135

**Committee** Wairarapa Committee  
**Author** Francie Morrow, Project Manager, Floodplain Management Plans

## Te Kāuru Upper Ruamāhanga FMP update

### 1. Purpose

This report is to provide the Wairarapa Committee (the Committee) with an update on the Te Kāuru Upper Ruamāhanga Floodplain Management Plan (Te Kāuru) project

### 2. Background

The Te Kāuru Upper Ruamāhanga Floodplain Management Plan Subcommittee is responsible for the development and adoption of Te Kāuru.

The Floodplain Management Plan (FMP) is being developed in collaboration with Masterton District Council (MDC), Carterton District Council (CDC), Ngāti Kahungunu ki Wairarapa, Ngāti Rangitāne o Wairarapa, and the wider community, primarily through the Te Kāuru Upper Ruamāhanga River Floodplain Management Subcommittee (the Subcommittee).

Good progress has been made with the development of 'Volume 1 – Background and Overview', and 'Volume 2 – Rural Responses'. 'Volume 3 – Waipoua Urban Responses' is being developed separately and an option assessment process is currently being undertaken.

The three volumes will be combined into a single document ("proposed FMP") prior to the final round of consultation.

The contents of the three draft FMP volumes are:

- Volume 1 – Background and Overview (including Common Methods descriptions)
- Volume 2 – Reach Values, Issues and Rural Responses
- Volume 3 – Waipoua Urban Responses

### **3. Project programme**

The Subcommittee has previously emphasised the desire to have a completed FMP by mid-2019.

Agreement on the extent of the flood hazard maps has now been reached by the Waipoua Officers Working Group. The technical work and a number of Officer Working Group meetings required to reach this agreement has put pressure on the project programme and this is acknowledged as a real risk to the project timelines. The Te Kāuru Project Team and Waipoua Project Group are now focused on progressing option development efficiently, whilst still ensuring a robust process is followed.

Stage 1 of the engagement process on Volumes 1 and 2 has also led to numerous pieces of additional work that will be need to be undertaken prior to the completion of the proposed FMP. There is also a risk that these could cause delays to the programme if not managed effectively.

### **4. Stage 1 - Engagement**

Stage 1 of public engagement on the draft Te Kāuru ran from 16 July 2018 to 16 September 2018. The purpose of this period of engagement was to seek feedback on draft versions of 'Volume 1: Background and Overview' and 'Volume 2: Location Specific Values, Issues and Responses' of Te Kāuru. Feedback on Volume 3 will be sought in late 2018/early 2019.

During Stage 1 - Engagement, the Te Kāuru project team and Subcommittee members attended various engagement activities throughout the Upper Ruamāhanga catchment to explain the proposals and encourage feedback from the community.

The engagement took a number of forms, including:

- 22 small group discussions, called 'coffee groups', which were hosted by members of the community for riverside landowners
- Stalls at the Masterton and Carterton Farmers Markets
- Three drop-in centres; one in Gladstone, one in Carterton and one in Masterton
- A district-wide brochure drop to Masterton and a brochure drop to those in the Te Kāuru catchment in the Carterton district
- Letters sent to riverside landowners
- Information in the local papers
- Social media campaigns
- Paid radio interviews with Chair of the Subcommittee, Bob Francis, and Councillor Adrienne Staples



- Information on the Te Kāuru website

Overall, approximately 400 people were engaged with at various events, with many more reached through the external publications such as social media, the website and radio interviews.

A summary of the key themes from the feedback noted at the various engagement events and received via email of using a feedback form, is included as **Attachment 1** to this report. These key themes include:

- Design line appropriateness
- Vegetated buffer approach
- Allowing the river room to move within the buffer
- Economic implications
- Designation process
- Local knowledge and input
- Western vs Eastern rivers

## **5. Volume 1 and 2 next steps**

The project team will work with the Subcommittee to develop the pieces of further work that have been identified as outcomes of this engagement process. Several pieces of work have been identified that can commence while others will require further development and work with the Subcommittee.

The immediate work streams identified include:

- Buffer benefit assessment
- Pest plant plan
- Analysis of buffers
- Buffer implementation plan
- Design line review
- More clarity regarding the different management approach to the Eastern and Western Rivers

## **6. Waipoua Masterton urban area**

Draft flood maps for the urban reach of the Waipoua River were publicly released on 31 October 2018. The hydrology and hydraulic modelling, as well as the draft maps, have been developed and released jointly by MDC and Greater Wellington Regional Council (GWRC).

A communications approach for releasing the draft flood maps has also been jointly developed by MDC and GWRC and will be tabled at the meeting, along with the flood maps. A press release and presentations to MDC's Council and GWRC's Environment Committee will have taken place in the week prior to the Wairarapa Committee's meeting. The communication approach includes key messages and stakeholders, a risk assessment, as well as an action plan engaging with the community. Engagement activities include:

- Media release
- Social media messaging
- Print advertising
- Information on MDC and GWRC websites
- An info sheet for directly affected landowners and the wider community
- Information sessions at farmers markets/car boot sale/Queen Street/MDC library

## **7. Consideration of climate change**

The matters addressed in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

### **7.1 Mitigation assessment**

*Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.*

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have an effect that is not considered significant.

Officers note that the matter does not affect the Council's interests in the Emissions Trading Scheme (ETS) or the Permanent Forest Sink Initiative (PFSI)

### **7.2 Adaptation assessment**

*Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.*

GWRC plans for climate change in assessing the degree of future flood hazard and in determining an appropriate response. There are only specific, limited situations in which climate change is not relevant (for example, planning for present-day emergency management).

In assessing flood hazard and determining appropriate structural and/or non-structural responses in areas subject to flood risk, GWRC is applying a rainfall increase of 20% to the flood hydrology in the FMP to account for climate change over the next 100 years.

Guidance from the Ministry for the Environment will be updated from time to time and our approach will be revised in line with any updates.

## **8. The decision-making process and significance**

No decision is being sought in this report.

### **8.1 Engagement**

Engagement on this matter is currently being undertaken with the wider community

## **9. Recommendations**

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*

Report prepared by:

**Francie Morrow**  
Project Manager –  
Floodplain Management  
Plans

Report approved by:

**Mark Hooker**  
Senior Project  
Engineer – FMPs

Report approved by:

**Graeme Campbell**  
Manager, Flood  
Protection

Report approved by:

**Wayne O'Donnell**  
General Manager,  
Catchment Management

*Te Kāuru Upper Ruamāhanga Floodplain Management Plan*

# Summary of key themes from Stage 1 engagement

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## 1. Engagement process to date

Stage 1 of public engagement on the draft Te Kāuru Upper Ruamāhanga Floodplain Management Plan (Te Kāuru) ran from 16 July 2018 to 16 September 2018. The purpose of this period of engagement was to seek feedback on draft versions of 'Volume 1: Background and Overview' and 'Volume 2: Location Specific Values, Issues and Responses' of Te Kāuru. Feedback on Volume 3 will be sought in late 2018/early 2019.

During Stage 1 Engagement, the Te Kāuru project team and Subcommittee members attended various engagement activities throughout the Upper Ruamāhanga catchment to explain the proposals and encourage feedback from the community.

The engagement took a number of forms, including:

- 22 small group discussions, called 'coffee groups', which were hosted by members of the community for riverside landowners
- Stalls at the Masterton and Carterton Farmers Markets
- Three drop-in centres; one in Gladstone, one in Carterton and one in Masterton
- A district wide brochure drop to Masterton and a brochure drop to those in the Te Kāuru catchment in the Carterton district
- Letters sent to riverside landowners
- Information in the local papers
- Social media campaigns
- Paid radio interviews with Chair of the Te Kāuru Subcommittee Bob Francis and Councillor Adrienne Staples
- Information on the [Te Kāuru](#) website

Overall approximately 400 people engaged with us at various events, with many more reached through the external publications such as social media, the website and radio interviews.

## 2. Feedback received and associated responses

This report summarises the key feedback themes and initial (immediate) work streams to address comments or questions received.

The majority of the feedback was noted from conversations with 134 riverside landowners who attended the coffee groups or attendees at drop in centres. The remaining feedback

has been collated from 12 emails, three posted feedback forms and 12 feedback forms submitted through the Te Kāuru website.

Feedback was received from various members of the public, and also from the following key stakeholders:

- Department of Conservation
- Wellington Fish and Game
- Federated Farmers
- Sustainable Wairarapa

It is acknowledged that not every piece of feedback has been directly addressed below. This feedback will be addressed in a full report on Stage 1 Engagement which will be available on the [Te Kāuru](#) website by the end of October 2018.

### **3. Key themes**

Seven key themes have been identified as part of the engagement process. Each of these themes and associated questions will be considered by the project team and further work that is identified will be undertaken and workshopped with the Subcommittee to provide a response and/or resulting changes to the floodplain management plan.

#### **Design line (inner and outer management line) appropriateness**

The following key questions were commonly raised with regard to design lines:

- What is the review process for the design lines?
- Are the design lines negotiable?
- Will the design lines move further into private land if the river moves/into the future?
- Would like to see particular “hot spots” identified and more detail provided about how these will be managed

#### **Vegetated buffer approach**

The following key questions were commonly raised with regard to establishing vegetation consistently in buffers across the catchment:

- How will you manage increased pest plants/animals? Who will be responsible? How will the maintenance be funded?
- It is going to take a long time. How and where will you prioritise planting?
- Who pays for the planting/additional trees?
- Will you pay for survey and/or fencing costs?
- What species will you plant?
- How can we incorporate rongoa/medicinal plants?

- How much land is needed to be planted?
- What is the quality of the land to be planted?
- How much is the land worth?
- Have you recognised that in areas where land has been subdivided into smaller parcels (often narrow along the river), planting the buffer could have a much greater impact on individual landowners?

### **Allowing the river room to move within the buffer**

The following key questions were commonly raised with regard to allowing the river room to move within the buffer:

- Are you basically saying you're going to walk away from managing the rivers?
- We've recently experienced a period of relatively few big floods. Will this approach still work when the pendulum swings the other way? (several people mentioned climatic cycles)
- I think the river management has been working very well. Hasn't it? What is the big driver for change?
- What are the scientific benefits of allowing the river more room?
- What are the comparative costs of intervening more often but smaller with less often but bigger?
- Do you have examples of where a planted buffer is working to compare with an unplanted buffer?
- How will you manage the increased sediment being eroded as a result of allowing the river more room to move? Can you explain how this will align with the Ruamāhanga Whaitua outcomes?
- How will you know if this approach is working?
- Are you really going to let established native bush erode? Why would anyone bother to plant more in that case?
- My river is different in [x] way and that hasn't been given enough recognition in your proposals.

### **Economic implications**

The following key points/questions were commonly raised with regard to economic implications of the proposed responses:

- Who are you proposing is rated for the local share of river management works? Will this be per capita? Or zone base?
- Is this going to cost less in the future? Or more?
- Is what you're proposing legal?

- How different will my rates be?
- Can you provide an affordability analysis of the proposed costs and funding structure?
- How will the future governance arrangements make decisions about prioritising scheme works/spending across all the rivers?
- Concerned that with a much wider funding base, there will be less scrutiny or self-restraint on spending

### **Designation process**

The following key points/questions were commonly raised with regard to the designation process:

- Have you sought legal advice on how the designation process would work?
- What are the implications of designation?
- Will the public have access to my land?
- Can you force me to plant the buffer?
- What happens if I don't want to plant the buffer?

### **Local knowledge and input**

The following key question was commonly raised with regard to local knowledge and landowner input:

- Riverside landowners and local community members know these rivers better than anyone; will you still listen to us?

### **Western vs Eastern Rivers**

The following key question was raised with regard to the different river systems within the catchment:

- There are two distinct types of rivers within the upper Ruamāhanga catchment, are they being addressed differently within Te Kāuru? This isn't clear
- The gravel-bed rivers need clearer direction/specification and consents to allow easier extraction where it's appropriate

## **4. Outcomes and next steps**

Stage 1 of the Te Kāuru engagement process has highlighted a number of areas where further research, investigation, reporting or changes to the floodplain management plan will be required.

The Te Kāuru project team will develop a programme for addressing the issues raised by the community and workshop the various work streams with the Te Kāuru Upper Ruamāhanga Floodplain Management Plan Subcommittee. The outcomes of this will be included in a summary report that will be provided to all riverside landowners and stakeholder groups.

A report that provides a specific response to each piece of feedback that was received will also be produced and made available to the public.

## Pieces of work to be undertaken immediately

Several pieces of work have been identified by the project team as being able to commence immediately. Work will be undertaken on these aspects of the project while concurrently planning for further work streams resulting from engagement feedback. Additional pieces of work will require more definition and discussion with the Te Kāuru Subcommittee prior to commencing work.

Initial pieces of work include:

1. Buffer benefit assessment

A study will be commissioned from Massey University that will assess the impacts of giving the river more room within the buffer and vegetating the buffers. This report will specifically consider natural character, aquatic life, water quality and quantity, cultural values, erosion protection, plant species, and economic opportunities. It will also consider what we should monitor and review progress against.

2. Pest plant plan

The project team is aware of the risks of weeds and pest plants when establishing a vegetated buffer and will investigate options on how to resolve this. Feedback from existing river schemes indicates dissatisfaction with the level of weed management in existing buffers. Management outcomes, and cost implications, will be included in the proposed Floodplain Management Plan.

3. Analysis of buffers

More information has been requested regarding the nature of the buffers, including an assessment of area of land within the buffers, current land use, and potential economic value. This can be undertaken by the project team immediately which can then be used for input into a more detailed plan for planting trees within the buffers.

4. Buffer implementation plan

More detail is needed with regard to:

- How long buffer establishment is expected to take
- How we plan to go about it
- How much it will cost
- Where the priority areas are
- Who will do the planting and maintenance
- Fencing, survey, and decision-making framework for land purchase

5. Design line review – what it will involve

The inner and outer management lines (design lines) have generally been in their current locations since the late 1990s. We plan to review a number of erosion “hot spots” and areas that are known to not reflect river behaviour well. We will also include areas where the design lines appear to be inconsistent. We will seek landowner input into the review in the form of contributing knowledge about the specific sites. We will engage a consultant to provide updated design lines in these particular areas, who will work with the Flood Protection Operations staff as well as landowners of these particular areas. This work could also include developing more management detail at



existing hot spots and confirming our management approach for each stopbank, in particular on the Waipoua River. More clarity regarding the difference between Western vs Eastern rivers

Work will be undertaken to assess where additional clarity regarding the difference between the Western gravel bed rivers and Eastern silt bed rivers can be included in Te Kāuru Volume 1.

## **Future stages of engagement**

### **Stage 2 Engagement**

'Volume 3: Outcomes for the Masterton urban area' is currently in development. Te Kāuru Stage 2 Engagement will commence once Volume 3 is drafted. Stage 2 Engagement will seek feedback on Volume 1 and Volume 3, and is envisaged to take place in early 2019.

This will likely follow a similar format as Stage 1 consisting of various engagement events such as attendance at the Farmers Market, drop-in centres, and possible small group or 'coffee group' discussions.

### **Stage 3 Engagement**

Once feedback has been received on all three volumes of Te Kāuru, the volumes and appropriate feedback will be incorporated into a single proposed Floodplain Management Plan. This will then be presented to the community for a formal consultation process.