



If calling, please ask for Democratic Services

Hutt Valley Flood Management Subcommittee

Tuesday 30 March 2021, 4.30pm

Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt 5010

Members

Greater Wellington Regional Council

Cr Lamason (Chair)

Cr van Lier (Deputy Chair)

Cr Connelly

Cr Lee

Hutt City Council

Deputy Mayor Lewis

Cr Edwards

Upper Hutt City Council

Mayor Guppy

Cr Wheeler

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

Hutt Valley Flood Management Subcommittee

Tuesday 30 March 2021, 4.30pm

Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt 5010

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
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5.	Update on progress of action items from previous meetings – 15 October 2020	21.124	5
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Please note these minutes remain unconfirmed until the Hutt Valley Flood Management Subcommittee meeting on 26 November 2020.

Report 20.391

Public minutes of the Hutt Valley Flood Management Subcommittee meeting on Thursday 15 October 2020

Council Chamber, Hutt City Council
30 Laings Road, Lower Hutt, at 4.30pm

Members Present

Greater Wellington Regional Council

Councillor Lamason (Chair)
Councillor Connelly

Hutt City Council

Deputy Mayor Lewis
Councillor Edwards

Upper Hutt City Council

Councillor Wheeler

Public Business

1 Apologies

Moved: Cr Connelly / Cr Wheeler

That the Subcommittee accepts the apology for absence from Mayor Guppy, Councillor Laban and Councillor van Lier.

The motion was **carried**.

2 Declarations of conflicts of interest

Councillor Connelly declared a conflict of interest regarding agenda item 6 'Hutt Valley Flood Management Projects Report (September 2020)' in terms of her involvement with the Friends of the Waiwhetu Stream group being a finalist in the 2020 Biosecurity Awards.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Hutt Valley Flood Management Subcommittee meeting of 6 August 2020 – Report 20.280

Moved: Cr Edwards / Cr Connelly

That the Subcommittee confirms the Public minutes of the Hutt Valley Flood Management Subcommittee meeting of 6 August 2020 – Report 20.280.

The motion was **carried**.

5 RiverLink Project Update – September 2020 – Report 20.320 [For information]

Tracy Berghan, RiverLink Lead, Greater Wellington and Martin White, Project Director, RiverLink, spoke to the report.

6 Hutt Valley Flood Management Projects Report (September 2020) – Report 20.319 [For information]

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

Noted: The Committee requested that officers report back to the next meeting regarding the quality of the water that drains from the Pinehaven Stream into the Te Awa Kairanga/Hutt River.

7 Hutt and Pinehaven Floodplan Management Plan implementation annual report to June 2020 – Report 20.324 [For information]

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

The meeting closed at 5.22pm.

Councillor P Lamason
Chair

Date:

Hutt Valley Flood Management Subcommittee
30 March 2021
Report 21.124



For Information

UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS MEETING – 15 OCTOBER 2020

Te take mō te pūrongo

Purpose

1. To update the Hutt Valley Flood Management Subcommittee (the Committee) on the progress of the action item arising from the previous committee meeting on 15 October 2020.

Te horopaki

Context

2. The item raised at the Subcommittee's previous meeting, which required action by officers, is listed in [Attachment 1](#). The status is noted and the information requested is provided.

Ngā hua ahumoni

Financial implications

3. There are no financial implications arising from this report.

Ngā tūāoma e whai ake nei

Next steps

4. The completed item will be removed from the action items table for the next report. Any new items will be added to the table, following this Subcommittee meeting, and circulated to the relevant business group for action.

Ngā āpitihanga

Attachment

Number	Title
1	Action items from previous meeting – 15 October 2020

Ngā kaiwaitohu

Signatory

Approver	Wayne O'Donnell, General Manager, Catchment Management Group
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He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The action items are of an administrative nature and support the functioning of the Committee.
<i>Implications for Māori</i> There are no direct implications for Māori arising from this report.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Action items contribute to Council's or Greater Wellington's related strategies, policies and plans to the extent identified in Attachment 1 .
<i>Internal consultation</i> There was no additional internal consultation in preparing this report and updating the action items.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks or impacts.

Attachment 1 to Report 21.15

Action items from previous Hutt Valley Flood Management Subcommittee meetings

Meeting date	Action	Status and comment																																																															
<p>15 October 2020</p>	<p>Hutt Valley Flood Management Projects Report (September 2020) – Report 20.319</p> <p>Noted:</p> <p>The Subcommittee requested that officers report back to the next meeting regarding the quality of the water that drains from the Pinehaven Stream into the Te Awa Kairanga/Hutt River.</p>	<p>Status - Completed</p> <p>Water quality information is provided in the Pinehaven Stream Improvements Resource Consent Application and Notice of Requirement, dated September 2019.</p> <p>Comment</p> <p>The water quality summary from the recent assessment of stream works in the Pinehaven Stream provides a summary of water quality as follows:</p> <p>5.4 Water Quality</p> <p>The water quality in Pinehaven Stream is influenced by the differences in land use between the upper and lower catchments. The indigenous and exotic forest of the upper catchment generally results in better water quality, while the urban stormwater discharges of the lower catchment adversely impact on water quality in the stream.</p> <p>Table 5 provides a range of water quality characteristics of Pinehaven Stream of two sites, one in the upper catchment and one in the lower catchment. The water quality characteristics are derived from data provided in Kingzett Mitchell Ltd (2005) and Warr, S. (2007). The data for the upper catchment site detailed in Kingzett Mitchell Ltd (2005) was taken from samples collected between March and April 2003. The data presented for the lower catchment site in Warr, S. (2007) was collected over three sampling rounds in December 2006 and January and March 2007, with the figures presented in Table 5 including an average of those data.</p> <p>Table 5: Water Quality Characteristics in Pinehaven Stream</p> <table border="1"> <thead> <tr> <th rowspan="2">Characteristic</th> <th rowspan="2">Guideline Values and Reference^a</th> <th rowspan="2">Upper Pinehaven^b</th> <th colspan="3">Lower Pinehaven^c</th> </tr> <tr> <th>19/2/06</th> <th>31/1/07</th> <th>13/3/07</th> </tr> </thead> <tbody> <tr> <td>Temperature (°C)</td> <td><20 Quinn & Hickey (1990)</td> <td>11.4</td> <td>15.2</td> <td>15.9</td> <td>17.7</td> </tr> <tr> <td>Conductivity (us/cm)</td> <td></td> <td>148</td> <td>208</td> <td>205</td> <td>190</td> </tr> <tr> <td>Dissolved Oxygen (% sat)</td> <td>≥ 80 RMA1991 Third Schedule</td> <td>94</td> <td>101</td> <td>99.7</td> <td>98.4</td> </tr> <tr> <td>Dissolved Oxygen (mg/L)</td> <td>>6 ANZECC (2000)</td> <td>10.30</td> <td>10.13</td> <td>9.85</td> <td>9.35</td> </tr> <tr> <td>pH</td> <td>6.4-8.9 Ausseil, O. (2013)</td> <td>7.35</td> <td>7.4</td> <td>7.5</td> <td>8.2</td> </tr> <tr> <td>E. Coli (cfu/100mL)</td> <td>≤550 MfE/MoH (2003)</td> <td>No data</td> <td>1400</td> <td>480</td> <td>1500</td> </tr> <tr> <td>Turbidity (NTU)</td> <td>≤5.6 ANZECC (2000)</td> <td></td> <td>4.99</td> <td>13.1</td> <td>7.15</td> </tr> <tr> <td>Dissolved Copper (mg/L)</td> <td>0.0025 ANZECC (2000) (80% protection)</td> <td></td> <td>0.0011</td> <td>0.0011</td> <td>0.0062</td> </tr> <tr> <td>Dissolved Zinc (mg/L)</td> <td>0.031 ANZECC (2000) (80% protection)</td> <td></td> <td>0.009</td> <td>0.008</td> <td>0.033</td> </tr> </tbody> </table> <p>^a Taken from Appendix 4 of Warr (2007) with supplementary guidelines added. ^b Site PHU in Kingzett Mitchell Ltd (2005) ^c Site HC05 in Warr (2007)</p> <p>As shown in Table 5 the lower Pinehaven Stream site exceeded the ANZECC (2000) trigger values for protection of 80% of species for copper and zinc on one sampling round. Warr (2007) states that:</p> <p><i>Contaminated runoff from urban areas around Pinehaven is likely to be the main source of zinc and copper in the lower reaches of the Pinehaven Stream and mid reaches of Hulis Creek.</i></p> <p>In addition, turbidity in the lower catchment also exceeded the ANZECC (2000) trigger values for protection of 80% of species on two sampling rounds. Further water quality sampling has commenced and will continue post lodgement of this application.</p> <p>Based on the results presented in Table 5, the Pinehaven Stream in the lower catchment is likely to have good water quality characteristics in terms of temperature and dissolved oxygen, and poorer characteristics in terms of dissolved metals and turbidity.</p> <p>From Section 5.4, page 44 Pinehaven Stream Improvements Resource Consent Application and Notice of Requirement, Report IZ089000-ANZ--EP-RPT-0001, Revision F, 19 September 2019, by Jacobs New Zealand Ltd for Wellington Water. Link:</p> <p>Resource consent application and Notice of Requirement (including Appendices G-X) received 19 Sept 2019 (29 MB) (pdf)</p>	Characteristic	Guideline Values and Reference ^a	Upper Pinehaven ^b	Lower Pinehaven ^c			19/2/06	31/1/07	13/3/07	Temperature (°C)	<20 Quinn & Hickey (1990)	11.4	15.2	15.9	17.7	Conductivity (us/cm)		148	208	205	190	Dissolved Oxygen (% sat)	≥ 80 RMA1991 Third Schedule	94	101	99.7	98.4	Dissolved Oxygen (mg/L)	>6 ANZECC (2000)	10.30	10.13	9.85	9.35	pH	6.4-8.9 Ausseil, O. (2013)	7.35	7.4	7.5	8.2	E. Coli (cfu/100mL)	≤550 MfE/MoH (2003)	No data	1400	480	1500	Turbidity (NTU)	≤5.6 ANZECC (2000)		4.99	13.1	7.15	Dissolved Copper (mg/L)	0.0025 ANZECC (2000) (80% protection)		0.0011	0.0011	0.0062	Dissolved Zinc (mg/L)	0.031 ANZECC (2000) (80% protection)		0.009	0.008	0.033
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Hutt Valley Flood Management Subcommittee
30 March 2021
Report 21.109



For Information

HUTT VALLEY FLOOD MANAGEMENT PROJECTS REPORT (March 2021)

Te take mō te pūrongo

Purpose

1. To update the Hutt Valley Flood Management Subcommittee (the Subcommittee) on progress made in implementing general Hutt Valley Flood Management (HVFM) projects, and on other relevant matters.

Te horopaki

Context

2. Greater Wellington Regional Council (Greater Wellington) has an ongoing programme of projects within the catchments of Te Awa Kairangi/Hutt River and Wainuiomata River. The projects are included in, or guided by the floodplain management plans and river management schemes for the rivers and streams within these catchments.
3. This report provides information on, and updates the Subcommittee about progress with current active projects.
4. This report also provides information relating to other matters that relate to the responsibilities of the Subcommittee.

Te tātaritanga

Analysis

Te Awa Kairangi/Hutt River

5. Projects being completed within the managed extent of Te Awa Kairangi/Hutt River are outlined in the Te Awa Kairangi/Hutt River Floodplain Management Plan, and Te Awa Kairangi/Hutt River Environmental Strategy. Currently, the focus area for project delivery is RiverLink, the length of river between Kennedy Good Bridge and Ewen Bridge near to Hutt City Central Business District. The projects in this section have been combined into the RiverLink project. Other smaller scale projects are occurring in other parts of the river.
6. Government funding has been offered for flood protection projects through Government's stimulus package focusing on climate resilience and infrastructure development to help rebuild the economy following COVID-19 alert levels lockdown periods. Greater Wellington's programme comprises three projects located in the Te Awa Kairangi /Hutt River and the Ruamahanga River. Within the three projects, there

are 14 separate locations of works. The works comprise of flood and erosion protection in Te Awa Kairangi/Hutt River and Landfill erosion protection in the Ruamahanga River.

7. RiverLink is a multi-partner project to improve flood protection, regenerate Hutt City and improve transport choice. It is the major focus for implementation of the Hutt River Floodplain Management Plan. The project is forecast to complete implementation in 2028. Detail about the project is contained in separate RiverLink Project Director's reports.
8. The Whaitua Te Whanganui-a-Tara is underway, and although not part of the HVFM Implementation, an update on this process is provided below.

Belmont Wetland

9. General planting and weed suppression is being undertaken by contractors and volunteers as per the maintenance schedule, further infill planting and weed removal is to take place in April.
10. The monitoring programme has been drafted and ready for submission to Environment Regulation for approvals as per our consent requirements, Boffa Miskell have been engaged to undertake the monitoring.
11. The gravel from the forebay has not been removed due to the above monitoring program not being implemented to date, baseline monitoring will take place prior to the gravel being removed.

Flood Hazard Modelling

12. Greater Wellington is updating the flood hazard model for the Te Awa Kairangi/Hutt River. This is being carried out in line with Greater Wellington's flood hazard modelling standard process and also to meet Hutt City and Upper Hutt City's District Plan timeframes.

Gravel Analysis

13. Greater Wellington has completed the 5 yearly gravel analysis for the Te Awa Kairangi/Hutt River. This is being finalised and will then be used by Operations to plan extraction activities.

Climate Resilience Projects

14. Recruitment for people to assist with these projects is underway, with two people employed for the climate resilience projects.
15. Our team delivering these projects are revising the current project schedule. The new schedule will take a global view of the repetitive task rather than individual projects. The key repetitive tasks are Resource Management Consent applications, Design packages, and our partnership with Mana Whenua.
16. Project-specific tasks which are underway are as follows:
 - a The tender for rock supply of Class B and C rock is let and rock supply commenced in December.
 - b Pomare bridge stopbank works – an Engineer for the Contract has been appointed and construction will commence in April 2021.

- c Greater Wellington is considering other projects to replace the RiverLink project due to unforeseen conflicting consenting issues involving the Major Riverlink project.

Whaitua Te Whanganui-a-Tara Committee

17. Whaitua committees are groups of local people tasked with recommending ways to maintain and improve the quality of fresh water as required by the National Policy Statement for Freshwater Management 2020 (NPSFM). The Whaitua Te Whanganui-a-Tara Committee is the third of five whaitua Committees for the Wellington Region. It was established in December 2018 and includes mana whenua, community members and elected representatives from Upper Hutt City Council, Hutt City Council, Wellington City Council, and Greater Wellington Regional Council.
18. The Committee has reached agreements in principle on most matters and is now drafting recommendations to give effect to te Mana o te Wai over the short, medium and long term. The Committee has investigated the range of issues contributing to poor water quality and has identified methods for making significant water quality improvements over time. The Committee is testing these ideas with partners and stakeholders. They recently held workshops with the four councils and Wellington Water Limited to raise awareness about new requirements in the NPSFM and to test some of the Committee's draft recommendations. The Committee aims to provide its final draft report to the Greater Wellington Regional Council on 24 June 2021 and will then meet in early July to consider any changes suggested by Council. It is anticipated that sign-off of the report will proceed to the Greater Wellington Regional Council Meeting on 19 August 2021.

Te Awa Kairangi/Hutt River Environmental Strategy

19. The following projects are currently being delivered for Te Awa Kairangi/Hutt River Environmental Strategy.

Safety and Trail improvements at Pomare/Taita

20. This project includes new parking bays, barrier gates, and a planting plan, with poplar poles to be planted next winter. Once the poplars are established, native tree planting will follow.

Design for river trail connections at Hulls Creek and Whakatikei River confluences with Te Awa Kairangi/Hutt River

21. Concept landscape design is currently underway. Whakatikei footbridge tenders are being considered by Upper Hutt City Council (UHCC). This is due to be finished this financial year. A design report has been prepared for another crossing at Hulls Creek, additional to the road bridge clip-on which has had some modifications to make it more accessible in the interim.

Publication of planting and revegetation guidelines for river edges

22. The final draft is currently being reviewed before being published in April. The proposed vegetation includes plants that can be utilised for medicinal use.

Development of a pocket edition of the Environmental Strategy document

23. We have decided against producing a paper pocket edition of the Environmental Strategy and there is now in draft form a web-based version with live links that can be viewed on a mobile device.

Te Awa Kairangi/ Hutt River Corridor Management Plan and Operations Manual

24. As a result of the Environmental Strategy, this project is progressing in two parts. The draft management plan, which will be a living document, sets out the framework within which all future management of the river corridor will be carried out and describes it in a way which will be readily understood by all who may be affected. The operations manual addresses actions at a finer scale and in greater detail to guide how development and maintenance activities are to be carried out, eg conventions for signage, furniture types to be used, bollards etc. These will provide for a coordinated approach to work within the river corridor.

Working with partner organisations to create a trail connection through Manor Park and across the Te Awa Kairangi/Hutt River at the Silverstream Bridge

25. Hutt City Council have awarded the contract for the southern section of the Manor Park walkway/cycleway. This is required to be completed by 30 June 2021 to utilise Waka Kotahi New Zealand Transport Agency funding. It is intended to straight away follow on with the jointly funded northern section. Discussions are ongoing with Wellington Water regarding the location of the proposed new watermain along part of the same route as it is preferred that the trail be on top of the pipeline where possible. This section of trail will initially be a gravel surface.

Waiwhetu Stream

26. Greater Wellington is continuing to work with Hutt City Council to support the activities of the Friends of Waiwhetu Stream. The weedmat trial is continuing.

Waiwhetu Floodplain Management Plan

27. Greater Wellington are currently in the process of working with Hutt City Council and Wellington Water Limited to complete the flood hazard modelling for the Waiwhetu stream and are planning the floodplain management plan. The Waiwhetu FMP is programmed to commence in the 2021/22 financial year.

Pinehaven Stream

28. Greater Wellington and UHCC are working together to implement the Pinehaven Stream Floodplain Management Plan. The development of this plan was led by Greater Wellington and completed in 2016. The implementation of the plan is being led by UHCC. It has appointed Wellington Water Limited as its agent to complete the physical work on behalf of both councils.
29. Pinehaven is a flood prone community with flooding of homes occurring regularly with the last flood being in December 2019. The objective of the planned Pinehaven Stormwater Improvements project is to improve flood protection by increasing the capacity of the watercourse to provide a one percent Annual Exceedance Probability (AEP) level of protection to house floor levels.

30. The project has been split into two stages:
 - a Upgrading culverts (this is a UHCC roading renewal project) and Enabling works – including house removal, service relocation and stormwater drainage.
 - b Stream capacity and environmental improvement works – widening the stream, planting, bank stabilisation, retaining walls, earthworks and replacement of bridges.
31. This programme will result in clear public benefits in the areas of property protection, reducing damage to community infrastructure such as roads, and reduction in the disruption from flood events.
32. The resource consent has been granted by Greater Wellington, and designation process completed with UHCC for the channel and culvert improvements.
33. The construction of the works has been on hold due to budget arrangements between UHCC and Greater Wellington, but stage 1 (the culvert and enabling works) has now been given the ‘go ahead’ to proceed. A decision on stage 2, the remainder of the works, is still pending. The stage 1 works are currently programmed to commence construction in May 2021.

Operational works (River management schemes)

34. In May 2020, a 35 year resource consent was granted for Te Awa Kairangi/Hutt River, which permits the day to day river management activities but also represents a step change in how Greater Wellington will undertake river management activities in the future. A project to implement the framework that will drive this step change has commenced and a number of work streams are underway.
35. Rockline and groynes repairs are progressing well along the river, replacing missing rock. Block groyne work at Whakatikei is underway which will help stop further bank erosion.
36. Stopbank repairs at Ava, Totara Park and Manor Park are underway, removing trees and their roots from the stopbank. This involves compacting material back into the stopbank and reinstating grass cover to secure the integrity of the stopbank.
37. Maintenance work on floodgates and arrestors is being carried out to keep them in functional condition. This maintenance work involves replacing seals, hinge pins and painting them to protect the fibreglass surfaces.
38. Fenceline maintenance to manage the autumn growth has started along the length of Te Awa Kairangi/Hutt River. Numerous trees that block stream channels around the region have been removed.
39. Summer programme events are going well, with good turnouts at the annual Te Awa Kairangi/Hutt River ‘gravel grab’ and ‘bike the trail’ events. Community groups continue to support environmental enhancement work with native plant maintenance and pest control.

Regional Investigations Initiatives

Emergency Management

40. Greater Wellington continues to work with the Wellington Region Emergency Management Office to improve flood response, warning and awareness across the region. Greater Wellington has developed new duty officer procedures and is currently progressing a programme of training, exercises, and updating catchment specific information ahead of roll out in Quarter 2 of the next financial year.

Implications of climate change

41. 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.
42. 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 hua ahumoni

Financial implications

43. Other than the erosion sites, the above projects are within the current flood protection budgets. The erosion sites funding is through the Crown Infrastructure Partners initiative. Part funding is required from Greater Wellington, and officers are bringing forward Long Term Plan funding forward to enable this.

Ngā kaiwaitohu

Signatories

Writer	Sharyn Westlake – Team Leader, Floodplain Management Plan Implementation
Approver	Graeme Campbell – Manager, Flood Protection Wayne O'Donnell – General Manager, Catchment Management

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 "reviewing periodically the effectiveness of implementation and delivery of Floodplain Management Plans for the Te Awa Kairangi/Hutt River floodplain."
<i>Implications for Māori</i> Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board.
<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> This report raises no risks.



**Hutt Valley Flood Management Subcommittee
30 March 2021
Report 21.80**

For Information

RIVERLINK PROJECT UPDATE – March 2021

Te take mō te pūrongo

Purpose

1. To advise the Hutt Valley Flood Management Subcommittee (the Subcommittee) of the items raised in the RiverLink Project Director's Report – March 2020 (**Attachment 1**).

Te tāhū kōrero

Background

2. RiverLink is a partnership project between Greater Wellington Regional Council (Greater Wellington), Hutt City Council, Waka Kotahi NZ Transport Agency (Waka Kotahi), Ngāti Toa Rangitira and Taranaki Whānui.
3. Greater Wellington's interest in RiverLink relates to Greater Wellington's strategic priority of regional resilience and implementation of the Hutt River Floodplain Management Plan. As such, the flood protection benefits derived from the project are Greater Wellington's focus. Greater Wellington funding primarily relates to delivery of these project outcomes.
4. Greater Wellington's strategic priorities of freshwater quality and biodiversity, and Public Transport are supported by the successful completion of the RiverLink project.

Highlighted items included in the Project Director's Report

5. The RiverLink Project Director's Report to March 2021 is included as **Attachment 1**.

RiverLink Project Update

6. Assessment of Alternatives (AoA)

The AOA process has confirmed the preferred approach to stopbanks and river works at Marsden Street, lower and upper Daly Street, Rutherford Street and upstream of the existing Melling Bridge. Key points to note from a Greater Wellington's perspective is the recommendation for a full stopbank profile at lower Daly Street, which will require additional property purchase. For the river works the recommendation is to initially use willows and then transition to natives over time. This transition from willows is a significant opportunity to transform the look and feel of Te Awa Kairangi Hutt River as well as trialling how to use natives as frontline flood protection.

Procurement

7. Three workshops on procurement were held between January and March 2021, one with officers of all three organisations, one with Hutt City and Greater Wellington councillors and one with Greater Wellington councillors. Waka Kotahi's preferred option is an Alliance model for construction with a recommendation to go to the Waka Kotahi Board in May 2021. All three organisations are working together to meet this timeline to enable the two councils recommendations to be made in the same timeframe.

Planning and consenting pathway

8. Project partners have revisited the preferred consenting pathway and collectively agreed to continue with the two stage hearing process. A further update about consenting pathway options will be provided to the meeting.
9. Key milestone dates of the overall programme (subject to amendment) are:
 - a. RiverLink open day 13 February 2021
 - b. 1st draft of technical reports received – March 2021
 - c. Decision on Procurement Model – May 2021
 - d. Lodgement of Notice of Requirements/consents – May 2021; there is likely to be an agreement to extend this by a further month.,
 - e. Public Works Act Notices for outstanding properties will need to be issued – midyear if not before.

Greater Wellington

12. Greater Wellington's resource consent design for stopbanks and riverworks are largely completed and integrated with the Melling transport improvements. (Design Freeze two)
13. A Public Transport designation will be included, for the first time, to provide for the new Melling station, park and ride, bus and bike facilities integrated alongside the new station.
14. Greater Wellington, Hutt City Council and Waka Kotahi started work on defining the interface components of the project and responsibilities between partners in March 2021.

Waka Kotahi

15. Waka Kotahi are leading the procurement work-stream referred to above. As noted previously this work needs to progress in tandem with the consenting work to ensure construction can start as soon as possible after statutory approvals are obtained.
16. Waka Kotahi led the mana whenua engagement and hui on the 25 March 2021 at Te Tatau o Te Po Marae.

Hutt City Council

17. Hutt City Council is leading a work-stream on the integrated transport network story across Hutt City. All three partners are working collaboratively to help the delivery of this work stream.

Programme

18. The project board are mindful that following lodgement of the resource consents and Notice of Requirements (phase 1), that arrangements need to be agreed to transition into Phases 2 and 3, in terms of delivery. As indicated above workshops were held with the project board and both Hutt City Council and Greater Wellington on suitable delivery models and procurement.

The indicative/high level timeline for Phases 2 and 3 (delivery) are:

Phase 2 Delivery

- a. Late 2021 – Notice of Requirement and resource consents approved.
- b. Early 2022 – enabling works –demolition/service relocations started
- c. 2022 –works start on the river channel/stop banks, completion expected 2028
- d. and, Melling transport improvements, which includes the relocation of Melling railway station.
- e. 2024 – work starts on the pedestrian bridge at Melling station
- f. 2026 – Melling transport improvements completed

Phase 3 Delivery

- a. 2026 onwards – urban development progresses.

Community Engagement

19. The second community engagement open day incorporating the Resource Management Act processes occurred on 13 February 2021. The main purpose of the second open day was to share the more detailed project and information, and to get feedback for the upcoming resource consent process. At the subcommittee, there will be a presentation on the open day findings.
20. Advertising campaign to promote online engagement into the 2022 New Year, including promoting the RiverLink open day.
21. Social Media Campaign is continuing.
22. Summer engagement at the Riverbank Beach. Container onsite at the Riverbank Beach from mid-November through to April/May 2021.

Impacts of climate change on the RiverLink Project

23. The Greater Wellington components of the RiverLink Project are subject to Greater Wellington's initiatives designed to minimise greenhouse gas emissions and enhance sequestration capacity. We will work with our project partners to develop a joint procurement approach that supports Greater Wellington's mitigation objectives once we have entered that stage of the design process. The current basis of reference for this includes the Code of Practice for River Management (Te Awa Kairangi 2020). This guides all river management activities undertaken by Greater Wellington for the purposes of flood and erosion protection across the Wellington Region. The Greater Wellington corporate sustainability programme and Greater Wellington's procurement process will encourage suppliers and contractors to minimise emissions.

24. The design development for RiverLink acknowledges the need to adapt to a changing climate and aims to address these predicted impacts. Greater Wellington has included allowances for climate change impacts within the RiverLink Preliminary Design.
25. The RiverLink project provides flood protection upgrade to safely convey a 2,800 cumec flood past Hutt City Centre. Greater Wellington assessed this size of flood event at this location against a 2°C stabilization scenario and against the A2 emissions scenario. The 2,800 cumec event being close to the target 1-in-440 year return period event design standard in the year 2100.

Ngā hua ahumoni
Financial implications

26. Greater Wellington has, through its Long Term Plan and annual planning processes, committed funding of \$125 million to delivery of the flood protection benefits of RiverLink. The current forecast for delivery of the flood protection benefits aligns with the existing budget.
27. 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 though some Greater Wellington funding may be desirable for some enhancements.

Ngā āpitihanga
Attachments

Number	Title
1	RiverLink Project Director’s Report – November 2020

Ngā kaiwaitohu
Signatories

Writer	Tracy Berghan – RiverLink Lead, Greater Wellington
Approvers	Graeme Campbell – Manager, Flood Protection Wayne O’Donnell – General Manager, Catchment Management Group

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Subcommittee’s specific responsibilities include 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.</p>
<p><i>Implications for Māori</i></p> <p>Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>RiverLink contributes to the delivery of Greater Wellington’s strategic priorities of Regional Resilience, Freshwater Quality and Biodiversity, and Public Transport.</p>
<p><i>Internal consultation</i></p> <p>There was no additional internal consultation in preparing this report.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>The programme leading to commencement of construction is currently impacted by the:</p> <ul style="list-style-type: none"> • Complexity of integrating Waka Kotahi into the consenting work stream, including agreeing a variation to contract and signing of the deed of accession to the project partner agreement; • Additional design work required for the Hutt City urban edge that forms the interface between Te Awa Kairangi/Hutt River and the city to enable commencement of the assessment of environmental effects work-streams.

Attachment 1 to Report 21.80

Date: 30 March 2021

Report of the Project Director - RiverLink

RiverLink – Project Update Report

1. Purpose

This report builds on regular reports the Hutt Valley Flood Management Subcommittee has received and provides an update on the RiverLink project.

The Subcommittee has been informed of emerging issues and opportunities. This report provides an update on these matters, and on the overall programme.

This report also provides an update on governance matters and on communications and engagement.

COVID-19

Business continuity plans have been instigated by the partner organisations and the RiverLink Project Office following the lockdown. As alert levels have changed staff have been working remotely from home and momentum on the project has been maintained.

Aspects which have been impacted are site investigations and surveys, such as ecological surveys and geo technical investigations. The delays in obtaining the results of these surveys will be incorporated into a reprofiled programme.

2. Background

Throughout the year Members have received reports which have provided a high level overview of the RiverLink project. The vision and strategic objectives have been outlined, as has the partnership approach and supporting governance structure. The partners have agreed to work collaboratively in an integrated, joined-up manner. The benefits of which were outlined in the February report. The partners work on the basis of achieving a “best for programme” outcome.

3. Areas requiring further investigation

As phase 1 of the project (pre design and consenting phase) has progressed, a number of designs are being refined. Members will recall that at a workshop attended by the lead consultants at the last meeting, five key areas were focussed on, they were:

- **River modelling** has led to higher and wider stop banks in some areas and this is challenging where there is a constraint on land.
- Work on the **city edge** is being informed by a development strategy which in turn will be influenced by, for example, geo-technical investigations. This work will also inform the design of the stop banks.

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- There is a design challenge to accommodate the **land uses at Pharazyn Street** (true right bank) driven by the space required by the new Melling interchange. The project partners are working collaboratively to resolve this challenge.
- There is a challenge to land the new Melling Bridge on **Rutherford Street** due to the height differential between the need to clear the stop bank and land at grade on the local highway network.
- There are detailed design options to consider in the vicinity of **Lower Daly Street** and **Marsden Street**.

Following that workshop and further design work by the partners and consultant team, there is now a high level of agreement on the board design parameters for the above five areas.

In spatial terms these solutions have been shown on detailed indicative plans at the two open days, when the community were invited to view and offer comments and observations on the emerging plans. (A powerpoint presentation will be provided at the subcommittee on the two open days and ongoing engagement activity.)

It is important to emphasise that the partners continue to work together to achieve a best for programme outcome, and that an optimum design solution for all of the areas either has or will be agreed upon.

In October the subcommittee was informed that in order to achieve project objectives, there is the possibility that further property **may** need to be acquired to achieve an optimal design solution. Work is continuing on this workstream.

4. Programme

Despite the remaining challenges outlined above, the consultants have revised and updated the project programme. Lodgement of the Notice of Requirement and resource consents will be mid-year. (An illustration of the updated programme will be available at the sub-committee.)

Additional time was required to carry out an exercise to assess alternative design options (an option appraisal exercise) for the areas requiring further investigation referred to above, which has led to a preferred option being identified. The preferred options have been referred to the project board. This assessment of alternatives is required under the RMA, and it will have the effect of “fixing” various key elements.

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Since the last meeting a number of key workstreams have been completed, they include:

- The Assessment of Alternatives process.
- Completion of the traffic modelling workstream.
- Detailed design of the interchange.
- Design amended to accommodate rail configuration/station.
- Engagement with the community.

5. Assessment of environmental effects

A key workstream which has been progressed since December is the drafting of technical assessment reports on 19 subject matter areas. These reports consider the environmental, social and economic effects of the project, and outline if and how any mitigation works may be undertaken.

These reports are now with the partner organisations for their review, and comments will need to be taken into account and the reports reissued for sign off. These reports are a key requirement of the consenting process.

Design freeze 2

At the time of writing, the consultants are working towards design freeze 2. This is a key stage in the work programme where the clients sign off on design solutions so that they effectively become “locked in”, and provide a degree of certainty to the consultant team so that they can progress with their design work.

Areas where there remains some uncertainty include Rutherford Street and Lower Daly Street where third party property matters remain to be resolved. Negotiations and discussions with the relevant property owners are ongoing.

6. Planning and consenting pathway

Ahead of lodging any consents, the partners need to agree on which planning and consenting pathway to follow.

The consenting pathways available include the traditional two stage (council) route, a direct referral to the Minister or the fast-tracking (Covid) route.

The partners have sought advice from the planning consultant lead (the requirement to prepare a consenting strategy), the in-house planning specialists from each partner organisation and RMA/legal advice from the appointed RiverLink legal counsel.

Following a workshop attended by all three funding partners, their planners and project board members, with consultant support, it was agreed that in the best interests of the project that the workshop would recommended to the project board that the two stage (council) pathway be pursued. However, this is

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caveated by the assumption that there are very few submitters, if this is not the case a direct referral may be the preferred pathway.

7. Procurement

As phase 1 is nearing completion, work has started on phase 2 - the delivery stage, or procurement.

The procurement workstream is being led by Waka Kotahi, and a key consideration which has been identified by the funding partners is the need to continue to work in partnership to realise the benefits of collaboration and integration.

Workshops have been held by the partners and with Members, to consider the most appropriate procurement model for RiverLink - which is a complex project. The individual partner organisations need to balance their own needs (outcomes) with the “best for project” philosophy which is an overriding aim of the project partnership.

Work to date indicates that the most appropriate model for RiverLink is an alliance type of approach. Members have received a workshop facilitated by Waka Kotahi on procurement models and alliances in particular, with further workshops planned at the time of writing.

Running in tandem, Waka Kotahi have carried out market sounding exercise and a multi-party funding agreement is being drafted.

The indicative/high level timeline for phases 2 and 3 (delivery) are:

- Late 2021 – resource consents approved.
- Early 2022 – works start on the river channel/stop banks, completion expected 2028.
- 2022 – work starts on the Melling transport improvements, which includes the relocation of Melling railway station.
- 2024 – work starts on the pedestrian bridge.
- 2026 – Melling transport improvements completed.

It is important to acknowledge that with such a large and complex programme of works that there will inevitably be **disruption** in and around the river area and in Hutt CBD. Roads, cycleways and pathways will be closed, traffic will be diverted and there will be noise, dust and vibration. Contractors will be required to minimise these disruptions and follow industry standards and apply best practice, and implement an engagement plan to advise and inform the community of mitigation proposals.

Hutt City Council is leading a workstream on the integration of urban development which will be facilitated by the infrastructure (resilience/access) works.

8. Communications and engagement

A powerpoint presentation will be provided at the meeting on the two open days.

Community Engagement Plan

We are engaging so the community feels a sense of ownership of Te Awakairanga in the long term. In the shorter term, we are engaging so the community and stakeholders contribute their feedback and ideas to the design of RiverLink, as part of our statutory obligations.

The RiverLink work is part of a long term process to bring the river to its rightful place in the central city, to connect the community to the river—and there is an ongoing commitment from the project partners to engage the community in a genuine discussion about proposals that are not yet finalised.

The communications team are working with Isthmus on the content and tactics for this engagement which includes an open day planned for late November.

RiverLink Website

The new standalone website is now up and running (www.riverlink.co.nz)

Facebook

Our latest social media campaign continues to focus on how people use the river and some nostalgia showing historical photos of local landmarks and people. The campaign continues to get good reach.

Advertising and promotion

A regular RiverLink Neighbourly campaign and advertisements in the Hutt News and Dominion Post are continuing and we have placed updated posters in trains and in local libraries. All these activities are aimed at building momentum for our planned engagement with the community.

Stakeholders Management System

The Communications Team have set up “Consultation Manager” utilising Waka Kotahi’s licence arrangements and have started recording all stakeholder engagement into this system.

9. Project governance

The project partner agreement signed by the two local authorities in 2018 has been amended to allow for the accession of Waka Kotahi, following the inclusion of Melling transport improvements in the New Zealand Upgrade Programme.

This development has led to the inclusion of Melling into the scope of works for phase 1, and all the workstreams referred to in previous reports have had to include Melling in their scope.

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The board have endorsed the establishment of a mana whenua steering group which will oversee three projects in Hutt, including RiverLink. The board has also endorsed a Kaitiaki Strategy.

The RiverLink Project Board now has a full complement, and it has welcomed new representatives from Hutt City Council and Waka Kotahi.

The project board has agreed to establish a **steering group**. The role of the steering group is to make technical and operational decisions on matters which do not need to be referred to the board – who have a strategic management role. The steering group has a representative from each of the funding partners and meets weekly; - it's agile and decisive and provides the ability to make decisions on technical and operational matters efficiently.

The Chief Executive's RiverLink Relationship Management meetings are now held monthly.

10. Conclusions

Phase 1 remains on track to lodge Notices of Requirement and resource consents mid-year, this year, and work has begun on identifying and agreeing the most appropriate delivery model.

Future reports will continue to keep the subcommittee informed of progress, issues and risks.

The Subcommittee is reminded that as more detailed design is undertaken this in turn will raise further issues, consequences and interdependencies which need to be resolved to ensure that the programme remains an integrated and coordinated programme of work. The partners are committed working together to realise the broad range of outcomes