



If calling, please ask for Democratic Services

Hutt Valley Flood Management Subcommittee

Tuesday 26 October 2021, 4.30pm

Remotely, via Microsoft Teams

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 26 October 2021, 4.30pm

Remotely, via Microsoft Teams

Public Business

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2.	Conflict of interest declarations		
3.	Public participation		
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Please note these minutes remain unconfirmed until the Hutt Valley Flood Management Subcommittee meeting on 26 October 2021.

Report 21.354

Public minutes of the Hutt Valley Flood Management Subcommittee meeting on Tuesday 3 August 2021

Council Chamber, Upper Hutt City Council
838-842 Fergusson Drive, Upper Hutt, at 4.33pm.

Members Present

Greater Wellington Regional Council

Councillor Lamason (Chair)
Councillor van Lier (Deputy Chair)
Councillor Connolly

Hutt City Council

Deputy Mayor Lewis

Upper Hutt City Council

Mayor Guppy
Councillor Wheeler

Public/Public excluded Business

1 Apologies

Moved: Cr Wheeler / Cr van Lier

That the Subcommittee accepts the apologies for absence from Councillors Edwards and Lee.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Hutt Valley Flood Management Subcommittee meeting on 22 June 2021 - Report 21.293

Moved: Cr van Lier / Mayor Guppy

That the Subcommittee confirms the Public minutes of the Hutt Valley Flood Management Subcommittee meeting of 22 June 2021 - Report 21.293.

The motion was **carried**.

5 Asset Management Report for Te Awa Kairangi/Hutt, Wainuiomata, and Waiwhetu Floodplains 2020/21 – Report 21.334

Jacky Cox, Section Leader, Operations Planning, spoke to the report and gave a presentation.

Moved: Deputy Mayor Lewis / Cr Connelly

That the Subcommittee:

1. Recommends to the Environment Committee that it is satisfied that flood protection and erosion control infrastructure assets have been satisfactorily assessed, and that identified issues are being addressed through maintenance and improvement work programmes.
2. Requests officers to report to the next Subcommittee meeting on the response plan for the two sections of stopbank, at Taita and Moonshine, identified in the report as areas of “very high risk”.

The motion was **carried**.

6 Hutt Valley Flood Management Projects Report – August 2021 – Report 21.319 [For Information]

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

7 RiverLink Project Update – August 2021 – 21.315 [For Information]

Tracy Berghan, Owner Integration Lead RiverLink, and Martin White, RiverLink Project Director, spoke to the report. Martin White introduced Tom Newson, the newly appointed RiverLink Project Director, to the Subcommittee.

Noted: The Committee thanked officers and the RiverLink project team for their work in preparing and lodging the RiverLink resource consent application.

8 Hutt and Pinehaven Floodplain Management Plan Implementation Annual Report to June 2021 – Report 21.320

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

At the conclusion of the Subcommittee's consideration of the agenda items the Chair acknowledged the contribution of Colin Munn, Team Leader, Operations Planning and Delivery, to the Subcommittee and to Greater Wellington's overall flood protection activities.

The public meeting closed at 5.38pm.

Councillor P Lamason

Chair

Date:

Hutt Valley Flood Management Subcommittee
26 October 2021
Report 21.372



For Information

UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS MEETINGS – OCTOBER 2021

Te take mō te pūrongo

Purpose

1. To update the Hutt Valley Flood Management Subcommittee (the Subcommittee) on the progress of the action item arising from the previous Subcommittee meetings.

Te horopaki

Context

2. The items 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 items 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 meetings – August 2021

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 21.372

Meeting date	Action	Status and comment
3 August 2021	<p>Update on Progress of Action Items from previous meetings – 3 August 2021 - Report 21.334</p> <p>Noted:</p> <p>The Subcommittee requests officers to report to the next Subcommittee meeting on the response plan for the two sections of stopbank, at Taita and Moonshine, identified in the report as areas of “very high risk”.</p>	<p>Status:</p> <p>COMPLETED</p> <p>Comment:</p> <p>Report will be presented at meeting on 26 October.</p>



**Hutt Valley Flood Management Subcommittee
26 October 2021
Report 21.470**

For Decision

RIVERLINK PROJECT UPDATE – OCTOBER 2021

Te take mō te pūrongo

Purpose

1. To advise the Hutt Valley Flood Management Subcommittee (the Subcommittee):
 - a of the items raised in the Report of the Project Director - RiverLink ([Attachment 1](#)); and
 - b change to the consenting pathway from a two-stage hearing process to direct referral to the Environment Court.

He tūtohu

Recommendation

That the Subcommittee **endorses** the decision of the RiverLink Board to seek a change in the agreed consenting pathway to direct referral of the resource consent application to the Environment Court.

Te tāhū kōrero

Background

2. RiverLink is a partnership project between Greater Wellington Regional Council (Greater Wellington), Hutt City Council (HCC), 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. The flood protection benefits derived from the project are Greater Wellington's focus. Greater Wellington's 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.
5. Hutt City Councils objectives for RiverLink are that Te Awa Kairangi between Ewen Bridge and Kennedy Good Bridge becomes the centre piece of the city by:
 - a Turning our city around to face and embrace Te Awa Kairangi;
 - b Pedestrian/cycle bridge linking new Melling station to Lower Hutt City Centre;

- c Revitalised open space alongside the river to provide various features for rest and play; and
- d Engaging with the private sector to redevelop key sites along the river corridor for residential and leisure use.

Te tātaritanga Analysis

Highlighted items included in the Report of the Project Director - RiverLink

- 6. Report of the Project Director – RiverLink is included as **Attachment 1**.

RiverLink Project Update

Phase 1 Consenting and Hearing

Planning and Consenting Pathway

- 7. Submission's closed on the 22 September 2021. 123 submissions were received, of which 41 individuals or organisations wish to be heard. Of those a number are substantive submissions and require time and resources to resolve in a manner that reduce risk and further time delays to the overall project.
- 8. Substantive section 92 (Further information requests) were also received from the regulators Hutt City Council (HCC) and Greater Wellington.
- 9. The RiverLink Project Board has subsequently asked the regulators (Greater Wellington and HCC) to seek direct referral to the Environment Court. While not yet confirmed it is anticipated that this will be the consenting pathway.
- 10. Direct referral will enable the consultant team and project partners to seek to resolve submitters concerns, provide further information and reduce the issues for consideration by the Environment Court. The Environment Court also offers a mediation process, which is a further opportunity to reduce any areas of disagreement, prior to a hearing.
- 11. The change in consenting pathway will mean the hearing itself will be moved to the new year, around April 2022. This has flow on effects for the team, in terms of the hearing, evidence preparation and resourcing.
- 12. The change in consenting pathway will also have flow on effects for Phase 2- Procurement, which have been detailed in the attached RiverLink project Directors report.

Phase 2- Procurement

- 13. Waka Kotahi, as already signalled, is the single principle for the Alliance and as such, is leading the phase 2 - procurement process.
- 14. Work continues in parallel on procurement and includes developing the procurement plan along with specific documentation around the tender process. A key aspect of the tender process is the Tender Evaluation Team and it is particularly significant that the three project partners have agreed to include a representative acting on behalf of Greater Wellington/HCC in that evaluation team.

15. The Registration of Interest (ROI) document has been prepared with input across all project partners.
16. Issuing of the ROI/Request for Proposal (RFP) will be delayed, as a result of the change in consenting pathway. The dates for issuing these documents depend on the actual date for the Environment Court Hearing.
17. The Memorandum of Understanding (MOU) process is continuing and is unaffected by the change in consenting pathway.

Greater Wellington

18. Belmont Works – urgent works were undertaken in September to move gravel into an eroding bank at Belmont after recent flooding that exposed some significant assets at risk from further flooding. Permanent works are underway to reconstruct the bank edge and plant willows using the proposed approach for RiverLink, this involves a combination of driven live poles and rope in combination with willows and natives.
19. Demolition of the old PetVet building – investigations have restarted as to the potential opportunity to remove this building.
20. Phase 2 MOU, between the project partners - good progress is being made on the Greater Wellington components of the Phase 2 MOU.
21. Special Consultative Process (SCP) to secure GW funding will be run in conjunction with the 2022/23 Annual plan process.

Waka Kotahi

22. Waka Kotahi continue to lead and are progressing the procurement process with support from Great Wellington and HCC for Phase 2.
23. The tender evaluation for the principal's technical advisor role has been completed and GHD has been appointed to this role.
24. Further detail is provided in the attached RiverLink Directors report.

Hutt City Council

25. HCC submitted an Expression of Interest (EOI) for Housing Infrastructure Acceleration Funding to provide new three waters assets to support the projected population growth enabled by RiverLink. HCC expect to hear whether this EOI has been successful in mid-October, after which a Request for Proposal (RFP) process will follow.

Programme

26. The indicative/high level timeline for Phase 2 (delivery) and Phase 3 (Urban Development) has been updated with some minor adjustments:

Phase 2 Delivery

- a Aug 2021 – Notice of Requirement and resource consents lodged
- b Feb 2022 – evidence complete
- c April 2022 – Potential Environment court date
- d Jul 2022 – Preferred Alliance partner confirmed
- e Oct 2022 – enabling works –demolition/service relocations started

- f 2022 – works start on the river channel/stop banks - completion expected 2028 and, Melling transport improvements, which includes the relocation of Melling railway station.
- g 2024 – work starts on the pedestrian bridge at Melling station
- h 2027 – Melling transport improvements completed.

Phase 3 Delivery

- a 2027 onwards – urban development progresses.

Community Engagement

- 27. The social media campaign is continuing.
- 28. Travel surveys are underway with a current focus on the workers in the city.

Impacts of climate change on the RiverLink Project

- 29. 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.
- 30. 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.
- 31. 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 2,100.

Ngā hua ahumoni

Financial implications

- 32. 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 are currently being reviewed through the project processes. Greater Wellington is committed to funding its full share of the project. Work is currently underway to understand the implications and process for any required adjustments to the Long Term Plan.
- 33. 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 although some Greater Wellington funding may be desirable for some enhancements.

Financial implications for Hutt City Council

34. HCC recently voted in favour of increasing its 2021-2031 Long Term Plan funding for RiverLink to \$138.4 million, with a net cost of \$94.9 million after revenue from subsidies and land sales. The new funding became accessible from 1 July 2021, with the majority of expenditure scheduled to occur over the next five years. The funding will allow HCC to deliver key RiverLink scheme components including a pedestrian cycle bridge, a riverbank park, city centre urban revitalisation, intersection improvements, strategic property purchases and parking areas.

Ngā tikanga whakataua Decision-making process

35. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga Significance

36. 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 Decision-making Guidelines*. Officers recommend that the matters are of low significance as outlined in paragraph 37 below.
37. The decision sought is an endorsement of a decision that has already been made by the RiverLink Board and it is considered important that the Subcommittee shows support for the change in process.

Te whakatūtakitaki Engagement

38. Engagement undertaken for the RiverLink project is outlined in the Report of the Project Director – RiverLink in **Attachment 1**. Further engagement will be undertaken directly by Greater Wellington/HCC as the regulator and advised directly to submitters or included on the Greater Wellington 'Have your Say' page.

Ngā tūāoma e whai ake nei Next steps

39. The decision will be communicated to the RiverLink Board.

**Ngā āpitihanga
Attachments**

Number	Title
1	Report of the Project Director – RiverLink

**Ngā kaiwaitohu
Signatories**

Writers	Tracy Berghan – RiverLink Lead, Greater Wellington Tom Biggin – Project Manager- RiverLink Hutt City Council
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 21.470

Attachment 1 to RiverLink report

Date: 26 October, 2021

Report of the Project Director – RiverLink

RiverLink – Project Update Report

1. Purpose

This report builds on regular reports the Subcommittee has received which provides an update on the RiverLink project, it does not repeat or duplicate information previously provided.

In August, the Subcommittee received a report advising that the resource consents and designations have been lodged with the two regulatory authorities. This represented a significant milestone.

This report provides an update on the two main work-streams which are being progressed in tandem:

- The consenting work-stream;
- The procurement work-stream.

The report outlines the latest indicative programme/timeframe for delivery of the project, and an update is provided on the work of the Mana Whenua Steering Group and marketing and communications work-stream.

This report should be read in conjunction with other reports on the Subcommittee’s agenda which provide an update on specific matters as they relate to the Greater Wellington Regional Council and Hutt City Council.

COVID-19

COVID-19 business continuity plans continue to be implemented. Implications of any COVID-19 restrictions as far as they may impact the consenting process are outlined in the report.

2. Background

Throughout 2020 and this 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 2020 report. The partners work on the basis of achieving a “best for programme” outcome.

Attachment 1 to Report 21.470

3. The consenting work-stream

The resource consents and designation orders were lodged with the two regulatory authorities in August. The application pack has since been received and publicly notified (25th August).

Since mid-September, the consultant team and the project partners (herein referred to as “the team”) have been working on:

S92 requests

This is a mechanism where the regulatory authorities may request further information for clarification on primarily technical matters. At the time this report was written, 75 requests have been received from Greater Wellington Regional Council (EReg) and 64 from Hutt City Council. These matters are being addressed by the team.

RiverLink is a large and complex programme of works, and this is reflected by the number and nature of the s92 requests.

Consenting pathway

In terms of the consenting pathway, Members will be aware that in July the RiverLink Project Board endorsed a decision they made in March which was to pursue the two stage (council) consenting pathway. The project board reserved the right to review this position at each and subsequent monthly project board meeting and pursue **direct referral to the Environment Court** in the light of new or emerging evidence following the close of the submission period.

Following the close of the submission period the applicant/project partners had 5 days to inform the regulatory authorities (and seek their agreement) of the change in consenting pathway. Following an extraordinary project board meeting the project partners unanimously agreed to pursue the direct referral route. This was based on the advice of the consultant planners, the legal team and planners/lawyers within the partner organisations.

This advice was based on the fact that based on the nature of the submissions received and the matters raised; there was a high risk of an appealed decision if the application proceeded to a council-level hearing. The project board decided that it was in the projects best interests to continue to work with these submitters, (which may take more time than envisaged), while at the same time adhering to the outlined programme.

The project board also identified:

- That the project will deliver critical infrastructure which will provide a higher degree of resilience to a large community, while also offering substantive benefits;
- there is significant community support and advocacy for the project;
- the project is part of the NZ Up Programme, and it will offer significant economic, employment and development stimuli.

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Submissions

On 29 September, members were briefed on the number and nature of submissions. By 22 September, the close of the submission period, a total of 121 submissions have been made, 41 of whom wish to speak at a hearing.

The main submission themes are:

- cycling network design;
- loss of parking (primarily on the western side of the river);
- design of the transport infrastructure, i.e. Melling Bridge, intersections;
- operation of the transport infrastructure, primarily signalised intersections;
- comments on the engagement process;
- construction effects, including noise and vibration and dust management;
- freshwater ecology;
- heritage;
- public transport network, including future services;
- site/location specific landowner issues.

The consultant team and the project partners are working on a strategy to address each and every submission, with a view to working with the submitters to fully understand their concerns and wherever possible resolve those matters. This work has started and will continue up to the hearing. In order to adhere to the indicative timeline the project partners will need to work together, be flexible, agile, innovative and responsive in addressing the concerns of submitters.

In terms of the programme/timeline it is anticipated that the hearing will be in early April, and the team are working on finalising their evidence by mid-February. This is an indicative timeline, which will be driven by the Environment Court. At the time of writing it is anticipated that the Environment Court may opt to hold any mediation meetings, etc, virtually depending on the COVID 19 situation.

Again, in terms of the scale and complexity of the programme of works the number and nature of the submissions are not unexpected. However, there remains considerable pressure on the team to work through all of them and meet the indicative timeframe. Project partners are also mindful of the possible cost increases of addressing submitter concerns in terms of redesigning some elements of the indicative proposals.

4. Mana Whenua Steering Group

At the last Subcommittee meeting members received an update on the work of the Mana Whenua Steering Group (MWSG). The update includes:

- The preparation of a values document which is in development;
- Contribution to the condition for the consent;
- In terms of consenting, both Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira are represented on the RiverLink project board and endorsed the decision to revert to the direct referral consenting pathway.

Attachment 1 to Report 21.470

The integration team will keep the MWSG informed of how this impacts timeframes and involvement in the hearings and approvals process.

- The team will work with the MWSG to prepare statements of evidence to be presented on behalf of Ngāti Toa Rangatira and Taranaki Whānui ki te Upoko o te Ika.
- The MWSG is contributing to the engagement and communications strategy of the project.

5. Procurement

At the time of writing the report a decision is awaited regarding the application to the Environment Court to pursue the direct referral pathway. A decision is due on the 20th of October.

If accepted, this process will provide the team more time to address issues raised by submitters, and it will also retain the ability of submitters to be heard.

The change in consenting pathway presents risks and opportunities for the procurement programme. For example, the Registration of Interest (ROI), or shortlisting process, will no longer be released at the end of October.

Delaying the ROI will provide the project partners the opportunity to fully assess the impacts of the consent pathway change and to evaluate and respond to submissions, and to jointly agree the preferred procurement pathway and programme impacts. Once the project partners have clarity on the planning pathway and submitter issues, a revised programme for release of the ROI will be confirmed. Regular engagement with industry continues to keep them apprised of project expectations and timeframes.

The MWSG have been working closely with the project partners and have an integral role as advisors to the project and the procurement process.

The project partners have agreed that a hybrid alliance is the most appropriate model and that Waka Kotahi will be the principal, with side agreements in place with the two local authorities and delivered in partnership with Mana Whenua.

6. Other matters

At the last three meetings members have been advised of some outstanding **property matters** which required further work. Whilst there has been significant progress in resolving a number of these matters, there is still further work required on a few properties which are within the scope of the project. Negotiations and discussions with the relevant property owners are ongoing, details of which cannot be provided because they are commercially sensitive.

Ahead of lodging the consents and designation orders the project partners have undertaken a **cost revision exercise** to ensure that they have a sound understanding of the costs of delivering the proposal. As may be expected, costs have risen since the last cost estimate was undertaken, due mainly to the proposals being firmed up, the need for additional property and the global cost increases for materials and labour.

The project partners have initiated a process to address this issue and they continue to work collaboratively in the best interests of the programme, on

Attachment 1 to Report 21.470

elements where there are cost sharing obligations. The project partners have reaffirmed their commitment, via the project board, to review the scope and identify elements which are required as mitigation. Other options include the deferment of some aspects of the proposals to future years and exploring other sources of funding. The costs estimates are in the process of being peer reviewed, and a verbal update will be provided at the Subcommittee meeting.

The Subcommittee should remain confident that proposals which will be delivered are those as per the proposals plans which have been shared with the local community.

It is important to acknowledge that with such a large and complex programme of works that there will inevitably be **disruption** in and around Te Awa Kairangi and in Hutt Central Business District. Roads, cycleways and pathways will be temporarily 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.

7. Communications and engagement

Strategic communications strategy

The communications team are reviewing the next steps with the communications strategy (what we're doing and why) for the next project phases and the communications framework plan (how we work together). The communications plan is currently being updated to reflect the new consenting pathway (Direct Referral).

Print and radio advertising

The campaign continues to focus on Lower Hutt – your river city - with a call to action to check the website for more information and sign up to our community updates (Hutt News, DomPost, Stuff, Neighbourly and local Media Works stations, also Atiawa toa FM and Hutt FM, digital communications and local cinema, posters in trains and buses and at Melling Station, and information at HCC facilities).

Frequently Asked Questions (FAQ)

There are twenty-two new FAQs on the website. The FAQ section will be continually updated, and the communications team have requested more pictures and diagrams from the consultant team to help explain proposed changes.

Attachment 1 to Report 21.470

Social media calendar – September

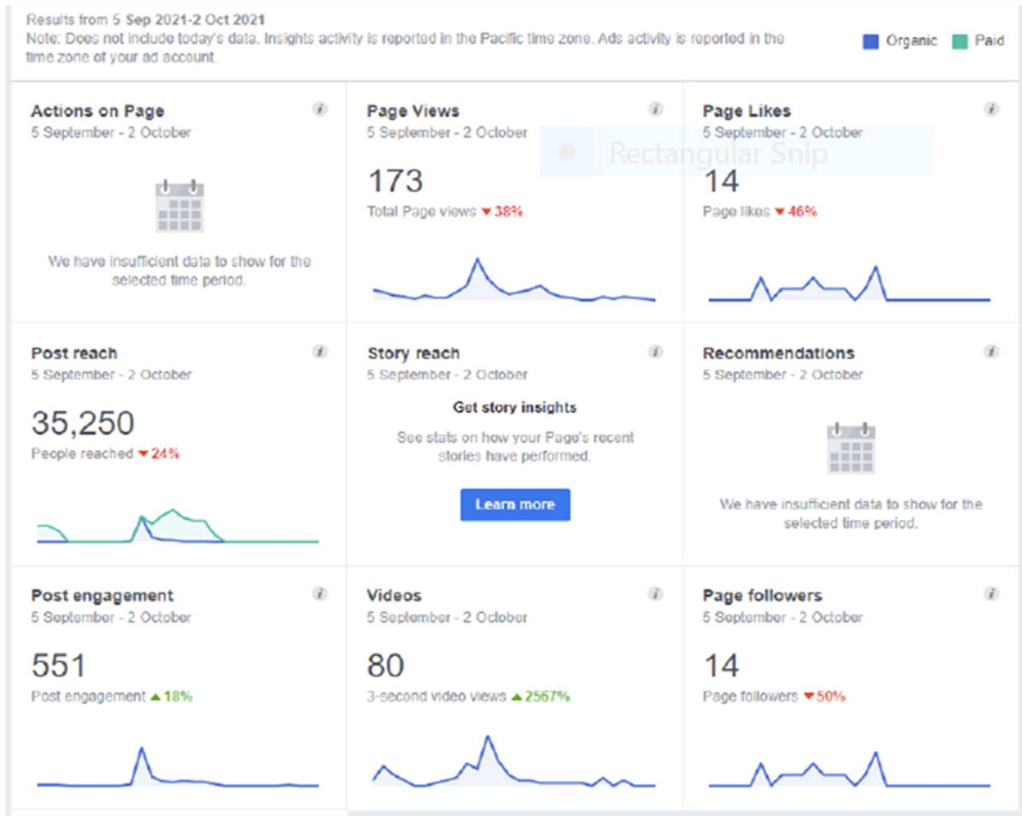


Posts Overview

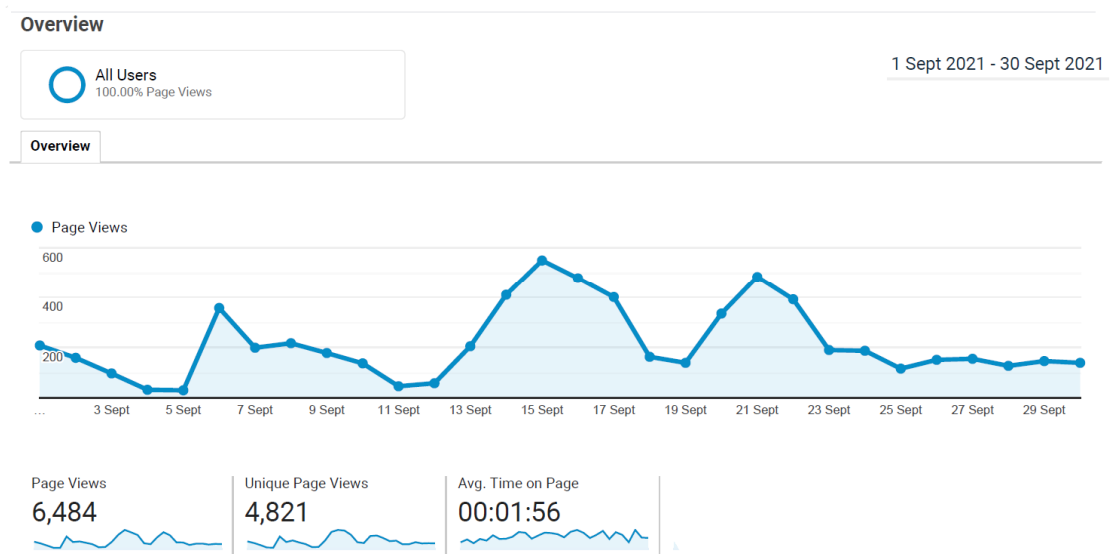
Published	Post	Type	Targeting	Reach	Engagement	Promote
17/09/2021 05:02		Video	Global	100	30	Boost post
17/09/2021 04:55		Image	Global	172	53	Boost post
15/09/2021 09:10	The Resource Management Act (RMA) provides several ways for you	Image	Global	32K	70564	Boost post
03/09/2021 12:41	Thank you to the Hutt Valley Chamber of Commerce & Industry for	Image	Global	67	60	Boost post

Attachment 1 to Report 21.470

Page Summary



Website Statistics



Attachment 1 to Report 21.470

Engagement update

Southend Business Group meeting has been planned for Wednesday 20 October. A short presentation will be delivered with most of the time spent on discussion about their concerns raised in their submission (such as access to their businesses).

8. Project governance

The **project partner agreement** (PPA) which covered phase 1 – the pre-design and consenting phase, is in the process of being updated to ensure that an extant agreement is in place to cover phase 2 (a) which will keep the Riverlink partnership together, as the project transitions into the delivery phase.

The **Chief Executive's RiverLink Relationship Management** meetings are now held monthly, and the August meeting welcomed Mr Nigel Corry, the new Chief Executive of Greater Wellington Regional Council. The meeting acknowledged and thanked Mr Greg Campbell for his significant contribution.

9. Conclusions

Having lodged the resource consents and designation orders the project board and partners are now focussed on meeting the tight timeline demanded by pursuing the direct referral consenting pathway. A considerable amount of work will need to be done in a relatively short timeframe over the next few months to ensure that we can meet the Environment Court's indicative timeframe of having a hearing in April next year.

The consenting phase is one step on the journey of delivering the agreed programme of works and whilst it is significant, the project board recognise that it is not an end in itself, and continue to work to ensure that the benefits are realised for the community as soon as is practicable.

The focus is now transitioning to the procurement/delivery phase with the partners remaining aligned and working collegiately.

Future reports will continue to keep the sub-committee informed of progress.

Hutt Valley Flood Management Subcommittee
26 October 2021
Report 21.477



For Information

RESPONSE PLAN FOR TAITA AND MOONSHINE STOPBANKS

Te take mō te pūrongo

Purpose

1. To provide the Committee with an update on the risk classification and response plan for two sections of stop bank at Taita and Moonshine identified as 'Very High' risk.

Te horopaki

Context

2. At the Hutt Valley Flood Management Subcommittee meeting held on 3 August 2021, the Subcommittee requested that officers report back to the Subcommittee on the risk classifications and associated response and risk mitigation plans for Taita and Moonshine stopbanks identified as "Very High Risk".
3. Greater Wellington's Flood Protection department uses a comprehensive risk-based framework developed at a national level to produce a risk profile for each river.
4. 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 based on the technical information available. The consequence of failure relates to risk posed to both the community and environment from failure at a design flood event. Once a probability and a consequence score have been determined for each discrete section of the river, risk is assigned at this level from 'Very Low' to 'Very High'.
5. The 'Very High' risk areas at both Taita and Moonshine were identified through the 2021 asset performance assessments and are shown in **Attachment 1** – Te Awa Kairangi/Hutt River asset risk maps 2021.
6. The Hutt River Floodplain Management Plan also signals that the existing stopbank upstream of the Moonshine Bridge will be raised and strengthened but this work is not currently budgeted; this will be reviewed following the technical investigations.

Te tātaritanga Analysis

Taita Drive stopbank

7. At Taita Drive, a 215-metre section of berm was actively eroding, increasing the probability of a system failure at this location. As the edge protection assets no longer existed, the assets were assigned a poor condition rating. The poor condition assets combined with the consequence of failure resulted in a 'Very High' risk rating when the risk-based framework was applied
8. At this location, a stopbank breach would mean flooding at Pomare and eventually the Hutt Valley downstream of this point depending on the size of the flood event.

River Road stopbank above Moonshine Bridge

9. The stopbank adjacent to River Road above Moonshine Bridge has a capacity issue and is predicted to overtop in the 2,800 cumec flood event. There are also strength and stability concerns that increase the risk of a system failure at this location. Combining these two factors and the consequence of failure resulted in a 'Very High' risk rating when the risk-based framework was applied.
10. A stopbank breach at this location would mean flooding south of Whakatiki Street to Silverstream depending on the size of the flood event.

Ngā tūāoma e whai ake nei Next steps

Taita Drive stopbank

11. To address the 'Very High' risk at Taita Drive, permanent erosion protection assets are being constructed at this location through Kānoa (the Climate Resilience Project). Temporary bed recontouring was completed in August to secure the berm. Permanent erosion protection works are scheduled to start in November 2021, consisting of rock lining, planting predominantly with natives and some willows. This will take five months to complete. Once this work is completed the risk will reduce to 'High'; this is an inherent risk as the consequence of any stopbank failure is high.

River Road stopbank above Moonshine Bridge

12. A staged approach is required to address the 'Very High' risk at the River Road stopbank above Moonshine Bridge.
13. There are two issues which need to be considered; the capacity issue which predicts that the Stopbank will overtop in a 2,800 cumec design event and the 'average' intrinsic strength of the stopbank.

Capacity Issue

- a The 2,800 cumec flow is the design flow allowing for climate change predicted to occur over the next 100 years. Current estimates are that a 440-year return period flood flow is 2,300 cumecs and when adding the allowance for climate change this brings the "design flow" for all new major stopbanks to 2,800 cumecs. It is this flow that the asset assessment has been made against. Officers have

reviewed the capacity in this reach, based on current modelling, and assessed that the current capacity of the Moonshine section of stopbank is capable of containing the current 440-year return period flow but not the additional allowance for future climate change. We therefore do not necessarily have an issue with the current capacity of the stopbank but we will in the future as a result of climate change. The assessment does however trigger the need for further work which we have programmed in over the next two years.

- b Using the current hydraulic flood modelling, scenario-based testing will be undertaken to understand the reasons behind the overtopping risk. Climate change considerations will be incorporated into this to assess future resilience. This is planned to be completed by April 2022. Once the modelling determines the reason behind the capacity issue, a forward work plan will be established.
- c Officers are also developing a new model as part of the Riverlink project and once this has been finalised we will then re-assess the situation against the new model information and decide what further action needs to be undertaken and over what timeframe.

Intrinsic Strength

- d The current stopbank was built in the 1960's as part of the construction of Upper Hutt Stopbanks by the then Hutt River Board. We have not been able to review the documentation relating to the construction of the current stopbanks but do have some confidence that they were constructed to a satisfactory standard. Until we have been able to review this information we have, through the asset management inspection process, had to evaluate the condition as "unknown" hence the determination of the current rating as "very high risk" when combined with the capacity issue.
 - e To appropriately assess the intrinsic strength of the stopbank, a phased approach is necessary. Initially a desktop study will be undertaken to pull together historic information on the stopbank composition, design, and construction. This will include a risk assessment to determine whether the stopbank will perform to the intended design and provide the level of flood protection required. This will be completed by January 2022.
 - f Depending on the results of the risk assessment, intrusive ground investigations may follow to confirm the composition, stability and strength of the stopbank. If required, these investigations are planned to be completed by April 2022. If further work is required to ensure the stopbank will perform to the intended design, a plan will be established to address it.
14. While the technical investigations are progressed, these areas will be reviewed with Greater Wellington's Flood Duty Officers and a site-specific response plan completed by November 2021.

Ngā hua ahumoni Financial implications

15. Temporary and permanent erosion protection works at Taita are funded through Kānoa.

16. The technical investigations into the River Road stopbank above Moonshine Bridge are budgeted for in the 2021/22 financial year.

**Ngā āpitihanga
Attachment**

Number	Title
1	Te Awa Kairangi/Hutt River asset risk maps 2021

**Ngā kaiwaitohu
Signatories**

Writer	Lucy Ashford – Project Engineer, Operations Planning
Approvers	Jacky Cox – Team Leader, Operations Planning and Delivery Andy Brown – Team Leader, Investigations, Strategy and Planning Graeme Campbell – Manager, Flood Protection Wayne O’Donnell – General Manager, Catchment Management

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>Implications for Māori</i></p> <p>There are no known implications for Māori.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>The Te Awa Kairangi/Hutt River flood protection scheme contributes to the delivery of Greater Wellington’s strategic priority of Regional Resilience.</p>
<p><i>Internal consultation</i></p> <p>There are no requirements for internal consultation.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>The reports note that there are two sections of Te Awa Kairangi/Hutt River that pose a ‘Very High’ to the communities and businesses on the River’s floodplain but outlines how Greater Wellington is planning to address this risk through either a technical investigation or in an improvement programme.</p>

Te Awa Kairangi/Hutt River Asset Risk Maps

Attachment 1 – Te Awa Kairangi/Hutt River Asset Risk Maps

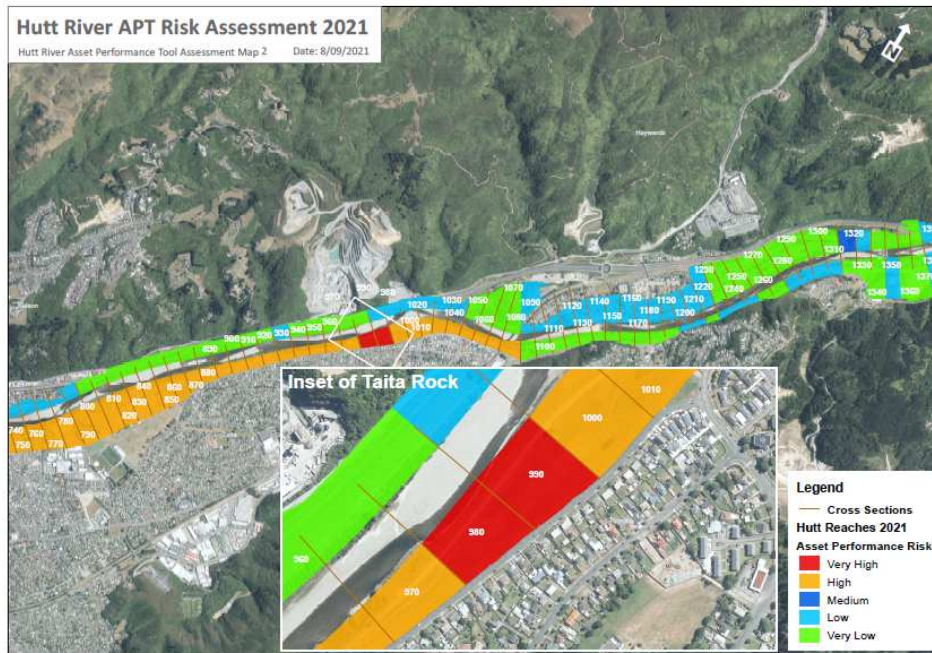


Figure 1: Taita Drive Asset Risk Map 2021

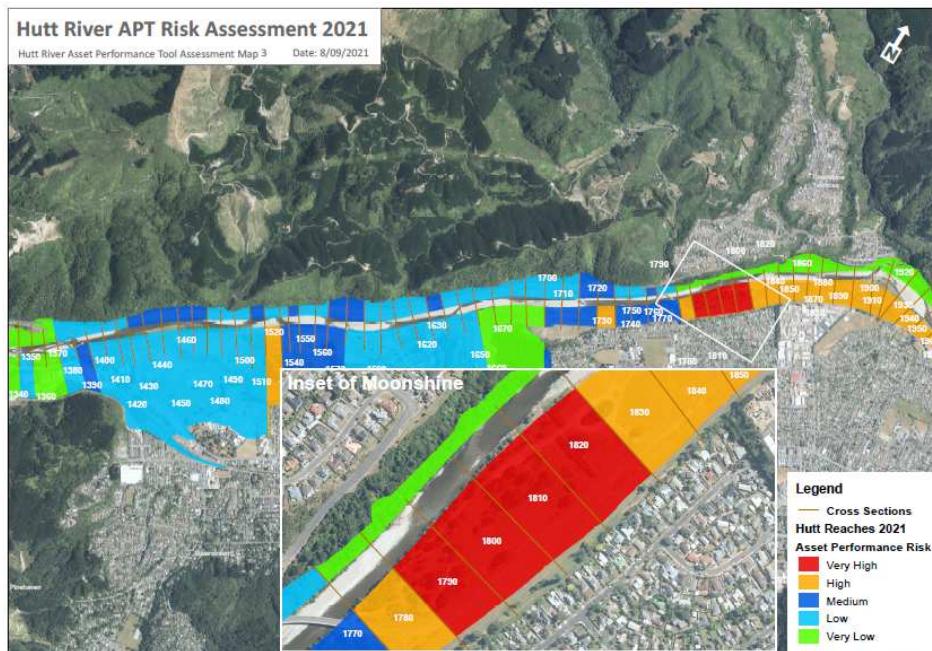


Figure 2: River Road Moonshine Asset Risk Map 2021

Hutt Valley Flood Management Committee
October 2021
Report 21.469



For Information

HUTT VALLEY FLOOD MANAGEMENT PROJECTS REPORT – OCTOBER 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 mahi including operational maintenance, Whaitua Te Whanganui-a-Tara and regional investigations initiatives.

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 the 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.

Te tātaritanga

Analysis

Te Awa Kairangi/Hutt River

3. 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. Smaller scale projects, including operational maintenance, are occurring in other parts of the river.
4. 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.
5. Government funding has been secured for flood protection projects through the 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 two projects located in the Te Awa

Kairangi /Hutt River and the Ruamahanga River. Within the two projects, there are seventeen separate locations of works. The works comprise flood and erosion protection in Te Awa Kairangi/Hutt River and landfill erosion protection in the Ruamahanga River.

Flood Hazard Modelling

6. Greater Wellington is updating the flood hazard model for 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 change timeframes.
7. Before the most recent lockdown, consultation was carried out with the Hutt City community on the flood hazard mapping for Te Awa Kairangi/Hutt River and the Waiwhetu Stream. The feedback received will be incorporated into the flood hazard maps produced for these areas.



Figure 1: Consultation on the Hutt River and the Waiwhetu Stream at the Riverbank Market

Gravel Analysis

8. Greater Wellington has completed the five yearly gravel analysis for the Te Awa Kairangi/Hutt River. These results are held by Flood Protection and are available on request.

Climate Resilience Projects

9. Project-specific tasks which are underway are as follows:

- a **Pomare Railbridge Stopbank Repair Works** – Although construction was delayed due to KiwiRail access permitting, construction began in early September and is now progressing faster than expected. Completion is expected late October. (see photos below)



Figure 2: Erosion area and repair site under the Pomare Railbridge

- b **Royal Wellington Golf Club Erosion Repair Works** – Urgent bed re-contouring mahi was completed at the end of August. Rock protection and groyne work is underway, with project completion estimated for mid-January, 2022 (see further update and photos in Figure 5 below).
- c **Pomare/Taita Left Bank Erosion Repair Works** – Urgent bed re-contouring mahi was completed in September. Rockline and groyne mahi will be the next to follow, after the contract for this work has been let. Project end date is subject to contractor scheduling.
- d **Manor Park Shared Pathway (Cycleway) Construction** - Mahi to construct a shared pathway (cycleway) adjacent to the Manor Park Golf Course in Lower Hutt commenced under COVID-19 level 3 lockdown. Works are expected to finish by the end of December. Greater Wellington’s project partner, Hutt City Council, is managing the construction. Stage 1 (southern section of the walkway) is scheduled to be completed in December 2021. Stage 2 (northern section up to the Silverstream Bridge) will immediately follow on but it will initially be a narrower gravel track (as opposed to a 3 m wide sealed surface) until the new Wellington Water main is laid and new Silverstream pipe bridge is constructed (both by Wellington Water). As some of the new water main alignment is along the Stage 2 walkway a permanent track won’t be in place until the water main is completed. This community enhancement project will improve Hutt River Trail access along the west side of Te Awa Kairangi/Hutt River.
- e **Stokes Valley Works** – Comments from stakeholders (Department of Conservation and Fish & Game) and Greater Wellington Environmental Regulation Department on the draft Site Specific Environmental Management Plan (SSEMP) have been received and incorporated into the plan. The document is now under internal revision by the project team and will be re-submitted to Environmental Regulation later in October.

- f Remaining Programme Sites – All consultants are procured and design work is progressing as planned. Currently in the contractor procurement stage for most project sites.
10. The two programme communication plans for the Te Awa Kairangi & Ruamahanga projects have been completed, reviewed, and are now in use.
 11. The project budget has been increased by \$3 million to a total of \$20 million due to an increase in the scope of works. The work scope has increased as other works on Flood Protection's work programme have been put into the project to enable them to be progressed with the increased resources taken on for the project. The works will be financed within current Flood Protection budgets.
 12. Cultural liaison or co-design contracts have been signed by Te Rūnanga o Toa Rangatira Inc., Rangitāne ō Wairarapa Inc., and Ngati Kahungunu ki Wairarapa Charitable Trust for enhanced involvement and collaboration on programme work. Relations with mana whenua partners are continuing to grow strongly.
 13. Consultation with DoC and Fish & Game is progressing well. Draft Site Specific Environmental Management Plans have been prepared for work sites and are in the process of being reviewed.
 14. The sustainable procurement programme approach is also progressing well. Mills Albert, a local, Māori owned contractor has been engaged to construct the works at numerous sites. Mills Albert is connecting with local iwi Port Nicholson Block Settlement Trust and Te Rūnanga o Toa Rangatira Inc. to hire Māori workers. Thus far, they've hired a local Ngāti Toa engineer for project works. They're also now in contact with Mahi Toa, a Ngāti Toa run apprenticeship program, looking at ways local Māori apprentices can be involved.
 15. Providing bank edge protection along the bank of Te Awa Kairangi/Hutt River at the Royal Wellington Golf Club is one of the climate-resilience projects included in the programme of works to be completed by July 2022. Recent flood events in Te Awa Kairangi/Hutt River have completely eroded the river trail in this area, as shown in Figure 3, below. Drone video taken during the 2-year event (4:00pm-5:30pm NZST) is available at <https://www.youtube.com/watch?v=TI4z3ibOqX8>.



Figure 3: Erosion area adjacent to the Royal Wellington Golf Club 18/7/21 (Erosion area left of photo, view looking downriver)

16. A detour around Kiwi Street, Fergusson Drive and Barton Avenue is available (as shown in Figure 4). Project completion is expected for January 2022, however trail access may be able to be reinstated before Christmas, depending on contractor progress.

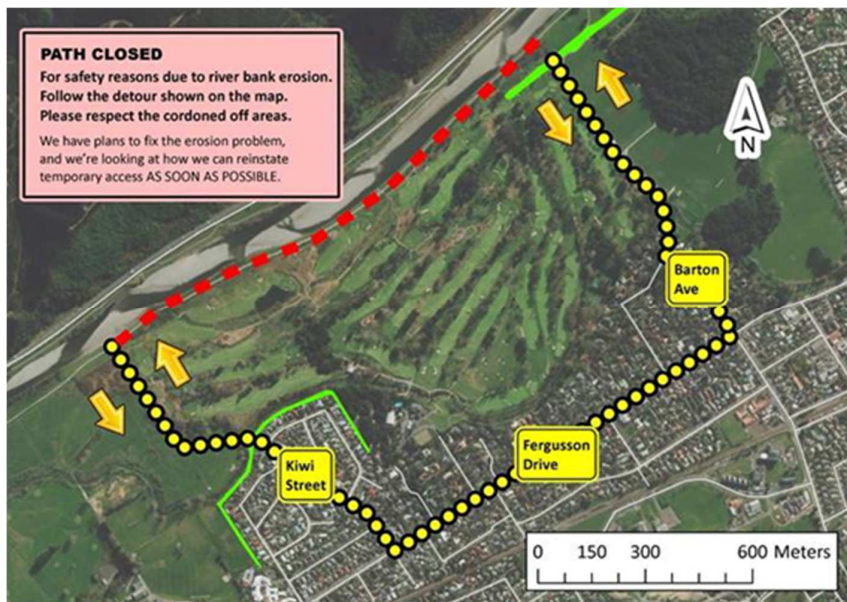


Figure 4: Detour route around the Royal Wellington Golf Club erosion site



Figure 5: Mahi at the Royal Wellington Golf Club erosion site

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 (the Whaitua 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 Whaitua Committee has finalised their recommendations and completed the Te Whanganui-a-Tara Whaitua Implementation Programme (WIP). The Whaitua Implementation Programme sits alongside a companion document called Te Mahere Wai, prepared by the iwi representatives on the Whaitua Committee. Throughout the process the Whaitua Committee has investigated the range of issues contributing to

poor water quality and has identified regulatory and non-regulatory methods for making significant water quality improvements over time. The Whaitua Committee tested these ideas and sought feedback from the four councils, mana whenua partners from Port Nicholson Block Trust, Te Rūnanga o Toa Rangatira Inc, and community groups. The WIP and Te Mahere Wai were presented to Council at its meeting on 23 September 2021. Council voted unanimously to receive the two documents. Council officers are now preparing a Council response to the recommendations.

Te Awa Kairangi/Hutt River Environmental Strategy

19. Projects at Pomare/Taita and Hulls Creek being delivered for Te Awa Kairangi/Hutt River Environmental Strategy have been brought into the Climate-Resilience suite of projects. Detailed design plans are being finalised this month. Native plants for the projects have been ordered and are being grown in the Remutaka Prison nursery for planting next year.
20. The UHCC-funded pedestrian/cycle bridge over the Whakatikei River has been completed and we are extending the trail from there to Totara Park. This will significantly extend recreational access on the true right bank of Te Awa Kairangi/Hutt River.

Publication of planting and revegetation guidelines for river edges

21. This has now been completed, and is available on-line at

<https://www.gw.govt.nz/assets/council-publications/CAMA.FLDP.2020.J001105-River-berm-planting-guide-1.7.pdf>

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

22. The draft Environmental and Recreational Management Plan and Operations Manual sets out the framework within which all future recreational management of the river corridor will be carried out and provides detail to guide development and maintenance activities, e.g. conventions for signage, furniture types to be used, bollards etc. This document is now finalised in draft form and is currently out for consultation.

Waiwhetū Stream

23. Greater Wellington is continuing to work with Hutt City Council to support the activities of the Friends of Waiwhetū Stream. The group recently won the Environment Award at the Hutt City Volunteer Community Awards.

Waiwhetū Floodplain Management Plan

24. Greater Wellington is currently working with Hutt City Council and Wellington Water Limited to complete the flood hazard modelling for the Waiwhetū Stream. Consultation on draft flood hazard maps was carried out in August.

Operational Works (River Management Schemes)

25. Rockline and groyne repairs have been completed from Ava to Maoribank.
26. There were four block/rock groynes constructed in the Whakatiki reach of Te Awa Kairangi/Hutt River in Upper Hutt to stop further bank erosion, with willows/natives to be planted along the bank edges over next few months.

27. Stopbank maintenance continues, with trees and vegetation being removed from stopbanks at Shandon Golf Club, Manor Park and Totara Park areas. Various berm repairs were completed by hydro seeding at Melling, Totara Park, Pomare and Avalon berms.
28. Maintenance work continues on floodgates and arrestors to ensure they are fully functional. This maintenance work involves replacing seals, hinge pins and painting to protect the fibreglass surfaces.
29. Fence line maintenance will be underway soon to manage the early spring growth along the length of Te Awa Kairangi/Hutt River. Community planting has been undertaken at Ava, Fraser Park and Pomare by the local schools and Hutt Valley Rotary Club. The river trail gravel surface maintenance has been carried out at Belmont, Stokes Valley to Silverstream and along the River Road section.

Regional Investigations Initiatives

Emergency Management

30. 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.
31. Flood Protection is working with Greater Wellington's ICT Services to procure and embed a flood forecasting platform which will allow Greater Wellington duty officers to more effectively use current flood forecasting models, newly developed flood forecasting models, and Wellington Water Limited's 'Nowcasting' systems to provide more effective flood forecasts and warning. We are in the process of procuring support to develop a prioritised programme of flood forecasting improvements for the Region.
32. Flood Protection has teamed up with Greater Wellington's Environmental Science team to deliver a regional programme of improvements to the hydrometric flow gauging network. This network is critical for the provision of flood warnings and for the development of hydraulic models. Work has commenced to upgrade the first sites identified in Waikanae and Masterton.

Floodplain Management Planning Guidelines Update

33. With changing attitudes and legislation around freshwater management, Flood Protection is working with other Greater Wellington departments to review and update the Floodplain Management Planning Guidelines which drive the development of our longer term strategies for managing flood and erosion risk. The updated guidelines are expected by the end of 2021. It is envisaged that these will inform the Waiwhetu FMP project.

Flood Hazard Planning Guidance

34. To support the District Plan changes currently being progressed across the region, Flood Protection has developed a guidance document on proposed rules for dealing with flood hazard. We are promoting a risk based approach that seeks to allow people and communities to use their land and property in areas at a lower risk of flooding, while managing use where the risk is moderate and avoiding it in areas of significant risk. This

guidance is due to be workshopped with District Council Officers as part of the District Planning process.

Ngā hua ahumoni
Financial implications

- 35. 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 to enable this. Officers are also looking at how the increased scope of works can be funded within current budgets.

Ngā kaiwaitohu
Signatories

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Subcommittee’s specific responsibilities include “reviewing periodically the effectiveness of implementation and delivery of Floodplain Management Plans for the Te Awa Kairangi/Hutt River floodplain.”</p>
<p><i>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>Cultural liaison or co-design contracts have been signed by Te Rūnanga o Toa Rangitira Inc., Rangitāne ō Wairarapa Inc., and Ngati Kahungunu ki Wairarapa Charitable Trust for enhanced involvement and collaboration on programme work for the Climate Resilience Projects.</p> <p>We are entering into a co-design relationship with Greater Wellington’s mana whenua partners (Port Nicholson Block Settlement Trust).</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>The projects contained within this report deliver on Greater Wellington’s strategic priority area of te tū pakari a te rohe/regional resilience, and support delivery of Greater Wellington’s strategic priority area of te oranga o te wai māori me te rerenga rauropi/freshwater quality and biodiversity.</p>
<p><i>Internal consultation</i></p> <p>Specific projects consult with groups and departments across Greater Wellington where relevant to that project.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>This report raises no risks.</p>