



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

28 September 2017

Hutt Valley Flood Management Subcommittee

Order Paper for meeting to be held in the Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt on:

Tuesday, 3 October 2017 at 4.30pm

Membership of the Subcommittee

Wellington Regional Council

Cr Lamason (Chair)	Cr Laban (Deputy)	Cr Kedgley
Cr Laidlaw	Cr Ogden	Cr Swain

Hutt City Council

Mayor Wallace	Deputy Mayor Bassett	Cr Milne
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Upper Hutt City Council

Mayor Guppy	Cr Swales	Cr Taylor
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Kara Puketapu-Dentice

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

Hutt Valley Flood Management Subcommittee

Order Paper for meeting to be held on Tuesday, 3 October 2017 in the Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt at 4.30pm

Public Business

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Please note that these minutes remain unconfirmed until the Hutt Valley Flood Management Subcommittee meeting on 3 October 2017

Report 17.296

16/08/2017

File: CCAB-14-335

Draft minutes of the Hutt Valley Flood Management Subcommittee meeting held in the Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt on Wednesday, 16 August 2017 at 4:34pm

Present

Councillors Lamason (Chairperson), Ogden and Swain (Greater Wellington Regional Council).

Deputy Mayor Bassett and Councillor Milne (Hutt City Council).

Mayor Guppy (until 4:56pm), and Councillors Swales and Taylor (Upper Hutt City Council).

Public Business

1 Apologies

Moved

(Deputy Mayor Bassett/Cr Taylor)

That the Subcommittee accepts the apologies for absence from Councillors Kedgley, Laidlaw and Laban, Mayor Wallace, and Kara Puketapu-Dentice, and an apology for early departure from Mayor Guppy.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation.

4 **Confirmation of the minutes of 22 June 2017**

Moved

(Cr Taylor/Cr Swales)

That the Subcommittee confirms the minutes of 22 June 2017, Report 17.231.

The motion was **CARRIED**.

RiverLink

5 **Project Managers' report**

Report 17.293

File: CCAB-14-329

Alistair Allan, Team Leader, Floodplain Management Plan Implementation, spoke to the report.

Moved

(Cr Taylor/Deputy Mayor Bassett)

That the Subcommittee:

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

The motion was **CARRIED**.

General

6 **Hutt Valley Floodplain Management projects report**

Report 17.294

File: CCAB-14-330

Alistair Allan, Team Leader, Floodplain Management Plan Implementation, spoke to the report. The Hutt River Ranger report for July 2017 was tabled.

It was noted that Alistair Cross, Manager, Environmental Regulation, will attend the next meeting to discuss the Waiwhetu aquifer extraction and recent contamination issues.

Moved

(Cr Taylor/Deputy Mayor Bassett)

That the Subcommittee:

- 1. Receives the report.*

2. *Notes the content of the report.*

The motion was **CARRIED**.

Mayor Guppy left the meeting during this item at 4:56pm.

The meeting closed at 5:01pm.

Cr P Lamason
(Chair)

Date:



Report 2017.369
Date 21 September 2017
File CCAB-14-340

Committee Hutt Valley Flood Management Subcommittee
Author Alistair J N Allan, Team Leader, Floodplain Management Plan Implementation

RiverLink Project Managers Report

1. Purpose

To update the Subcommittee on progress made with the RiverLink Project (formerly named the Hutt River City Centre Upgrade Project - HRCCUP).

2. Background

RiverLink extends from Kennedy Good Bridge to Ewen Bridge, and aims to provide better flood protection, transport and lifestyle for central Hutt. The Project, now in the Preliminary Design phase, is progressing well and has completed technical aspects of the Preliminary Design.

Officers aim to seek Subcommittee recommendations to proceed to the next phase in early 2018, following extensive Subcommittee workshop sessions scheduled to be held in the second half of 2017. The next phase of the project will be to prepare design plans and applications for statutory approvals to carry out the physical work. The preliminary design phase addresses issues raised by stakeholders, landowners adjacent to the project area and wider community, and keeps them informed of progress.

3. Financial summary

	Spent \$M	Current Budget Estimate \$M	Comment						
Flood Protection Works	\$1.6	\$35	Preliminary design and trial expenditure only, project implementation has not commenced. Project cost estimate being refined by this phase						
GWRC property	\$17.5	\$43 (net figure Dec 2015)	<table> <tr> <td>Purchased</td> <td>16</td> </tr> <tr> <td>In negotiation</td> <td>23</td> </tr> <tr> <td><u>Sub Total</u></td> <td><u>39</u></td> </tr> </table>	Purchased	16	In negotiation	23	<u>Sub Total</u>	<u>39</u>
Purchased	16								
In negotiation	23								
<u>Sub Total</u>	<u>39</u>								

requirements			<u>Total Required 118</u> Budget estimate is being revised through GWRC LTP process
Melling Intersection Investigations	TBC	TBC \$28	NZTA indicative business case completed, June 2017. The Transport Agency's investigations have confirmed that the Melling Station will need to move in order to provide space for improvements to the intersection. Estimate for Melling Bridge component of intersection included in original cost estimate figures.
Making Places	\$0	\$32	Total cost estimate being refined by this phase
HCC property	\$0	\$7	
Total	\$13	\$143	

4. Subcommittee design workshops

Workshops are programmed with the Subcommittee for;

- 03 October 2017
- 2 November 2017

These works will review the preliminary design and costs and refine the outline programme for the project.

5. Community engagement update

5.1 RiverLink Information Container (popup place) Locations

- 20 Oct – 23 Oct High Light – Carnival of Lights
- 30 Oct – 10 Nov Belmont School
- 10 Nov - 24 Nov Melling Train Station
- Summer Popup Beach

5.2 Melling Train Station survey

NZTA are currently conducting a survey which is available on www.riverlink.co.nz, to establish what railway station amenities are most important to improve for commuters using the Melling train station. The survey will be open from September 25 to November 24.

5.3 Newsletters

Newsletter No.7 was sent out on 26 September 2017 with the theme of transport links. A copy of this newsletter has been included as **Attachment 1** to this report

Newsletter No.8 will be timed for this summer, and its theme will be the environment and western side of the river, providing details from the Belmont School activities with the trial wetland, and the Melling Train Station survey.

6. Trial wetland update

A wetland trial design is being developed for a site adjacent to Belmont School on the State Highway 2 side of the river. An engagement programme has been developed with Belmont School and is on programme to commence in October.

The wetland is currently planned for construction and planting in winter 2018.

7. Consideration of climate change

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

7.1 Mitigation assessment

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

The GWRC components of the RiverLink project are subject to GWRC'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 GWRC's mitigation objectives once we have entered that stage of the design process. The current basis that will be referred to for this includes the proposed Code of Practice (which guides all river management activities undertaken by GWRC for the purposes of flood and erosion protection across the Wellington Region), the GWRC corporate sustainability programme and GWRC's procurement process which is undergoing review in 2017 and will encourage suppliers and contractors to minimise emissions.

7.2 Adaptation assessment

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

The design development for RiverLink acknowledges the need to adapt to a changing climate and aims to address these predicted impacts. GWRC has included allowances for climate change impacts and these are being finalised for the purposes of completing RiverLink preliminary design.

8. The decision-making process and significance

No decision is being sought in this report.

9. Recommendations

That the Subcommittee:

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

Report prepared by:

Alistair J N Allan
Team Leader, Floodplain
Management Plan
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management

Attachment 1: RiverLink Newsletter No.7

RiverLink

Better flood protection, transport and lifestyle for Lower Hutt

Newsletter 7
September 2017



Three agencies work closely together

The RiverLink project reflects intense co-operation between its partners Greater Wellington Regional Council, Hutt City Council and the NZ Transport Agency.

While each partner has a particular focus – flood protection for Greater Wellington; urban rejuvenation for Hutt City; and better regional transport links for the NZ Transport Agency, each agency relies on the other. As a result, we are increasingly coordinating our discussion and decision-making to ensure all parts work together to deliver the benefits recognised by RiverLink to the people of Lower Hutt.

Take for example, improving river flow through the tight narrows under Melling Bridge is vital for flood protection and effectively requires the bridge to be replaced. However, doing so will fundamentally affect transport links into Lower Hutt gateway, which raises questions for the NZ Transport Agency about how any future SH2 interchange could be integrated with a new bridge. The location for a new bridge and its potential effect on traffic flows within Lower Hutt's city centre is also of key interest to Hutt City Council's transport team who manage the local road network for cars, cycles, buses and pedestrians.

City rejuvenation is also touched by each partner. Greater Wellington's stopbank design needs to account for the aspirations of Hutt City Council's transformational Making Places strategy, as does the interface between local streets and the stopbanks, and improvements to the SH2 intersection at Melling, all of which will support Hutt City's future and growth.

They are just some of the examples of interdependency, there are many others, and as we move closer to final designs strong links between the partners will be vital.

"Ultimately, continued tight coordination between partners is beneficial to the delivery of RiverLink. The increasing progress we're making is a great reward for the additional complexity of working together. Our original promise to the fourth partner in the project, the community, was that the sum of our activities would be greater than its parts. I believe, as the project takes shape, that we are on course for honouring that promise" says Hutt Valley Flood Management Subcommittee Chair, Cllr. Prue Lamason.



A CBD in Motion

Hutt City’s plan to create exciting and prosperous residential and business communities along the city-side of the Te Awa Kairangi / Hutt River partly depends on making the CBD an easier place to get around.

The Promenade will feature multi-storey buildings accommodating apartments, cafes, restaurants and shops lining the wider and higher stopbanks on the city-side of the river. They will overlook belts of wetland and park and provide the benchmark for quality and style for follow-on investment and development of the western part of the CBD.

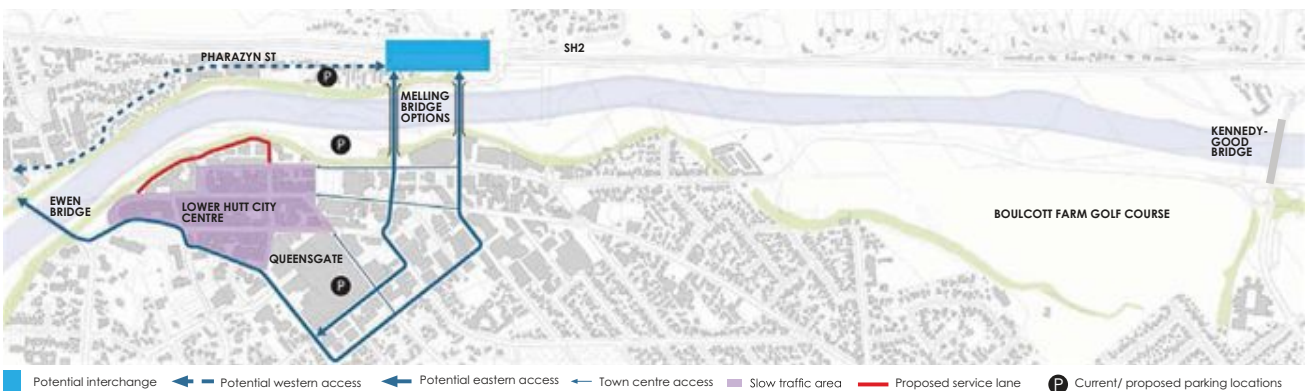
Council’s Urban Design Manager Paki Maaka says the aim is to then complement those developments, by creating a more pedestrian and cycle-friendly environment in the core CBD – so that transport routes become not just an efficient means of getting from A to B – but popular destinations in themselves.

An important focus will be providing efficient access between the Promenade and the rest of the CBD, as well as between the proposed new train station, via a planned pedestrian bridge across the river in line with Margaret Street, to Queensgate, bus services and the civic precinct.

BUSES AND TRAINS



DRIVING AND PARKING



NB: Local road changes will be undertaken in a staged manner as the overall project progresses.

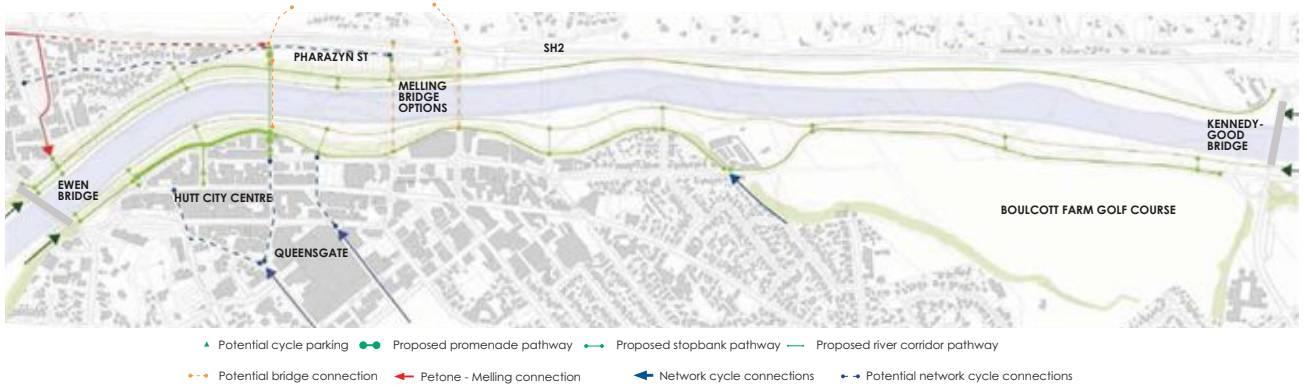
Revitalising existing laneways as pedestrian routes from the Promenade to Dowse Square is one option being explored. Paki sees the possibility of the lanes being lined with boutique eateries, specialty stores and bars in a style seen in Melbourne and parts of Wellington.

Similarly, Andrews Avenue offers the possibility of being not only a transport link but a place for pedestrians to pause, a venue for small-scale events and an opportunity for specialty hospitality and retail businesses.

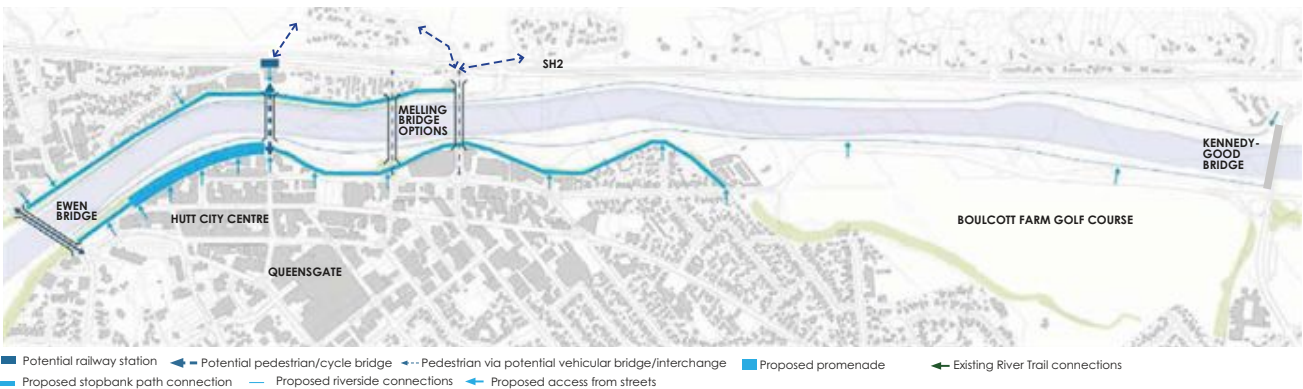
“We want to make the CBD friendlier and more stimulating for people living along and near the Promenade,” Paki says.

A number of international studies show that slowing traffic and providing safer and more visually interesting and liveable transport routes can make urban areas more desirable to residents and retailers, attracting investment and stimulating economic growth.

CYCLING AND WHEELED MOBILITY



WALKING



Shifting railway station creates opportunities

Imagine, at the end of your daily commute, taking a short stroll from a modern new Melling railway station over Te Awa Kairangi / Hutt River and into a vibrant CBD. That could become reality if the Melling railway station is rebuilt opposite the city centre and we're keen to hear your ideas.

A new Melling station would link to the city centre via pedestrian/cycle bridge over the river, and function more like a metro station than it currently does. Moving the station could also result in more station parking - around 400 car parks compared to the 150 currently available.

The move would also be an opportunity to integrate different types of transport and provide better access to and from the station for pedestrians and cyclists in the Western Suburbs and the CBD. A vibrant and human connection between the city and railway station would attract businesses to locate near the station, particularly those that service commuters - think coffee!

We're in the early stages of considering what moving the station might mean and how we can build on the opportunities emerging from the city's Making Places programme and any future improvements to the SH2 intersection at Melling.

While we are in the investigation phase, we want to know what railway station amenities are most important to improve your journey. We have developed a short survey so you can rank the importance of amenities like weather protected waiting areas, public artwork, and security cameras. Take our online survey here <http://bit.ly/2wGcbXa>



The image above shows the existing Melling rail station in the top right corner. The image also shows the potential new rail station in the top left corner linking in with the pedestrian/cycle bridge that leads into Margaret street on the CBD side.

Follow the Wellington
Regional Council



For further information:

www.riverlink.co.nz
info@gw.govt.nz
or call (04) 384 5708
or freephone 0800 496 734





Report	2017.368
Date	21 September 2017
File	CCAB-14-339
Committee	Hutt Valley Flood Management Subcommittee
Author	Alistair J N Allan, Team Leader, Floodplain Management Plan Implementation

Pinehaven Stream Floodplain Management Plan Update

1. Purpose

The Pinehaven Stream Floodplain Management Plan (the Plan) was endorsed by this subcommittee on 4 June 2016. The implementation of the plan has now commenced. This involves Upper Hutt City Council completing Plan Change 42 and a supporting package of infrastructure improvements that will improve the stream flood capacity and reduce the damaging influence of flooding within the catchment.

2. Background

The Plan will deliver improved flood protection security for the communities of Pinehaven and Silverstream. This is being achieved through a combination of structural and non-structural outcomes.

Greater Wellington Regional Council (GWRC) and Upper Hutt City Council jointly funded the Plan development and have continued this arrangement to enable completion of the plan implementation.

The implementation of the Plan is being project-managed by Wellington Water on behalf of Upper Hutt City Council and GWRC.

3. Plan Change 42

The further submission period for Plan Change 42 – Mangaroa and Pinehaven Flood Hazard Extents closed on 8 June 2017. Hearings are scheduled for the last week of September 2017.

4. Infrastructure Improvements

This report includes as [Attachment 1](#) Wellington Water’s project progress report to its internal Three Waters Committee. This details the implementation of infrastructure improvements to the Plan.

5. Consideration of Climate Change

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

5.1 Mitigation assessment

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

Officers have considered the effect of the matter on the climate.

The effect of any works progressed under the action plan and commissioned by GWRC will be addressed via GWRC's procurement process which is undergoing review in 2017 and will encourage suppliers and contractors to minimise emissions.

5.2 Adaptation assessment

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

Officers have considered the impacts of climate change in relation to the matter. Officers recommend that climate change allowances form an integral part of the development of the Plan, and that allowances have been included in the design and plan change outcomes being delivered by the Plan.

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is unnecessary.

7. Recommendations

That the Subcommittee:

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

Report prepared by:

Alistair J N Allan
Team Leader, Floodplain
Management Plan
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management

Attachment 1: Wellington Water project progress report



Paper Title: Upper Hutt City Council and Greater Wellington Regional Council Pinehaven Stream Improvements – Project Update and Visibility

Author: Tristan Reynard

Reviewed By: Ben Carey & Tim Strang

Link with service goals

This project aligns with the following service goals:

<p>Primary</p>		<p>The Pinehaven improvements will minimize the impact of flooding on people’s lives by increasing the capacity of the stream to cope with 1 in 25 year storm flows and providing overland flow paths for protection of dwellings up to a 1 in 100 year event including climate change effects.</p>
<p>Secondary</p>		<p>The improvements will reduce the health and safety risks associated with a large flows travelling at high velocity down a narrow valley.</p>

Purpose

This paper is to brief the Committee on the significant and high-profile Pinehaven Stream flood mitigation project.

Background and References

The Pinehaven Catchment’s most severe flooding event occurred in December 1976 when a severe storm, thought to be in excess of a 1-in-100 year return period caused widespread damage through the Catchment, with many homes and businesses flooded. Since 1976, flooding has occurred many times, including significant events in 2004, 2005 and 2009, when streets and properties alongside the stream were flooded. Observations of recent floods and flood modelling undertaken for the development of this Floodplain Management Plan have identified the areas in the Pinehaven Catchment with the highest flood risk.

The Pinehaven Stream Improvements involve the implementation of physical works within the Pinehaven Stream, as set out in the Pinehaven Floodplain Management Plan 2016

Procurement of a design consultant was completed in late April 2017. Jacobs (NZ) Ltd were awarded the professional services contract with a professional services budget of between \$1.4 and 1.7 Million (includes provision to for an appeal to the Environment Court). Further information on professional services procurement has been provided in Appendix D.

Level of Service and Performance

The flooding problem

- Areas of Pinehaven and Silverstream are susceptible to flooding in heavy rain events greater than an annual event.



Figure 1. 1976 Flooding Whitemans Road Shops

- 19 Floor levels are modelled to flood in a 1 in 10 year event
- 33 Floor levels are modelled to flood in a 1 in 100 year event
- A further 179 land parcels are affected by property flooding
- Upper Hutt City Council has a target service level for urban streams of a 1-in-25 year storm capacity
- Greater Wellington and Wellington Water have a target level of service of preventing stormwater entry to dwellings in up to a 1-in-100 year return period flood event.

Problem cause

- Past development has restricted room for the stream with property built immediately adjacent to, or in one case over the stream.
- Two major culverts are undersize and prone to blockage in high flows
- Many other sections of the stream are prone to blockages
- A variety of private structures in the upper catchment act to divert floodwaters away from the main channel during high flows or as a result of blockages

The physical works for the project are to be delivered via the following mechanisms:

- Open channel adjustment (up to 3 times wider than existing)
- Relocation of existing road (2) and residential access (14) bridges
- Retaining structures where required (321m)
- Reinstatement of private landscaping/landscaping for mitigation of effects
- Physical works in 41 private properties

The structural works are designed to provide capacity in the stream for a 1 in 25 year return period flood event and to protect floor levels of homes to a 1 in 100 year return period flood event. The works will be focused on key flooding areas around Blue Mountains Road, Sunbrae Drive, Whitemans Road, Pinehaven Road, Birch Grove, Pinehaven Reserve, and Chichester Drive.

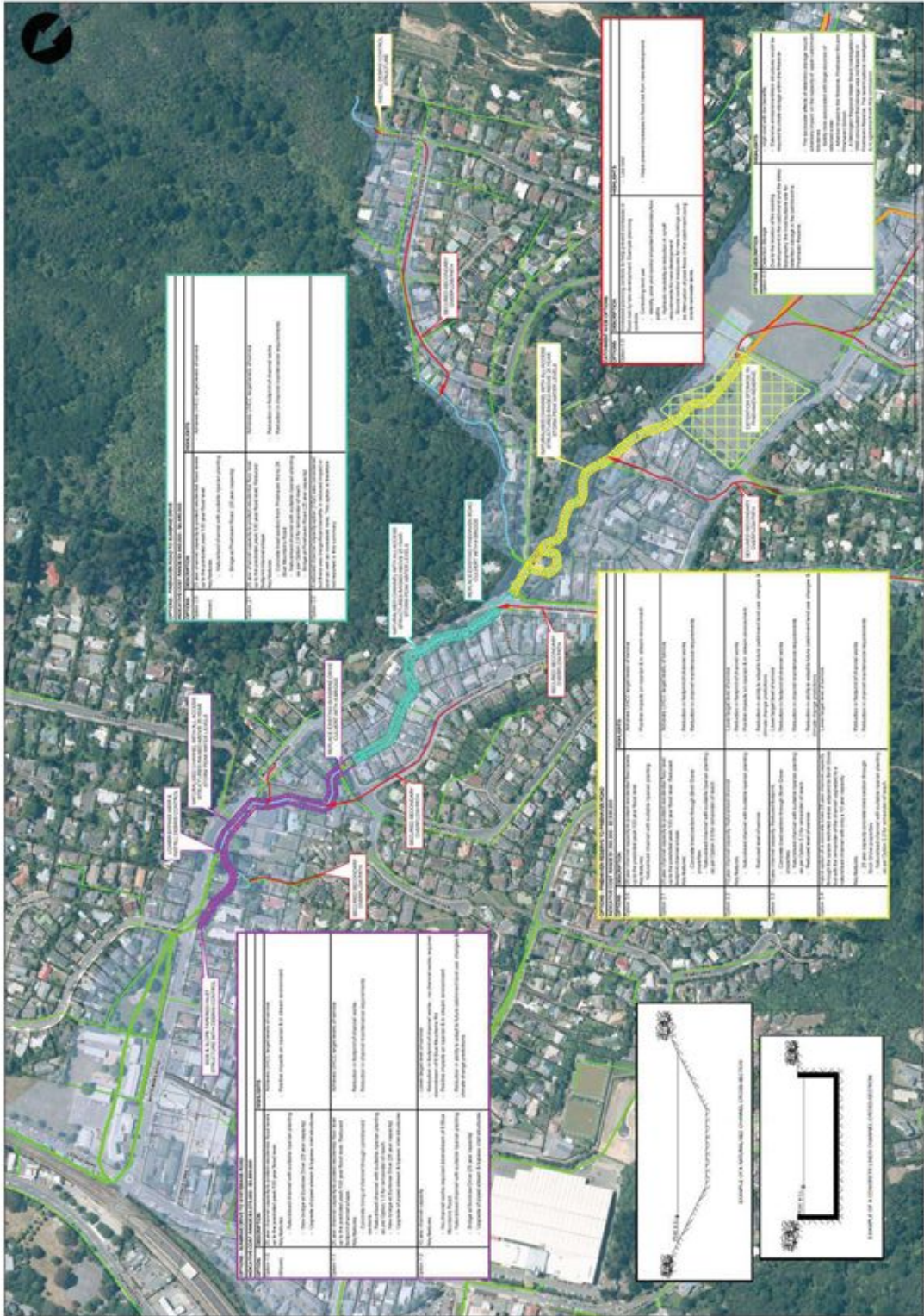


Figure 2 – Extent of works. Reach 1 in Purple, Reach Two in Cyan and Reach 3 in yellow



Agreement between Greater Wellington Regional Council and Upper Hutt City Council

Greater Wellington Regional Council and Upper Hutt City Council have agreed to work together to implement the Pinehaven Stream Floodplain Management Plan. The wider project involves a range of structural and non-structural measures designed to reduce the flood risk to the community in the catchment. The following are the key features of the agreement¹:

- The governance group for the project is the Hutt Valley Flood Management Subcommittee (a subcommittee of Greater Wellington Regional Council).
- A steering group comprising of officers from Greater Wellington Regional Council, Upper Hutt City Council or their appointed representatives will be formed to oversee the implementation of the project
- The project management for implementation will be provided by Wellington Water on behalf of Upper Hutt City Council
- The public spokesperson for the project will be the chair of the Hutt Valley Flood Management Subcommittee
- The funding arrangement is a 50/50 split between Upper Hutt City Council and Greater Wellington Regional Council
- Upper Hutt City Council will take over all assets created by the works undertaken pursuant to the Floodplain Management Plan and, upon completion of those works, will be responsible for all future maintenance of those works as provided for in the Floodplain Management Plan.
- The responsibilities under the watercourses agreement for the maintenance of the Pinehaven Stream will pass to Upper Hutt City Council from 1st January 2018.

Option Assessment

The Floodplain Management Plan proposes a suite of methods for the management of flooding in the catchment. Together these methods provide a comprehensive and long-term approach for flood management in Pinehaven and Silverstream. The primary methods are a package of structural works, a Plan Change and non-structural on-going stream management activities.

The Pinehaven Plan Change will include the flood hazard maps in the Upper Hutt District Plan. The Plan Change will manage development in the area to manage the residual flood risk above what the structural works provide (i.e. anything above the 25 year return period interval flood). This addresses how the planning framework can better address flooding issues in the Pinehaven Catchment.

A range of other non-structural methods are also proposed to guide the long-term management of the catchment and will be led by Upper Hutt City Council and in some cases private land owners and community groups. These non-structural methods include:

- Working with the communities to address restrictions to flood flows that are located on private properties (e.g. driveway stream crossings);
- Procedures for preparing for and responding to flood events in the catchment; and
- Maintaining the stream to support its flood carrying capacity and the quality of the stream.

¹ [Pinehaven MOU- Signed UHCC-GWRC](#)

Based on the original work undertaken by SKM (now Jacobs) a preferred combination of methods² were selected (as shown in Figure 2) and Greater Wellington Regional Council and Upper Hutt City Council have requested that Wellington Water manage the development and implementation of these methods.

Risks

A major risk to delivering the project by the proposed timeframe is any challenge to the resource consent applications for the project. If this occurred, the likely impact is to delay construction one year to start in FY19/20. To mitigate consenting risk, a consenting strategy has been developed and further information has been provided in Appendix B.

The size of the project, nature of the work and potentially tight timeframe means that the procurement of construction services imposes a risk to the delivery of the project. A procurement strategy has been developed to try and maximise benefits – see further information provided in Appendix C.

Other risks are listed in Table1

Table 1: Other Risks

No.	Risk Area	Proposed Approach
1	If Plan Change 42 (PC42) – Mangaroa and Pinehaven Flood Hazard Extents is unsuccessful, Greater Wellington will withdraw funding.	<ul style="list-style-type: none"> Observing submission process 25 submissions- no issues of concern Jacob planner’s expectation is that plan change will be accepted Communications advisor to attend hearings in September 2017
2	Wellington Water’s reputation to manage and deliver a complex project on behalf of two territorial authorities.	<ul style="list-style-type: none"> Steering Group governing project with Upper Hutt City Council Director of Infrastructure and Greater Wellington Regional Council Manager Flood Protection in attendance. MOU signed between the two councils detailing funding arrangements. Strategic Communication Plan and Relationship Mapping exercise developed.
3	Customer Expectations	<ul style="list-style-type: none"> Property specific communications plan to be developed to assist with resource consent AEE approval
4	NOR and Resource consents	<ul style="list-style-type: none"> Commissioned RMA Legal advisor to review AEE application and reports to minimize risk of appeal.

Financial implications and benefits

The estimated cost for the Flood Management Plan preferred option is \$10.7 million. This is to be funded 50/50 between Greater Wellington and Upper Hutt City Council within the provisos listed in Appendix A. The core financial responsibilities for each party are that; Greater Wellington Regional Council is responsible for the channel works, and Upper Hutt City Council is responsible for the culverts, bridges and other structures over, under or otherwise crossing the stream. Evaluation of these costs showed that as a total they were approximately 50% for Greater Wellington Regional Council and 50% for Upper Hutt City Council.

² [Preferred Combination of Options report](#)

Three properties have been purchased, namely 4 Sunbrae Drive, 28 Blue Mountains Road and 48 Blue Mountains Road. These properties are currently owned by Greater Wellington Regional Council and on completion of the project the intention is that the ownership will transfer (tidy up of costs) to Upper Hutt City Council.

The proposed program and cashflow for project delivery, including Wellington Water internal costs, is shown below.

15/16	16/17	17/18	18/19	19/20	20/21	Total
\$1,430K	\$203K	\$778K	\$3,351K	\$6,095K	0	\$ 0K

The Budgets above are for the full project funded 50/50 between Greater Wellington Regional Council and Upper Hutt City Council.

Legal implications

To avoid conflict of interest issues with consent applications Kensington Swan (Nicky McIndoe) has been commissioned as the legal advisor for this project. The commission was based on a request to Upper Hutt City Council and Greater Wellington Regional Council to advise who they use for RMA Legal advice. Both councils advised they use DLA Piper (Kerry Anderson) and Buddle Finlay (David Allen).

There are no additional legal implications associated with the project at this stage.

Customer and stakeholder implications and benefits

Refer to the stakeholder mapping included in Appendix E.

Communications Plan

Composure Ltd has been brought onto the Project as Communications Advisor to develop and implement the project communications strategy.

The project has 41 properties with proposed works within their land parcel and a further 179 properties affected by secondary flow path through properties in Winchester Drive, Birch Grove, Jocelyn Cres, Pinehaven Road, Chichester Drive. WWL will continue to work closely with Greater Wellington Regional Council and Upper Hutt City Council in the formulation of sound engagement strategies and ongoing shared communication actions.

There is a wealth of project knowledge held within the project team, which forms a sound platform for meaningful community engagement.

Health and Safety implications

There are no additional H&S risks associated with this paper at this time.

Recommendation

Our recommendation is that:

- Future updates are provided to the 3 Waters Decision Making Committee on a quarterly basis.
- The existing governance structure is noted, and any questions or opportunities are listed for addressing in the future.

Appendix A: Provisional Funding Terms of Agreement

Greater Wellington Regional Council have committed to contributing to 50% of the funding for the project with the proviso that Plan Change 42 (PC42) – Mangaroa and Pinehaven Flood Hazard Extents is successful and that there is no significant alteration to the relative cost breakdown of the project (see earlier section on financial implications).

Plan Change 42 addresses the risk from flooding within the Mangaroa and Pinehaven Stream catchments for the 100-year flood event. The plan change has been notified, with 25 submissions and two further submissions received.

The provisions proposed through Plan Change 42 would affect the Pinehaven stream improvement works in a number of ways. For example, it is proposed to change the status of earthworks associated with the flood mitigation works to a permitted activity, therefore reducing the number of consents that are required. A further change is to make driveways and bridges over the Pinehaven Stream a controlled activity, potentially increasing the number of consents required.

Appendix B: Consenting Strategy

The strategy proposes a bundle of resource consent applications to Greater Wellington Regional Council and a concurrent Notice of Requirement to be lodged and considered by the Upper Hutt City Council. This is considered the most appropriate consenting methodology.

The benefits include:

- Consent Authorities working collaboratively, with the approvals providing consistent conditions and mitigation requirements;
- Notification for both processes occurring at the same time, integrating with the project Consultation and Communication Strategy;
- Holding a joint hearing, with one set of Commissioners, which is beneficial to the applicant as well as submitters;
- The works cross multiple land parcels, both public and privately held. A designation process significantly simplifies and streamlines the land use approval process in this situation compared with more complex consenting requirements for land use consents for individual sites;
- Bundling the regional consents allows for these to be considered holistically and in an integrated way.

While it is proposed that the resource consent applications will be bundled, Greater Wellington Regional Council will retain some flexibility to unbundle any applications that cause unexpected issues. Management plans may be used as a method of achieving the required mitigation of effects, particularly during construction works.

Overall, the proposed strategy is considered to provide the greatest level of certainty for the community and councils, while also allowing appropriate consultation to be undertaken.

Appendix C: Procurement Strategy

The procurement strategy document outlines the design philosophy to maximize off site prefabricated options, provide standard designs for various conditions, allow for construction methodology that minimises time in the stream and on site in general and informed by safety in design principles.

Key Procurement Objectives

- Design and construction process that minimises on site impact to residents

- Cost certainty
- Transparency
- Commercial protection and risk management
- Maximise contractor involvement
- Minimise contract administration

The way forward

- An ECI contract procured on % Margin on and off site overheads
- Prefabricated design elements (design and build)
- Works awarded in four stages
 - Enabling works
 - Reach 1
 - Reach 2
 - Reach 3 and Upper Catchment

Once the works for each reach are confirmed the contractor will provide a mixture of Lump Sum and measure a value rates for each section.

Appendix D: Notes on Professional Services Procurement.

A professional services procurement memorandum was provided to Upper Hutt City Council and Greater Wellington Regional Council following a meeting in August 2016. This memorandum provided 5 design consultant procurement options ranging from; direct appointment of Jacobs NZ Ltd who had completed all investigation stages on behalf of Greater Wellington Regional Council and Upper Hutt City Council in the previous seven years through to a full open tender process. It was agreed by Greater Wellington Regional Council and Upper Hutt City Council to proceed to full open tender to comply with procurement policies.

Appendix E: Stakeholder Mapping

Greater Wellington Regional Council is the primary stakeholder with regard to the proposed plan change to the district plan in Upper Hutt, in that their 50% project funding contribution is contingent on the acceptance of Proposed Plan Change 42.

In managing stakeholder implications, it’s useful to look at the reason for the project from each stakeholder perspective; in this way stakeholder needs can be met and meaningful collaboration achieved.

Stakeholder	The Reason for the Project
Greater Wellington Regional Council	The Pinehaven stream is currently jointly administrated by Upper Hutt City Council and Greater Wellington Regional Council under the Watercourses agreement 1977. Greater Wellington Regional Council desire to transfer responsibility to Upper Hutt City Council due to the contained nature of the catchment, the community being Upper Hutt City Council ratepayers and the close integration of flooding issues with the piped stormwater reticulation system.
Upper Hutt City Council	It has been agreed that prior to the transfer of responsibility to Upper Hutt City Council the stream will be upgraded to current agreed levels of service. This means the improvement works in the stream channel will be designed to provide capacity for a 4% AEP or 1 in 25 year return period flood event and 100 year flood level protection to floor

	levels.
Residential Property Owners	<p>The Pinehaven stream has a long history of flooding events (the largest recorded event occurring in 1976). Flooding events typically occur every 1 to 2 years. While some upgrades were completed after the 1976 storm event, residential dwellings remain at risk of internal flooding with the current level of service – well below the Upper Hutt City Council minimum service level (currently at a 1 in 5 return period).</p> <p>Residential property owners want confidence that their homes will no longer flood and that agreed levels of service will be delivered.</p>

Pinehaven FMP – Agreement between UHCC and GWRC for Implementation

Attachment 3 – Project Management and Governance Structure





Report 2017.315
Date 29/08/2017
File CCAB-14-336

Committee Hutt Valley Flood Management Subcommittee
Author Amanda Death, Environmental Planner

Hutt Valley Environmental Strategy Action Plan Update

1. Purpose

To update the Subcommittee on the progress of the Hutt River Environmental Strategy Review.

2. Background

In November 2015 the Subcommittee approved a review of the Hutt River Environmental Strategy 2001. The purpose of the review is to assess and update the strategic vision for the management of the river environment and its margins between the river mouth and Kaitoke Regional Park. The review identifies issues and objectives, makes recommendations and proposals, and provides guidance on management priorities.

3. Environmental Strategy Review Process

3.1 Current Work Completed

Phase 1 of the review of the 2001 Hutt River Environmental Strategy was carried out in 2016 and involved:

- ‘Stocktake’ of the 2001 Strategy (February 2016)
- Conducting a ‘User Intercept Survey (March/April 2016)
- Four stakeholder and community consultation workshops (June/July 2016)
- Interviews with officers from different Greater Wellington Regional Council (GWRC) divisions and with officers from Upper Hutt City Council (UHCC) and Hutt City Council (HCC) (July – September 2016)
- Discussions with Mana Whenua representatives.

Phase 2, the preparation of the revised strategy, commenced in October 2016. As part of Phase 2, at the beginning of August, the draft Hutt River Environmental Strategy Action Plan (the Action Plan) was circulated for comment to the various GWRC departments, and relevant UHCC and HCC officers. Comments and feedback on the document were to be received by 1 September 2017.

3.2 Key issues Identified

The key issues identified from Phase 1, which should be incorporated into the revised strategy, were:

- Having a suitable governance and management structure
- Clarity around objectives and actions
- Adequate resources and budgets
- Regular reporting and monitoring.

4. Draft Environmental Strategy Action Plan

4.1 Document Structure

The Action Plan has been produced as an A3 hard copy document. The sizing of the document has been guided by the clarity of mapped information for the reaches. The aim is for the final document to be a live digital copy, and to be located on the GWRC website. The structure of the document is set out as follows:

1. Introduction & background
2. Issues & resource requirements
3. Vision, goals & objectives
4. Generic river-wide actions
5. Reach specific actions –this is based on 8 reaches located between the different bridges. These actions are tabulated and accompanied by a map of the reach.

4.2 Vision

As part of the review process, the vision from the 2001 Action Plan has been revised. This new revised vision has been incorporated into the document and is as follows:

‘To meet community aspirations by enhancing the natural environment and recreational activities of the Hutt River, its margins and the wider river corridor, whilst enabling flood protection objectives and operations to be achieved as part of sound river management’.

4.3 Resource Recommendation

Some new functions and resources have been recommended, these are:

- Someone to ‘own’ the strategy – a coordinator for the actions within the document. This coordinator would champion funding, prepare budgets, coordinate inputs from GWRC departments, coordinate the involvement of UHCC and HCC officers, coordinate the involvement of residents and environmental groups, as well as monitor progress and expenditure on action
- Additional Hutt River Ranger resources
- The ability to access ecological knowledge to provide timely and consistent input into flood protection and river management.

4.4 Goals and Objectives

The draft Action Plan has three goals outlined within it. Under the three goals are 13 objectives which have each been teased out with background information and issues. These goals are:

1. *Natural Environment* – Protect and enhance the biodiversity and habitat of the river corridor (i.e. the river, its margins and tributaries)
2. *Community* – Encourage and enable improved connections between the river corridor and adjoining communities to enrich community engagement and understanding of the river, its open space value and its management
3. *Recreation* – Provide a variety of destinations, spaces and facilities to support an appropriate range of recreational opportunities throughout the river corridor.

Delivery of flood security outcomes is included in the Floodplain Management Plan, the parent document to the environmental strategy.

4.5 Generic Actions

Actions have been included to identify specific projects that will deliver plan outcomes.

Section four of the document specifies actions that apply to the entire river corridor. The actions are broken down by each goal and are then tabulated under each objective relating to that goal. An explanation for each action is also included in the table.

4.6 Reach Specific Actions

As mentioned in the document structure description, the Hutt River has been broken into 8 reaches, which are defined by the bridges for the purpose of this document.

Within the document, for each of the 8 reaches there is:

- A description of the current situation, including information about the true right and true left banks, issues, and opportunities
- A tabulated list of specific actions, each with their own explanation
- An assigned priority to each action. This has been spilt into Short Term (1-5 years); Medium Term (5-10 years); Long Term (10+ years); Aspirational (future ideas); and Ongoing (continues on an ongoing basis)
- Funding and/or responsibility for the action identified
- An annotated aerial photograph which includes the action numbers linked to the actions within the table.

5. Next Steps

The following provides a proposed timeline for completing the next steps in the review of the Action Plan.

Date	Action
01 September	Feedback and comments from internal stakeholders to be received.
14 September 2017	The draft Action Plan to be updated to incorporate comments and feedback
03 October 2017	Hardcopy update provided to the Subcommittee
October 2017	Further changes to be incorporated into the document.
2 November	Draft Action Plan to go to the Subcommittee for approval to progress to public consultation
November 2017	Issue Action Plan for public consultation
November 2017 – March 2018	Public consultation phase. Feedback & comments received to be incorporated into the document.
April 2018	Final Action Plan to the Subcommittee for sign off.

6. Communication

Communication during Phase 1 included four stakeholder and community workshops in June/July 2016. As part of this phase, numerous interviews were also conducted with various officers from GWRC, UHCC, and HCC during July to September 2016.

Phase 2 communications include further workshops with individual officers from GWRC, UHCC, and HCC. Following the individual sessions, two workshops were run at the beginning of August to update stakeholders from GWRC, UHCC, and HCC on the latest draft Action Plan. Participants were then invited to provide feedback and comments on the document in its current state. Iwi representatives have been involved in discussions to assist with development of the revisions to the Action Plan.

Future communications and further workshops to present the draft document and receive feedback from other key stakeholders and community members will follow.

7. Consideration of Climate Change

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

7.1 Mitigation assessment

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

The draft Action Plan is not intended to directly influence greenhouse gas emissions. However, some of the actions described within the document can

contribute towards net emission reductions. For example, establishing more trees on river berms, enhancing existing planting, and developing new wetland/lowland podocarp forests will contribute to carbon sequestration (as plants grow they draw carbon dioxide out of the atmosphere).

The effect of any works progressed under the action plan and commissioned by GWRC will be addressed via GWRC's procurement process, which is undergoing review in 2017 and will encourage suppliers and contractors to minimise emissions.

7.2 Adaptation assessment

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

The review of the draft Action Plan has and will continue to acknowledge the need to adapt to a changing climate, and will ensure ongoing development of the river corridor, and enhance the resilience of the surrounding area by incorporating appropriate adaptation measures. As consultation continues, the latest regional climate change projections will be incorporated, informing the revised draft.

The draft Action Plan will also develop a 'comprehensive information and education interpretation strategy and plan, and a means to keep it updated and the public regularly informed'. This education initiative will be instrumental to improving understanding of the effects of climate change and the actions that can be taken to adapt to them with the Hutt Valley community and wider public.

8. The decision-making process and significance

No decision is being sought in this report.

8.1 Engagement

Engagement on this matter is unnecessary.

9. Recommendations

That the Subcommittee:

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

Report prepared by:

Amanda Death
Environmental Planner, Flood
Protection

Report reviewed by:

Alistair Allan
Team Leader FMP
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection



Report 2017.370
Date 21 September 2017
File CCAB-14-341

Committee Hutt Valley Flood Management Subcommittee
Author Alistair J N Allan, Senior Projects Engineer

Hutt Valley Flood Management Project Managers Report

1. Purpose

To update the Subcommittee on progress made with general Hutt Valley Flood Management (HVFM) projects.

2. Background

Greater Wellington Regional Council (GWRC) has ongoing projects within the Hutt Valley and its wider catchment. Major projects are further detailed in separate reports. This report tracks and reports on progress of all projects and provides references to major project reports.

3. RiverLink

The Subcommittee will participate in a further two workshops in October and November this year. This will continue to refine the preliminary design and costs, and assist further development of an outline programme for the project. More detail is provided in report 2017.369 of this order paper.

4. Pinehaven Stream Floodplain Management Plan

4.1 Stream Flood Capacity Improvements

Wellington Water is project manager for delivery of the Pinehaven Stream Flood Capacity improvements. Jacobs Limited is the design consultancy completing technical design components. Preliminary design and modelling has been completed and an engagement plan is being developed to re-engage with properties adjacent to the areas of work, and to inform and update the wider Pinehaven and Silverstream communities.

A progress report from Wellington Water has been included as an attachment to report 2017.368.

4.2 Plan Change 42

The further submission period for Plan Change 42 – Mangaroa and Pinehaven Flood Hazard Extents closed on 8 June 2017. Hearings are scheduled for the last week of September 2017.

5. Hutt River Environmental Strategy Review

Officers will seek endorsement to proceed to consultation for the draft Hutt River Environmental Strategy Action Plan in November 2017. A copy of the draft will be tabled for the subcommittee at this meeting in report 2017.315, to enable sufficient time for Subcommittee members to familiarise themselves with the document prior to November's decision point.

6. Consideration of Climate Change

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

6.1 Mitigation assessment

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

HVFM projects are subject to GWRC's initiatives designed to minimise greenhouse gas emissions and enhance sequestration capacity where possible. These include the proposed Code of Practice (which guides all river management activities undertaken by GWRC for the purposes of flood and erosion protection across the Wellington Region), the GWRC corporate sustainability programme and GWRC's procurement process which is undergoing review in 2017 and will encourage suppliers and contractors to minimise emissions.

6.2 Adaptation assessment

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

GWRC plans for climate change in assessing the degree of future flood hazard and in determining an appropriate response. GWRC applies the following allowances for climate change predicted to occur over the next 100 years in the design criteria for flood hazard investigations:

- Increases in rainfall intensity – 20%
- Sea level rise – 0.8m

7. The decision-making process and significance

No decision is being sought in this report.

7.1 Engagement

Engagement on this matter is unnecessary.

8. Recommendations

That the Subcommittee:

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

Report prepared by:

Alistair J N Allan
Team leader, Flood Protection
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
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