If calling, please ask for Democratic Services

Te Awa Kairangi / Hutt River Valley Subcommittee

Tuesday 21 March 2023, 4.30pm

Council Chamber, Hutt City Council,
30 Laings Rd, Lower Hutt

Quorum: Two Regional Councillors, one Hutt City Council member and one Upper Hutt City Council member

Members

Councillor Ros Connelly (Chair)	Greater Wellington Regional Council
Councillor Quentin Duthie (Deputy Chair)	Greater Wellington Regional Council
Councillor Simon Edwards	Hutt City Council
Mayor Wayne Guppy	Upper Hutt City Council
Councillor Bill Hammond	Upper Hutt City Council
Councillor Ken Laban	Greater Wellington Regional Council
Councillor David Lee	Greater Wellington Regional Council
Deputy Mayor Tui Lewis	Hutt City Council

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

Te Awa Kairangi / Hutt River Valley Subcommittee

Tuesday 21 March 2023, 4.30pm

Council Chamber, Hutt City Council,
30 Laings Rd, Lower Hutt

Public Business

Te Awa Kairangi / Hutt River Valley Subcommittee
21 March 2023
Report 23.82

For Information

FLOOD RISK MANAGEMENT FOR TE AWA KAIRANGI/HUTT RIVER VALLEY

Te take mō te pūrongo
Purpose

1. To update Te Awa Kairangi/Hutt River Valley Subcommittee (the Subcommittee) on Flood Risk Management as it relates to Te Awa Kairangi/Hutt River Valley.

Te Horopaki
Context

2. Greater Wellington Regional Council (Greater Wellington) manages rivers and schemes, including Te Awa Kairangi/Hutt River within a flood risk management framework. This report provides a background to this flood risk management framework for the Subcommittee.

Floodplain Management Planning, Legislation, Policy and Principles

3. Greater Wellington is responsible for managing flood risk for a number of the Region's rivers and streams. We identify the likelihood of a river flooding our houses, businesses and farms, develop floodplain management plans to manage the flood risk, provide free advice and consultation service, maintain and build flood protection infrastructure, work with the community to improve the environment and recreational opportunities and provide flood warnings. We do this by talking with communities about how best to reduce the risk from flood and erosion while ensuring that the health and wellbeing of our rivers is maintained.

4. Flooding is one of our Region's most significant hazards and have the potential to cause risk to life and both economic and social hardship. There have been many recent examples of flooding affecting our communities – they can have a significant impact on our communities and our families and impact on the local, regional and national economy. As global weather patterns change and become more unpredictable, it is likely that flood events will increase in frequency and scale.

Floodplain Management Planning

5. Greater Wellington uses the floodplain management planning process to provide a comprehensive long-term strategy for managing areas at risk from flooding.

6. The floodplain management planning process involves the following steps:

a Investigating and understanding the probability and likely extent of flooding (including a Flood Hazard Assessment), and the economic, social, cultural and environmental values within a defined catchment;

b Identifying, evaluating and selecting a range of appropriate management options to reduce the probability and impact of flood risk; and

c Implementing a preferred option(s) for managing the flood risk in a way that ensures a coordinated response by relevant agencies and/or individuals.

7. This process results in a Floodplain Management Plan (FMP). The process is also shown in Figure 1, and described fully in Greater Wellington Regional Council — Guidelines for Floodplain Management Planning (gw.govt.nz).[1]

[1] https://www.gw.govt.nz/document/929/guidelines-for-floodplain-management-planning

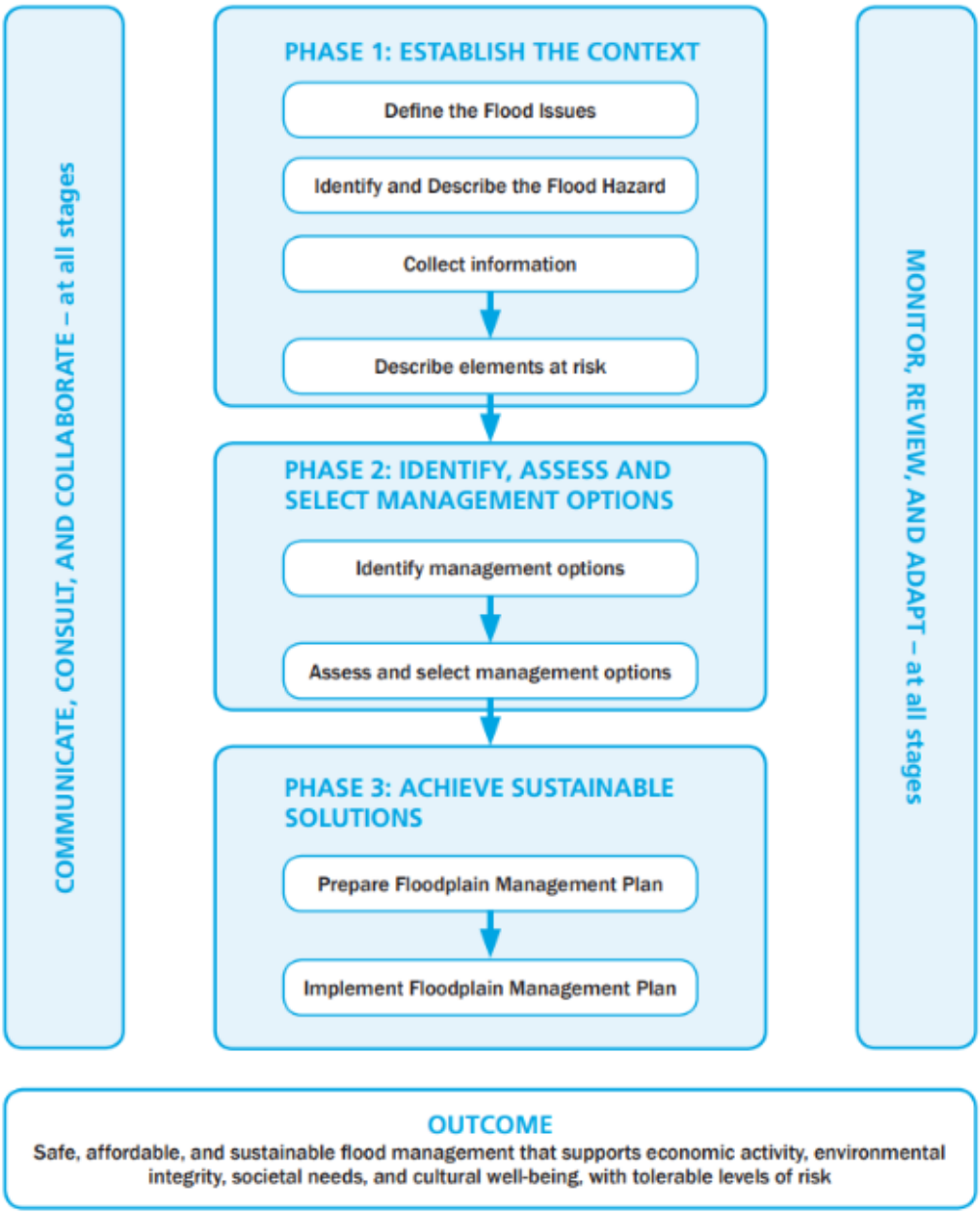

Figure 1: The Floodplain Management Planning Process (From Guidelines for Floodplain Management Planning, Greater Wellington 2015)

8. To provide context, within the Wellington Region, Greater Wellington has prepared Floodplain Management Plans for the Hutt River (2001), Otaki River (1998), Waikanae River (1997, reviewed 2013), Pinehaven Stream (2016), Te Kāuru Upper Ruamāhanga (2019) and The Waiōhine/Rakahanga River (2022). We also operate a flood and erosion scheme in the lower Ruamahanga (the Lower Wairarapa Develoment Scheme (LWVDS)) which was comprehensively reviewed in 2006. Greater Wellington carried out a stream study and produced a Stream Management Plan for the Waitohu Stream (2006); carried out Flood Hazard Assessments for the Mangaone Stream (2002) and

Waiwhetu/Awamutu Streams (2006); and has carried out Flood and Erosion Hazard Assessments for the Wainuiomata River (2000) and Mangaroa River (2006).

9. The Te Kauru Upper Ruamahanga FMP identified above combined 8 previous schemes into one broader based scheme. The previous 8 schemes were:

    a Kopuaranga River Management Scheme

    b Waingawa River Management Scheme

    c Waipoua River Management Scheme

    d Lower Whangaehu River Management Scheme

    e Lower Tauera River Management Scheme

    f Upper Ruamahanga-Mt Bruce-River Management Scheme

    g Upper Ruamahanga-Te Ore Ore-River Management Scheme

    h Upper Ruamahanga-Gladstone-River Management Scheme

Legislative and policy framework for floodplain management

10. Effective management of flood risk requires political leadership and widespread community understanding and acceptance of the range of flood risk measures available. This can present challenges in selecting and implementing an appropriate response; for example, avoiding development in flood-prone areas versus structural protection measures.

11. The decisions made about floodplain management need to be considered within the context of national, regional and local legislation, regulations and policy, and align with best practice in floodplain management. *Figure 2* sets out the relationship of a Floodplain Management Plan (which is the result of this process) to other statutory and non-statutory documents at the national, regional and local levels.

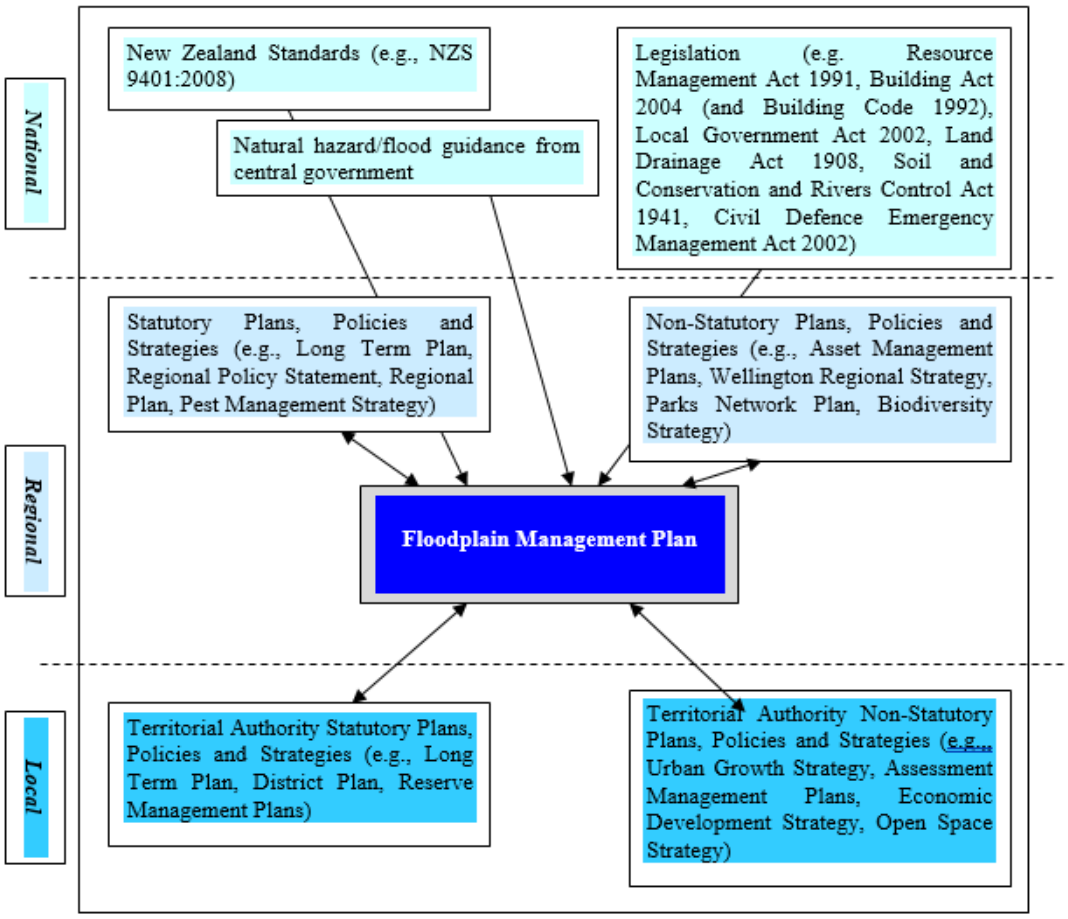

Figure 2: Relationship of FMP to other statutory and non-statutory documents (Greater Wellington, 2015)

12. The seven statutes of specific relevance to floodplain management at a national level are listed in *Figure 2* (top right-hand box). These cover a broad range of private property and public good issues relating to land development and management, land use controls, flood risk management and its funding, flood emergency response and recovery, and flood protection insurance. Each of these statutes performs a distinct and important role in managing flood risk and provides a range of legislative mechanisms to enable effective flood management across local and central government.

13. Additional statutes also influence flood risk management to a lesser degree, which include the: Public Works Act 1981, Local Government Official Information and Meetings Act 1987, Earthquake Commission Act 1993, Environment Act 1986, and Local Government (Rating) Act 2002.

14. This suite of statutes allows for a wide range of approaches to be applied to managing flood risk through:

a *Hazard control measures* such as the provision of stopbanks, channel maintenance and clearance, dams, and provision of drainage schemes which also contribute to modifying flood events.

b *Flooding information and education* including scientific and practical information about flooding and ways to minimise the impacts of flood events. Specific mechanisms such as land information memoranda (LIMs) allow the public to access available site-specific flooding information from territorial authorities.

c *Flood hazard preparedness, response and recovery measures* which provide the framework for national, regional and local communities to prepare for, and respond to, flooding.

d *Flood loss insurance and financial assistance* - principally provided by the Earthquake Commission although central government can also provide disaster relief funding to assist local communities after large-scale flood (and natural disaster) events.

15. Identifying hazards, such as those caused by river flooding and erosion, is the responsibility of local government (regional and city councils) under the Resource Management Act 1991 (RMA).

16. The role of Greater Wellington includes controlling the use of land for the avoidance or management of natural hazards and helping communities protect themselves from the effects of natural hazards. To do this, communities need to understand the risk from natural hazards, have affordable and appropriate management solutions in place and ensure that inappropriate developments don't create new hazards.

17. Note that legislative and policy changes underway by Central Government (Spatial Planning Bill, Natural and Built Environment Bill, Local Government Official Information and Meetings Amendment Bill – 'LIMs', Water Services Legislation Bill - 'Three Waters', Water Services Economic Efficiency and Consumer Protection Bill – 'Three Waters' and Local Government reform) will result in changes in this space.

Floodplain Management Planning Principles

18. The floodplain management planning approach adopted by Greater Wellington represents an effective response to managing flood risk and reflects:

    a The evolving nature of Council practice in preparing and implementing FMPs throughout the region and the corresponding lessons learnt; and

    b The political and economic realities associated with any prospective change to Greater Wellington's current approach to managing flood hazard risk (e.g., managed retreat versus building or upgrading flood protection structures).

19. As a result of the FMPs completed to date, Greater Wellington has developed Floodplain Management Planning Principles' which represent a baseline that would not be compromised in an individual FMP.

20. How the principles are applied in detail will vary within each FMP, and the principles reinforce and complement the objectives and policies in the Regional Policy Statement (RPS) for the Wellington Region and the Council's operational floodplain management guidelines.

21. Greater Wellington's Floodplain Management Planning Principles are:

    a *Principle 1*: Avoid building in areas at high risk of flood hazard

    Avoiding the construction of residential and other buildings vulnerable to flooding in undeveloped urban and rural areas (i.e., a 'greenfields' situation) exposed to a high level of flood hazard is the most effective way of managing flood risk in these locations in the long-term. In areas subject to a lesser degree of flood hazard, activities and development should be appropriate to the circumstances and should not exacerbate flood risk.

    b *Principle 2*: Only consider new flood protection infrastructure where existing development is at risk

    Where existing urban or rural land use and/or development (e.g., dwellings, irrigation infrastructure, dairy sheds) is subject to an unacceptable degree of flood risk the construction of new structural protection measures (e.g., stopbanks, elevating existing buildings) will be considered.

    c *Principle 3*: Establish standards of flood protection relative to the degree of risk

    In developing and implementing structural and non-structural measures within areas subject to flood risk, the following standards are to be applied by Greater Wellington and, where relevant, city/district councils:

        i Protection of all habitable buildings and urban areas

        A minimum 1 in 100-year flood standard to floor levels for habitable buildings and new development within existing urban areas, along with provision of safe access.

        ii Stopbank protection

        Where required to protect existing urban areas and associated land use, stopbanks will be constructed to achieve a minimum 1 in 100-year flood standard.

        Where required to protect rural areas and associated land use, stopbanks are generally constructed up to a 1 in 20-year flood standard to alleviate frequent or nuisance flood events.

    d *Principle 4*: Plan for climate change in assessing the degree of flood hazard risk and in determining an appropriate response

    Greater Wellington will use the following allowances for climate change predicted to occur over the next 100 years in the design criteria for its flood hazard investigations. (Note that an update to the allowance below is being considered by Council's Climate Committee).

    The current allowances are:

        i Increase in rainfall intensity 20%

        ii Sea Level Rise 0.8m

22. For further information refer to Floodplain Management Planning – Principles (Report 15.99)[2] and its Appendix 1: Floodplain Management Planning Principles[3]

Hutt River Floodplain Management Plan

23. The scoping and planning of the Hutt River FMP was completed in 2001. The FMP recommends both structural, non-structural and environmental measures to reduce the flood risk to the floodplain with improvement to the environment. Greater Wellington has adopted a 40-year time frame to fully implement the FMP and implementation commenced in 2001.

24. Projects being completed within the managed extent of Te Awa Kairangi/Hutt River are outlined in the Hutt River Flood Management Plan (HRFMP) and Te Awa Kairangi/Hutt River Environmental Strategy.

25. An Environmental Strategy Action Plan update was completed in August 2018, superseding the 2001 version. The Action Plan component was included to clearly prioritise environmental and community outcomes.

Implementation

26. The Flood Protection department is tasked with region-wide responsibility for Greater Wellington's river and flood risk management. This is to ensure the best possible protection from the consequences of flooding and erosion for communities in the Region (given available resources), to manage the river environments to provide attractive places for recreation and to take care of our river ecosystems.

27. We seek to deliver across multiple outcomes, including the four wellbeing's (cultural, environmental, economic and social), climate adaptation and te mana o te wai. Further, we have responsibility for all elements of delivery of floodplain management plans, including:

    a Planning controls

    b Engineering controls

    c River management

    d Emergency management; and

    e Environmental improvements.

28. Progress on implementation of the Hutt and Pinehaven FMPs is given in the 'Hutt and Pinehaven Floodplain Management Plan Implementation Annual Report to June 2022, Report number 22.236' and the 'Asset Management Report for Te Awa Kairangi/Hutt, Wainuiomata and Waiwhetu Floodplains 2021/22, Report number 22.235' Hutt-Valley-Flood-Management-Subcommittee-9-August-2022-order-paper.pdf (wrc.govt.nz)[4].

[2] https://www.gw.govt.nz/assets/Documents/2015/03/2015.99.pdf

[3] https://www.wrc.govt.nz/assets/Documents/2015/03/2015.99a1.pdf

[4] https://wrc.govt.nz/assets/Documents/2022/08/Hutt-Valley-Flood-Management-Subcommittee-9-August-2022-order-paper.pdf

Flood Risk Management for Areas Outside Schemes and Isolated Works

Landowners Risks and Responsibilities

29. Common law suggests that in general, landowners take any risks relating to flooding and erosion on their property. Maintenance of watercourses is also generally the responsibility of the landowner, particularly where the benefits accrue to the landowner. If landowners want to protect their private assets or land, then the landowner would fund the protection work and any ongoing maintenance. In most cases resource consents are also necessary and clearly, landowners have no rights to protect their property where that would cause a problem to another owner (e.g., works which might result in erosion at a neighbour's property).

30. In addition, landowners have an obligation to maintain water bodies free from obstruction so that water can drain away quickly. However, particularly in urban areas, it can be both difficult and inefficient for each landowner to act independently so public bodies were formed with the power to provide flood and erosion protection "on behalf" of groups of landowners. Regional councils and their predecessors, catchment boards, are such public bodies. The Soil Conservation and Rivers Control Act 1941 empowers Greater Wellington to develop flood and erosion protection measures for the community if Greater Wellington so chooses. Other legislation provides similar empowerment to territorial authorities.

Administration of Watercourses Agreement

31. During the 1976 floods in the Western part of the Wellington Region significant damage occurred to urban properties because of poorly maintained streams. Local government in the Wellington metropolitan area decided that it was unrealistic to expect urban dwellers to keep streams clear for flood flows. To avoid a repeat of the 1976 situation, local bodies themselves needed to ensure that critical watercourses were maintained sufficiently to pass flood flows. Accordingly, local government took on some of this responsibility on behalf of the landowners. An 'Administration of Watercourses Agreement' was put in place to set out which local government agency would take responsibility for which urban stream. In some cases, the costs are shared between local government agencies and the cost sharing mechanism is also in the watercourses agreement. The watercourses agreement also sets the "standard" to which watercourses will be maintained, which generally is restricted to clearing watercourses of obstructions to flood flows (such as fallen trees and debris). Removing trees and debris to protect private property from erosion or remedying erosion on private property is specifically excluded from Greater Wellington's maintenance responsibilities.

32. In some areas (see paragraphs 8 and 9), Greater Wellington (or its predecessors) have chosen to undertake capital works in addition to the maintenance responsibilities under the watercourses agreement. In these areas Greater Wellington is responsible for maintaining the works in good order and repair and may choose to upgrade them or create new works at its discretion. These works are generally carried out as part of a

scheme plan, where the benefits accrue to the wider community. Refer to Greater Wellington Regional Council — Rivers and Schemes for further information[5].

Isolated Works Policy

33. For watercourses outside flood protection schemes, Greater Wellington Flood Protection has an annual budgeted amount (currently $20,000 total) for a contribution to river works that fit within the Isolated Works Policy. Isolated works are privately owned flood or erosion protection works that are constructed outside areas where Greater Wellington manages community flood protection schemes. The intent of the contributions is to provide a level of service to areas that are not eligible for rate funded community flood protection schemes. The maximum contribution is set at 30% of the actual cost of an eligible isolated work and has traditionally been provided on an annual first in first served basis. The current guidelines for assessing eligibility for Isolated Works funding requests are available on Greater Wellington's website.[6]

34. Greater Wellington is able to provide advice to any landowner looking at carrying out stream or river works, however the onus for carrying out any work and maintaining any works is on the landowner.

Ngā āpitihanga
Attachment

Number	Title
1	Flood Risk Management for Te Awa Kairangi/Hutt River Valley presentation

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

[5] https://www.gw.govt.nz/your-region/emergency-and-hazard-management/flood-protection/our-work/rivers-and-schemes/

[6] https://www.gw.govt.nz/your-region/emergency-and-hazard-management/flood-protection/flood-hazard-advice/isolated-works/

He whakarāpopoto i ngā huritaonga Summary of considerations
Fit with Council's roles or Committee's terms of reference 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".
Contribution to Annual Plan / Long term Plan / Other key strategies and policies FMPs 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.
Internal consultation Specific projects consult with groups and departments across Greater Wellington where relevant to a project.
Risks and impacts: legal / health and safety etc. The purpose of implementation floodplain management plans is to reduce the risk to communities and improve the region's resilience.

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Flood Risk Management for Te Awa Kairangi/Hutt River Valley

Greater Wellington
Te Pane Matua Taiao

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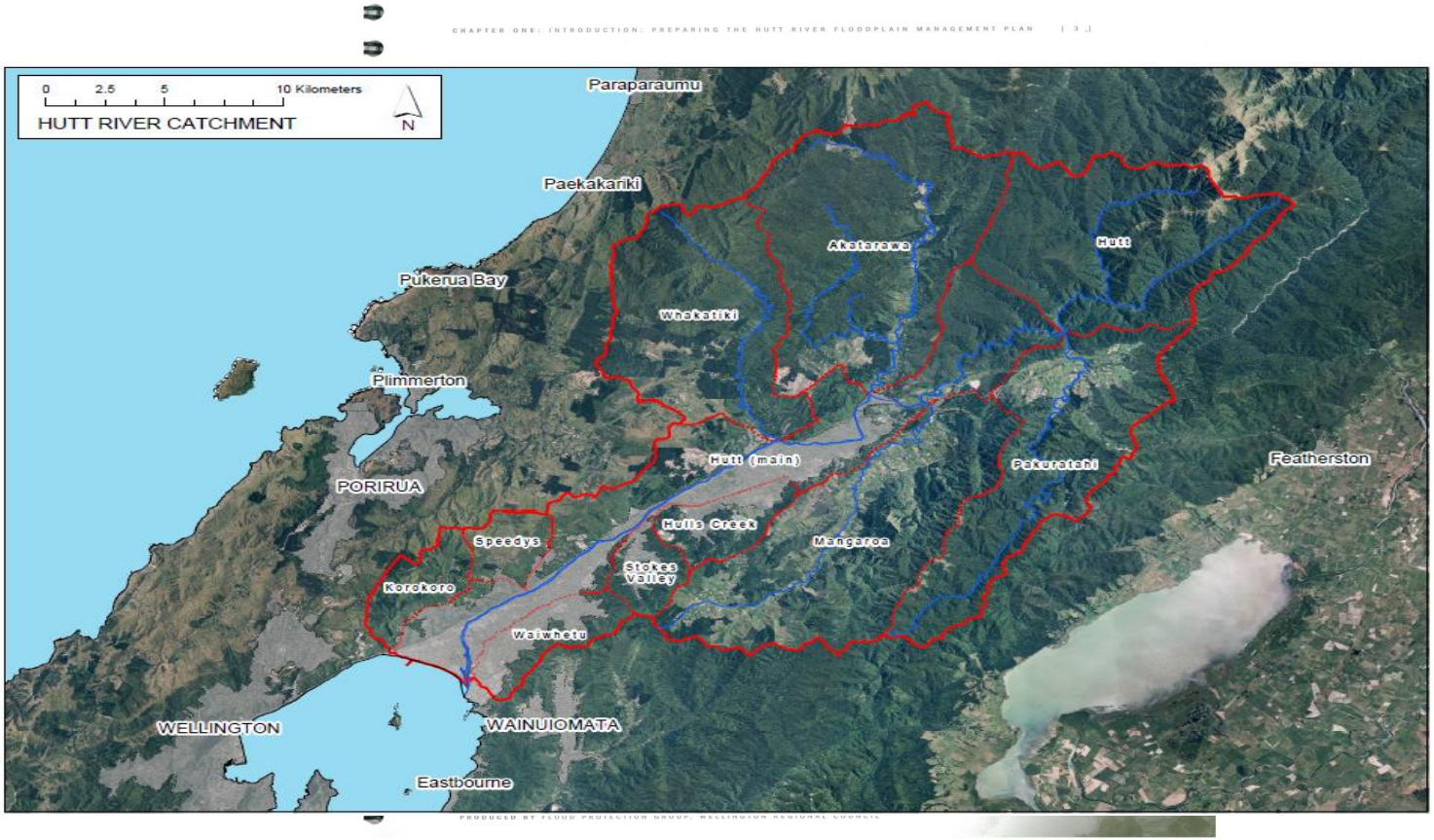
Te Awa Kairangi/Hutt River and Tributaries



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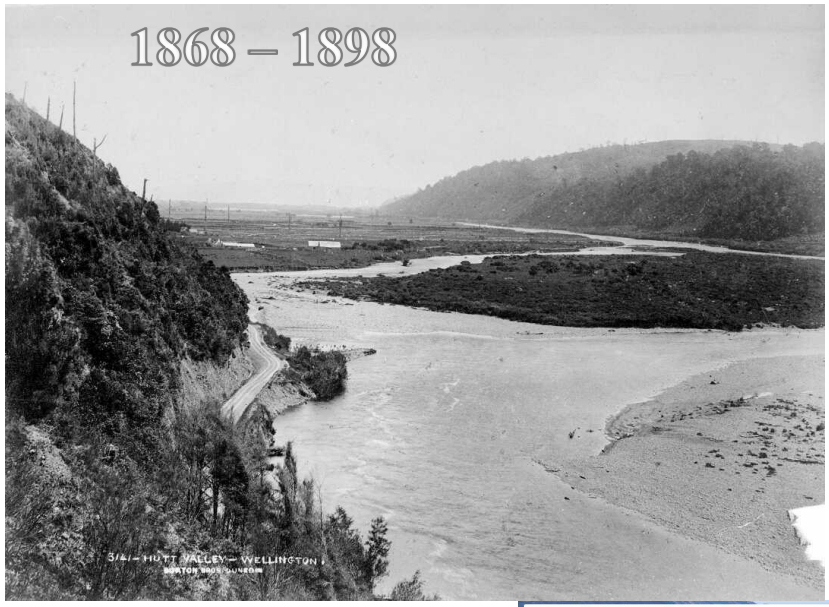
Changes in the Catchment

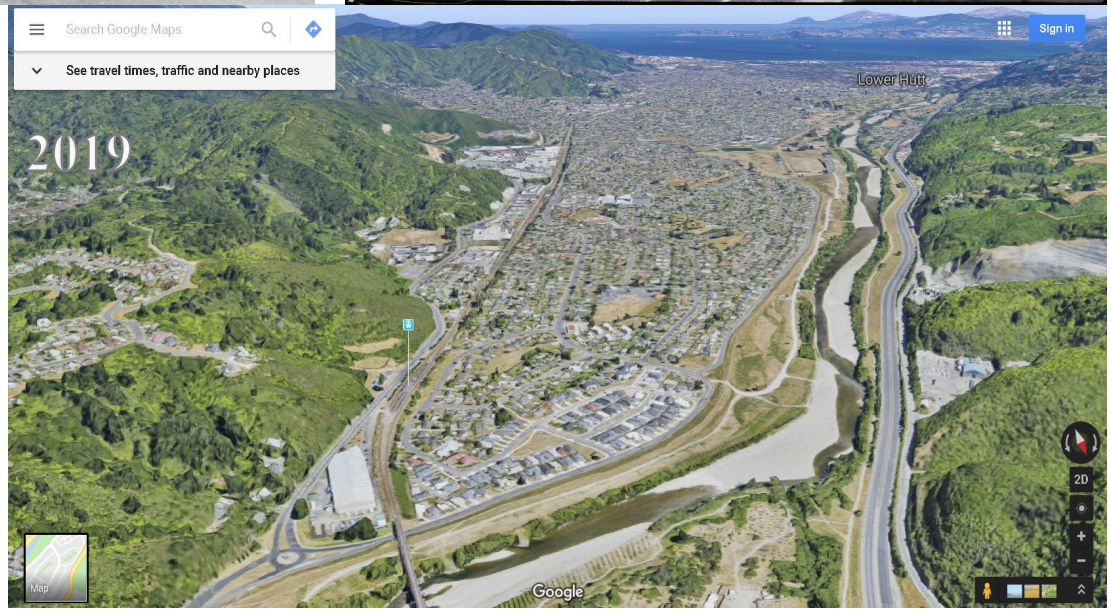
Hutt River mouth from the hills above Petone, 1847

Hutt River mouth from the air, 2016


1868 – 1898


1947

Pomare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See travel times, traffic and nearby places
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Lower Hutt
2019
Google

Petone

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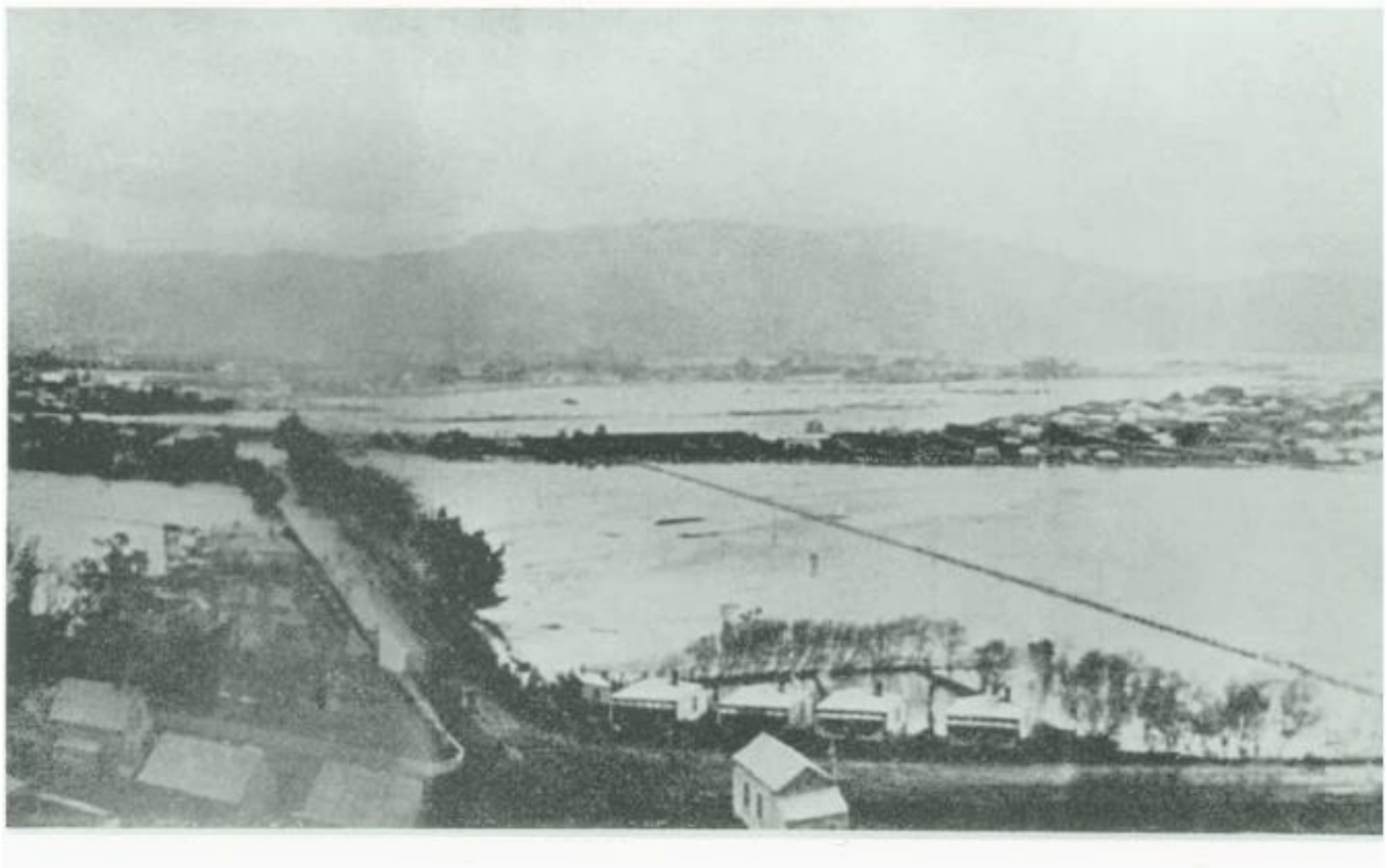
1898 Flood, Te Awa Kairangi/Hutt River



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Construction of the first stopbanks c. 1902

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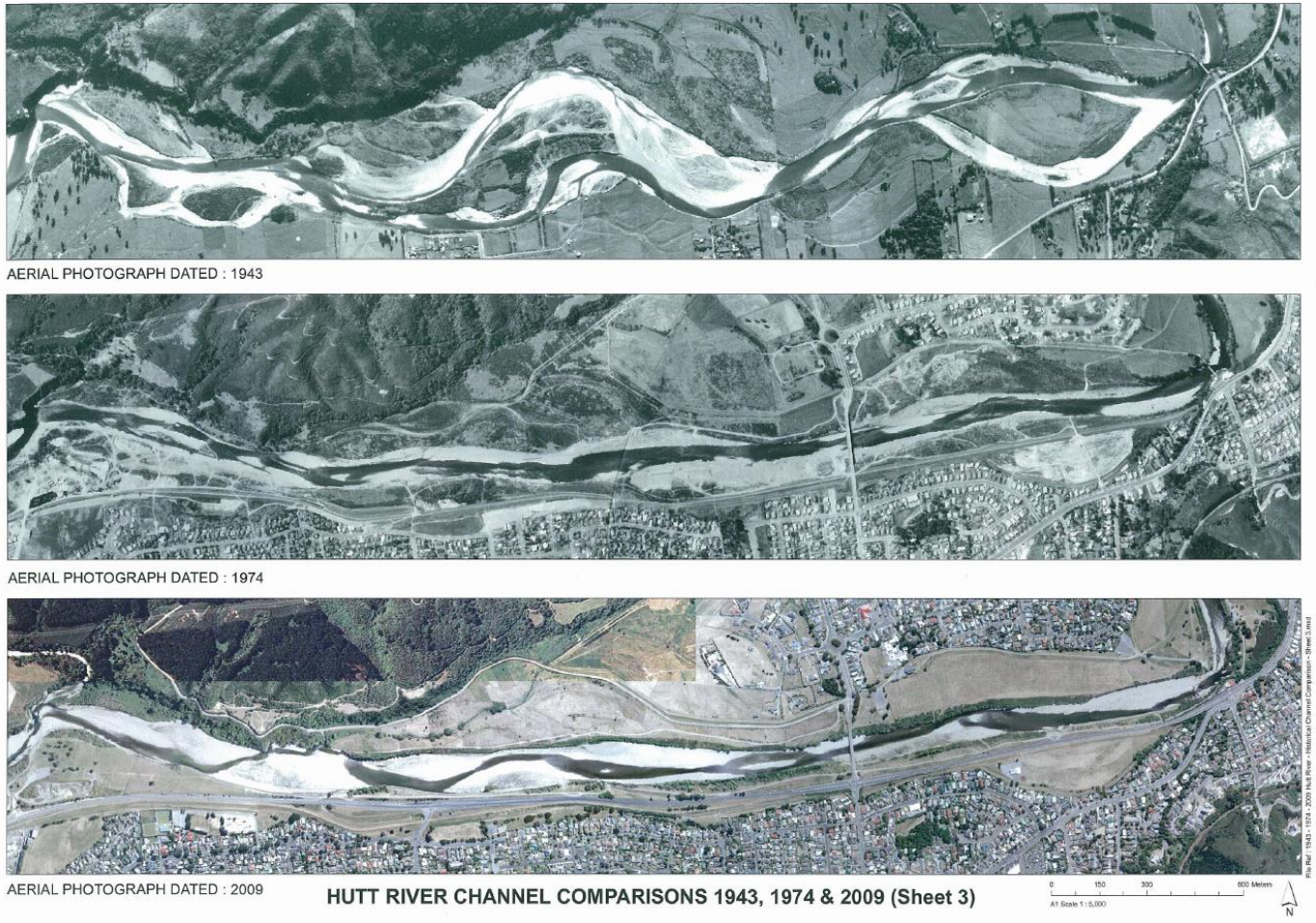
River Channel Changes



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Korokoro Stream Flooding

December 1976

May 2015

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Guidelines for Floodplain Management Planning

greater WELLINGTON
REGIONAL COUNCIL

FMP Process

From ‘Guidelines for Floodplain Management Planning’, 2015

Figure 3: The Floodplain Management Planning Process (based on NZS 9401:2008)

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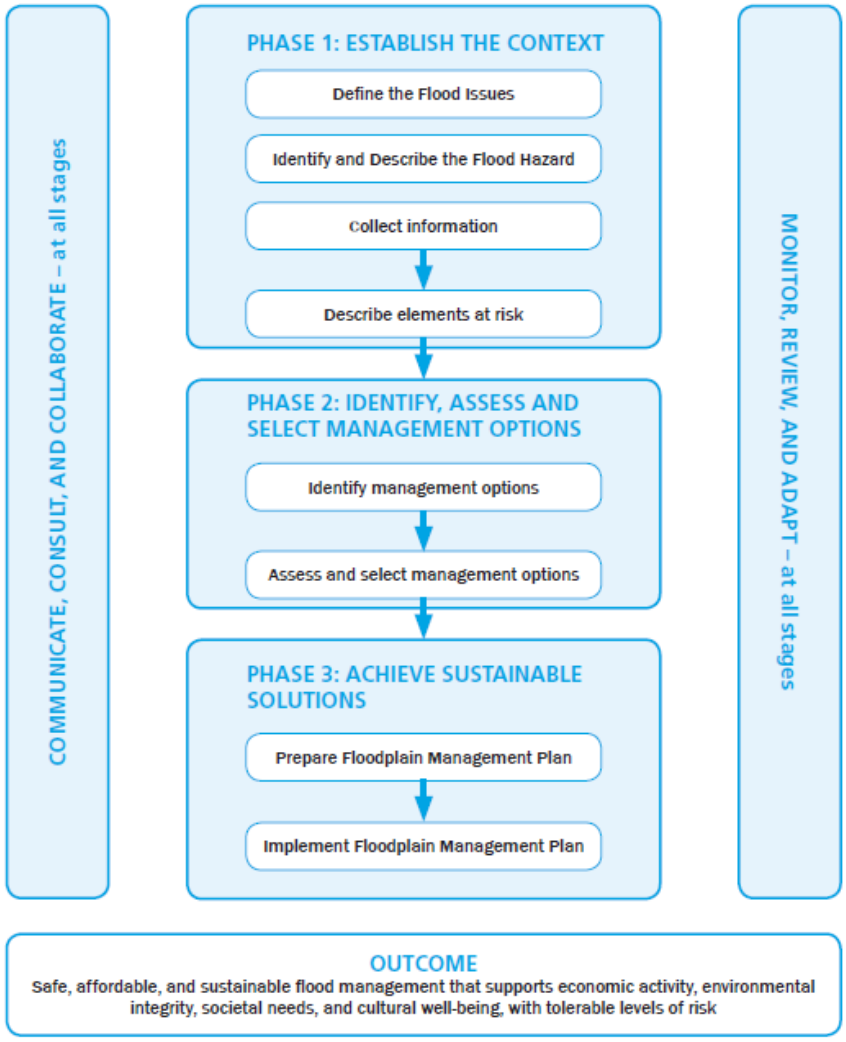

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Floodplain Management Plans

- FMP approach – endorsed by Council in mid 1990's
- FMP principles – adopted by Council
  - Avoid building in areas at high risk of flood hazard
  - Only consider new flood protection infrastructure where existing development is at risk;
  - Establish standards of flood protection relative to the degree of risk; and
  - Plan for climate change
  - Environmental Enhancement

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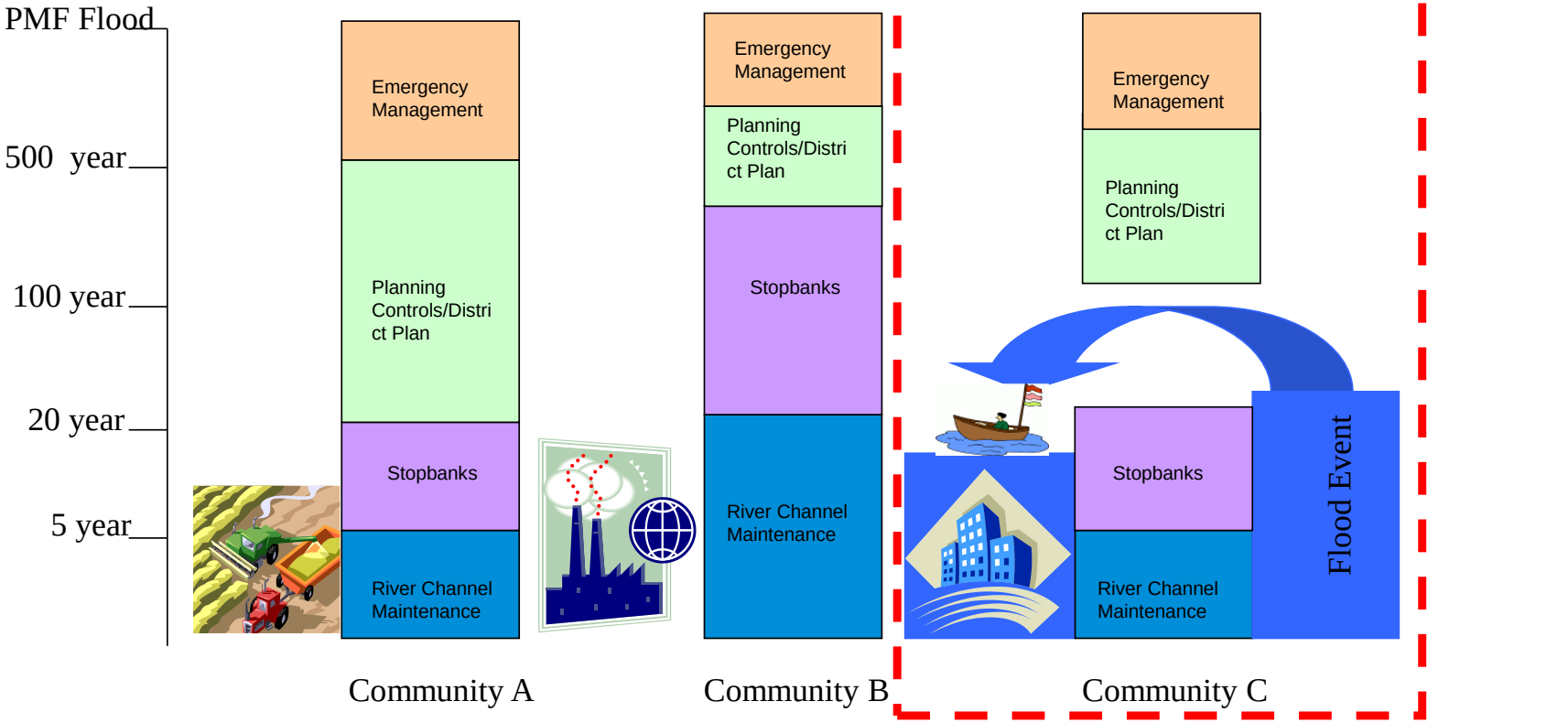

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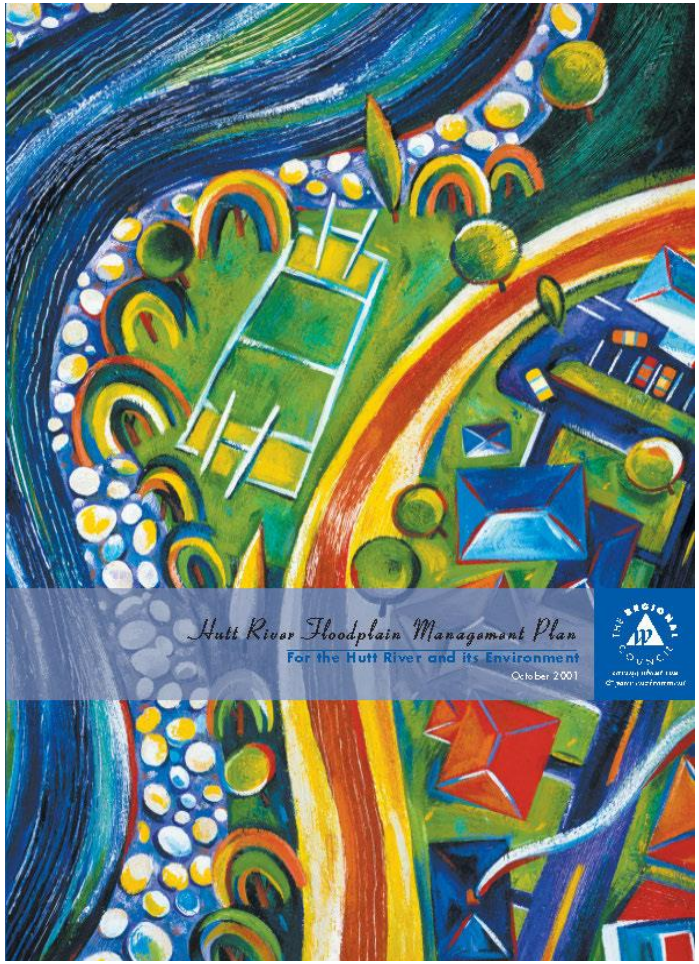
FMPs Set Levels of Service



Hutt River Floodplain Management Plan 2001

- Investigating and understanding the probability and likely extent of flooding and the economic, social, cultural and environmental values within the catchment;
- Identifying, evaluating and selecting a range of appropriate management options to reduce the probability and impact of flood risk.

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HRFMP Flood Standard

- Agencies and community agreed a 2300 cumec (0.23% AEP or 440 year return period) design standard for construction of structural works to be built as part of the plan.
- Residual risk is managed through emergency management and insurance.

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Hutt City 100 Year Return Period Flood Hazard Areas

- Hutt River (Belmont, Stokes Valley, Hathaway Ave)
- Waiwhetu/Awamutu Streams
- Wainuiomata River
- Hutt Valley for greater than 100 year return period events

Hutt City Centre Jan 2005 (4% AEP event)

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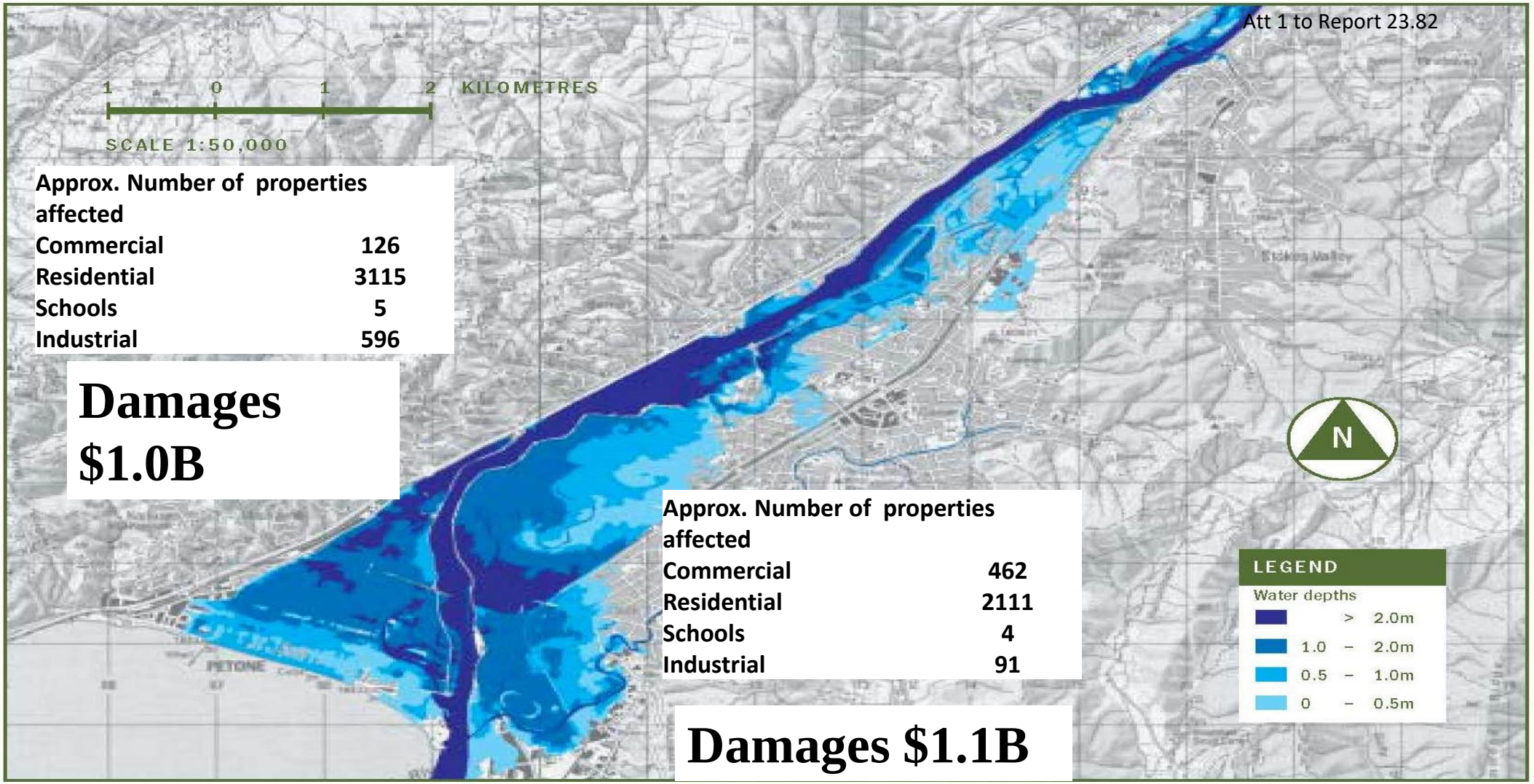

2300 cumec flood breach

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What is the Environmental Strategy?

Purpose: to guide management of the Hutt River corridor in a way that:

a) maintains and enhances the river environment.

b) provides for a range of recreational uses.

c) contributes positively to the community's spiritual, mental and physical well-being.

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Upper Hutt – Early 50's

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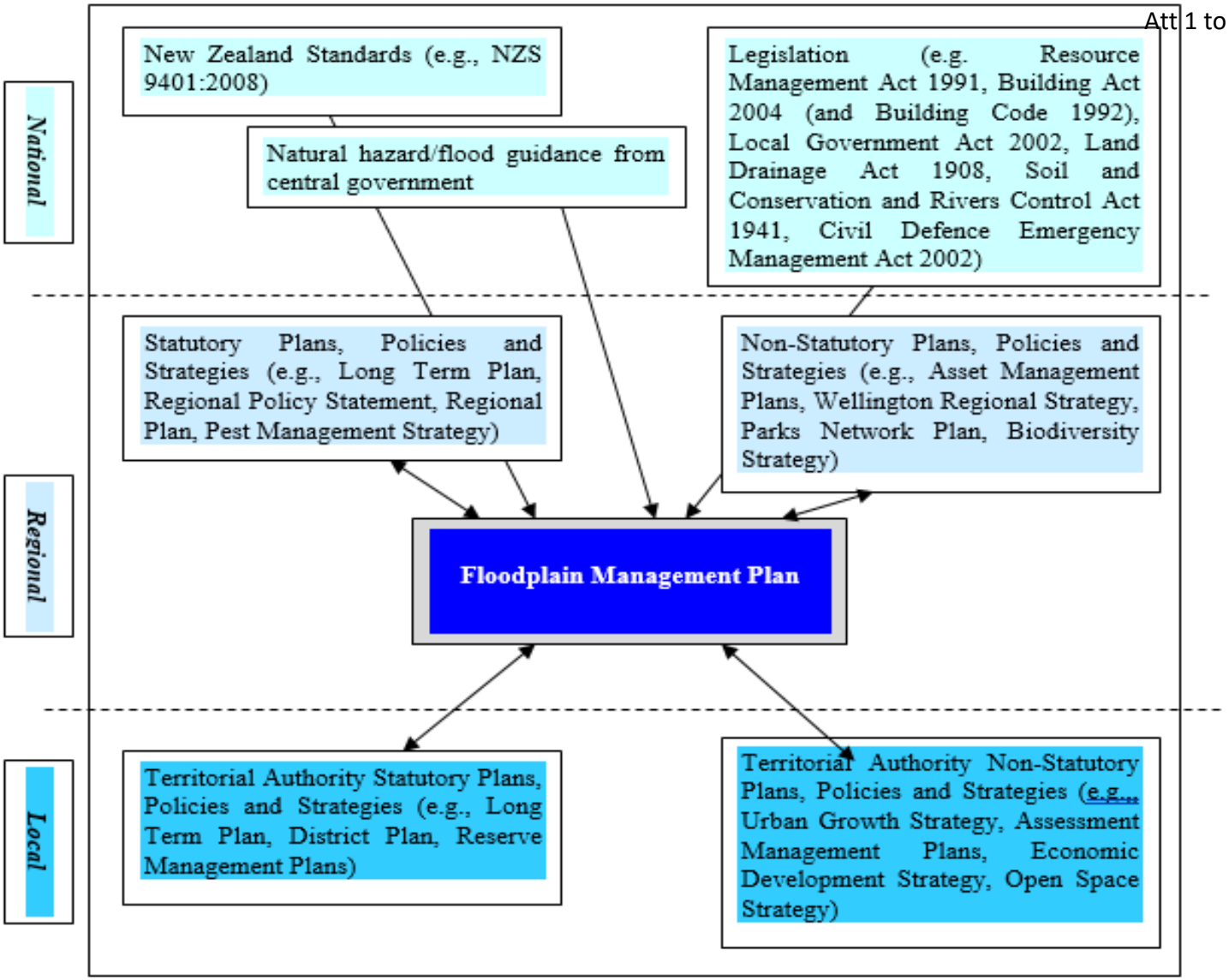
Legislation

- Common Law,
- LDA 1908 ,
- SCRCA 1941,
- RMA 1991,
- Building Act 2004 (and Building Code 1992),
- LGA 2002 and
- CDEM Act 2002


National
Regional
Local
New Zealand Standards (e.g., NZS 9401:2008)
Natural hazard/flood guidance from central government
Legislation (e.g. Resource Management Act 1991, Building Act 2004 (and Building Code 1992), Local Government Act 2002, Land Drainage Act 1908, Soil and Conservation and Rivers Control Act 1941, Civil Defence Emergency Management Act 2002)
Statutory Plans, Policies and Strategies (e.g., Long Term Plan, Regional Policy Statement, Regional Plan, Pest Management Strategy)
Non-Statutory Plans, Policies and Strategies (e.g., Asset Management Plans, Wellington Regional Strategy, Parks Network Plan, Biodiversity Strategy)
Floodplain Management Plan
Territorial Authority Statutory Plans, Policies and Strategies (e.g., Long Term Plan, District Plan, Reserve Management Plans)
Territorial Authority Non-Statutory Plans, Policies and Strategies (e.g., Urban Growth Strategy, Assessment Management Plans, Economic Development Strategy, Open Space Strategy)

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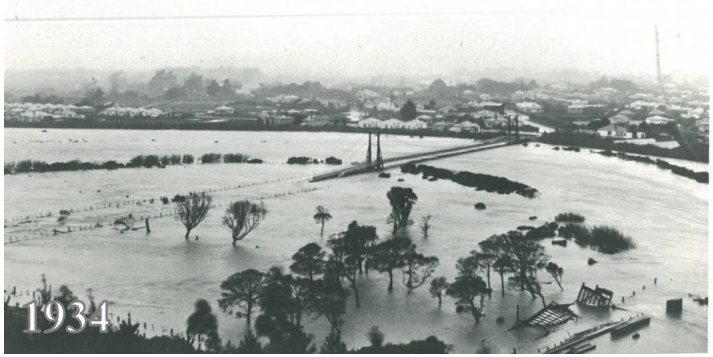
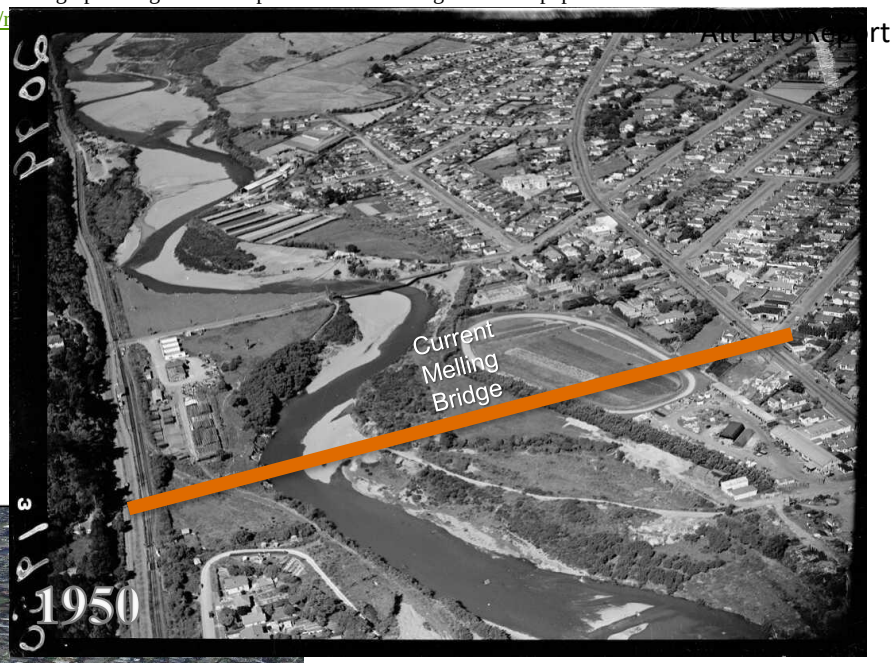
Council Policies

- Council policies - the context within which we provide the current levels of service:
  - Avoid development in hazard areas (RPS)
  - Floor levels for residential development – minimum 1% AEP standard of protection (RPS)
  - Allowance for Climate Change in our work
  - Legislation

Aerial view of Melling, Wellington. Evening post (Newspaper. 1865-2002) :Photographic negatives and prints of the Evening Post newspaper.
Ref: 114/241/03-F. Alexander Turnbull Library, Wellington, New Zealand. /r





Melling Bridge

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Floodplain Management – What We Do

- Investigate flood risk and help the community decide on appropriate risk management
- Prepare and implement floodplain management plans
- Advise the community about flood hazards
- Provide flood warning
- Maintain waterways and river management structures e.g. stopbanks and groynes
- Enhance the river environment through restoration planting and walkways

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Recommended Building Floor Levels

- GWRC recommends new construction is above the 100 year return period flood levels
- Level is to the underside of the floor joist or to the base of the concrete floor slab
- Access issues should be considered
- Proposed use

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2004 Flood Waiwhetu Stream

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Structural Protection Works

Strand Park Stopbank
Construction February 2009

Boulcott Stopbank Construction
November 2012

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Land-owner Approval

Required for works on:

- GWRC assets e.g. stopbanks
- Land that GWRC owns

Work at Croft Grove upriver from Waione Street bridge

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Designations

- Identified in HCC District Plan
- Prevent unauthorised activities (planting, structures and pipes)
- Prevent unauthorised access
- RMA S176 Approval required from GWRC

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Affected Party Approval

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Asset Management

- Level of service and performance monitoring;
- Growth management
- Lifecycle approach to meet level of service;
- Identify, assess and control risks; and
- Long-term financial planning

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Resource Consents for River Management

- New resource consent
- 35 year term
- Te Mana o te Wai (NPS for fresh water)
- Working alongside our mana whenua partners
- Consulting with stakeholders
- The community wants to know what and why we do things
- Linkages across council and using the right language

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Principles for Resource Consents

- Understand the effects of our activities and make decisions based on this
- Achieve **consistency** of practice
- Apply Good Management Practice (GMP)
- Adapt river management through feedback from discussions, monitoring, reporting etc.
- Plan, document and report on activities

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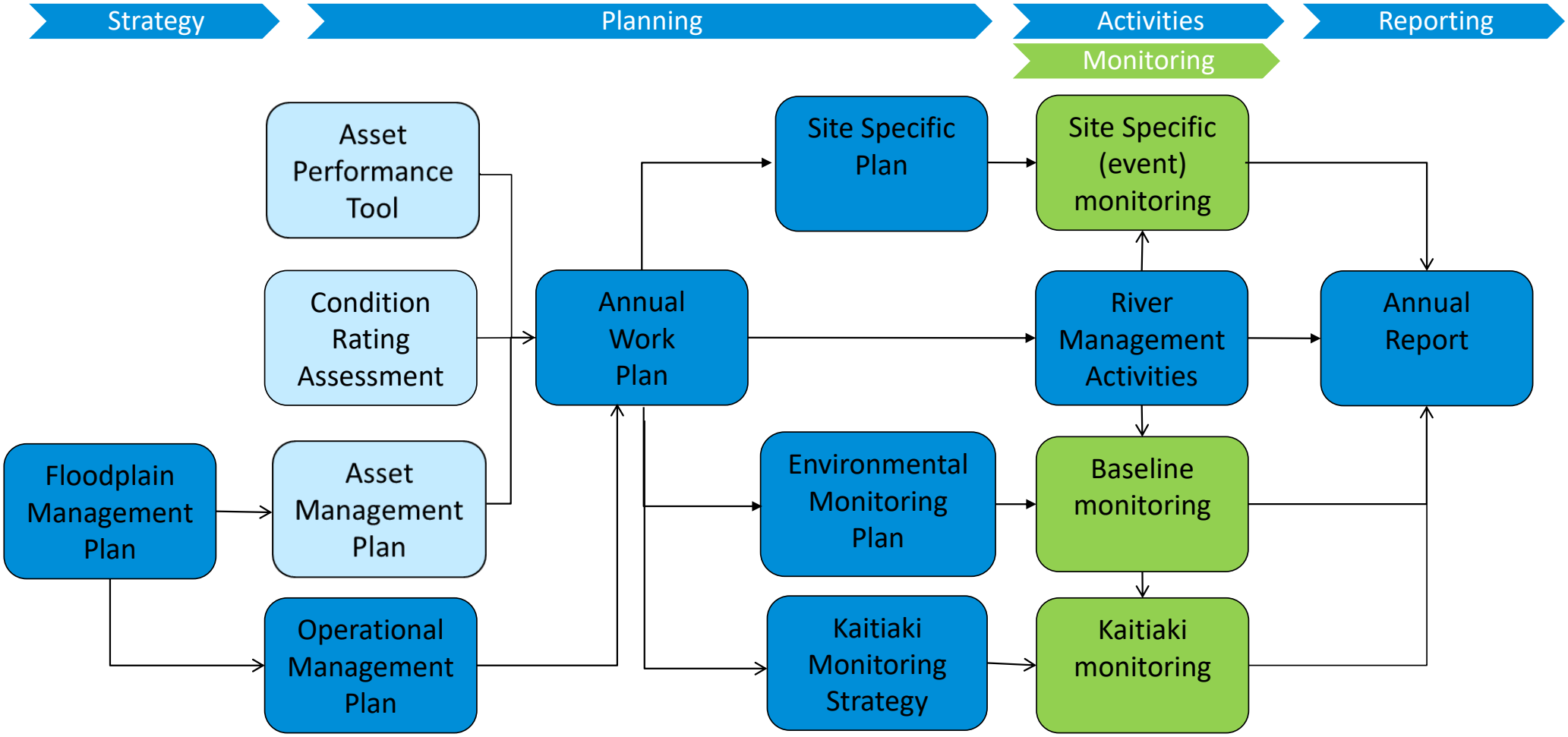
Scope – From Strategy to Reporting



Att 1 to Report 23.82

Who is responsible?

- Maintenance of watercourses is the responsibility of the land owner
- Soil Conservation & Rivers Controls Act 1941 empowers Greater Wellington to develop flood & erosion measures if it chooses
- TLA’s have similar empowerment under other legislation

Att 1 to Report 23.82

Watercourses Agreement (WCA)

- Agreement between the TLA's in the western part of the region for watercourse management
- Established following the 1976 floods and the damage that occurred to urban properties as a result of poorly maintained streams
- GWRC accepted responsibility for the major rivers and streams that are part of a scheme or flowed through more than one TLA

Att 1 to Report 23.82

What is maintenance under the WCA?

- Restricted to clearing obstructions to flood flows – fallen trees and debris
- Excludes protecting private property from erosion or remedying erosion on private property

39

Att 1 to Report 23.82

River Maintenance

Willow mulching, Belmont

Installing Te Mome floodgates

Att 1 to Report 23.82

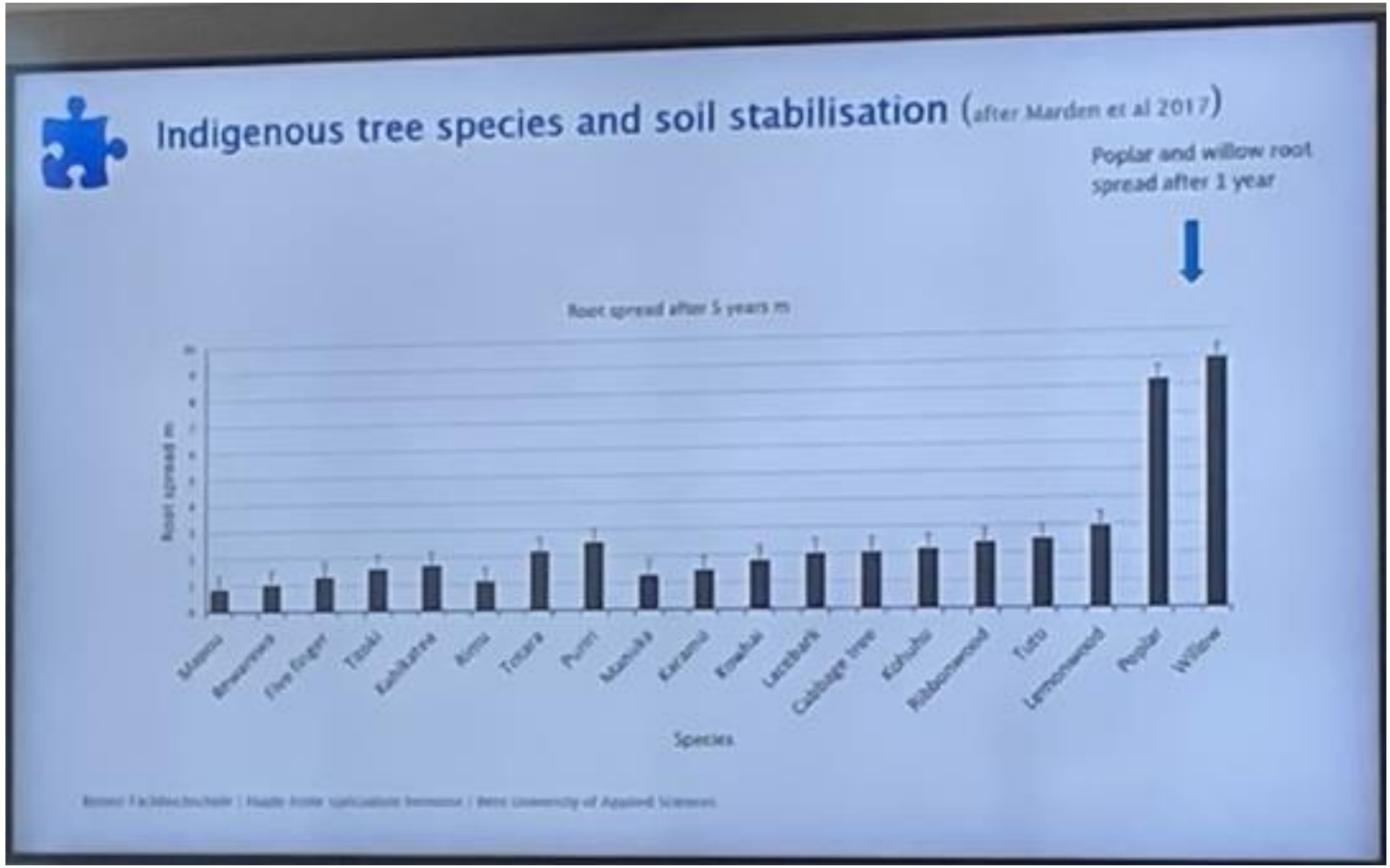
River Maintenance 2

Beach ripping, Trentham Memorial Park

Gravel extraction, Kennedy Good Bridge

Att 1 to Report 23.82

Willows for Front-line Protection



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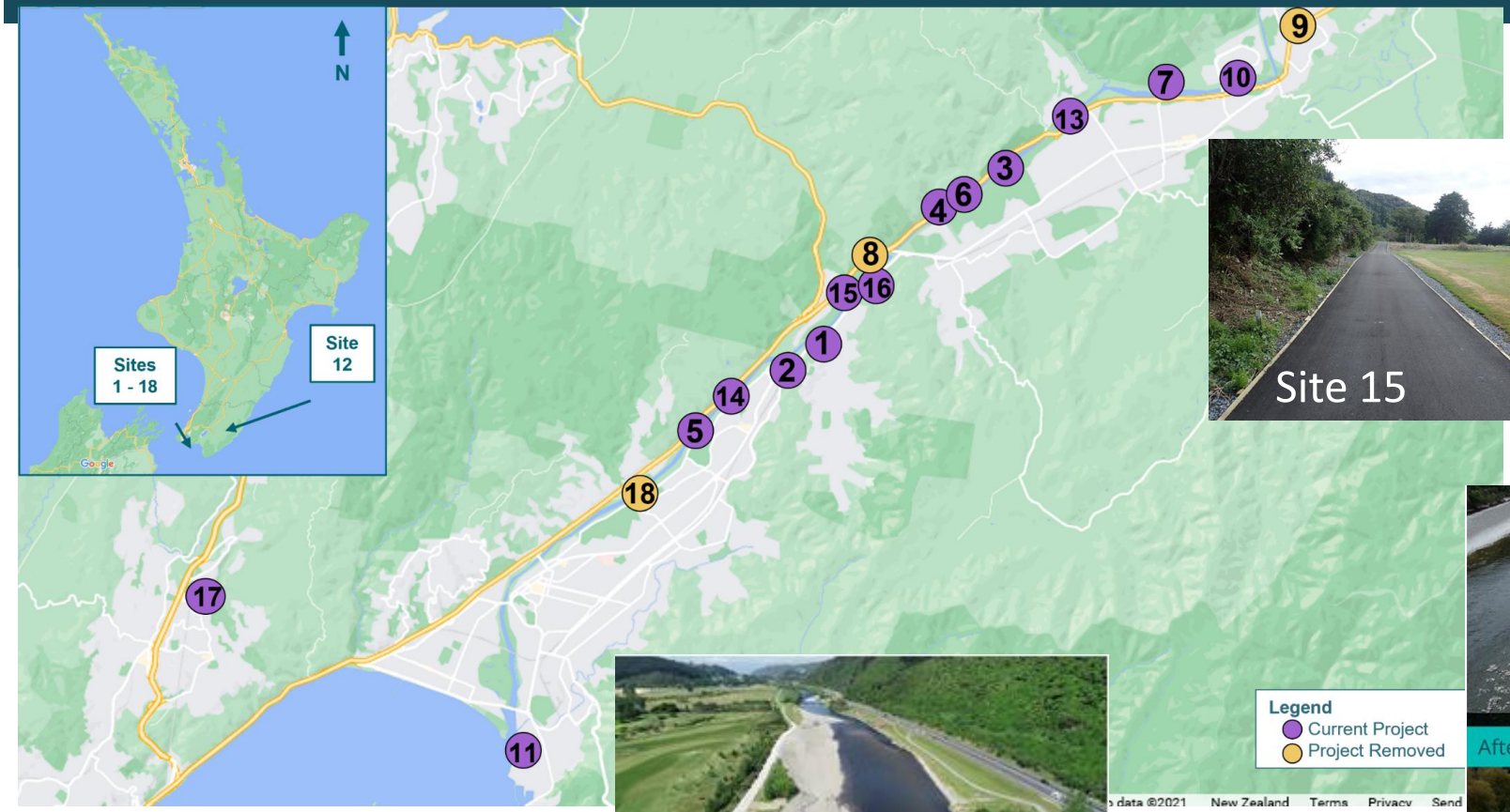
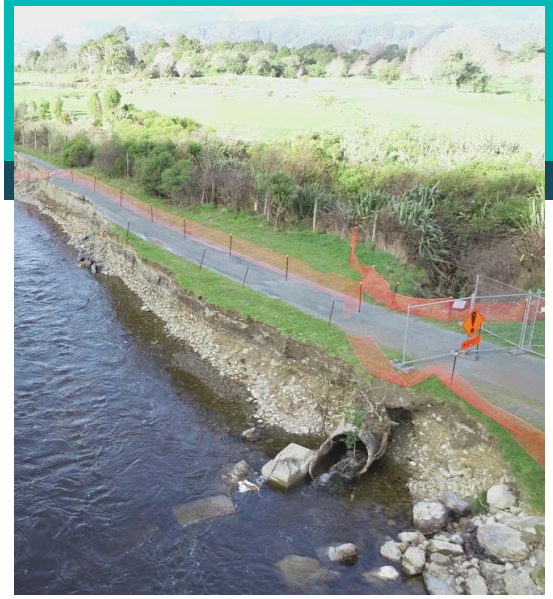
Greater Wellington's Climate Resilience Programme



18 Projects

$20.9M



Climate Resilience Programme - Erosion Protection

Att 1 to Report 23.82

- Severe weather in July 2021 eroded part of the popular Hutt River Trail near the Royal Wellington Golf Club in Upper Hutt.
- We repaired the trail and re-opened it ahead of schedule on 24 December 2021, in time for walkers and cyclists to enjoy it during their summer holidays.
- To help protect the riverbank from future erosion, we also built rock groynes and rock revetment to strengthen 320 metres of riverbank.

Att 1 to Report 23.82

Broader Outcome Initiatives – Climate Pesilience Programme

Social benefits

Mental wellness

Prostate Screening Program

Worker qualifications & training

Environmental benefits

Plants

Rongoā
(supporting traditional Māori medicine practices)

Restoring wetlands

Te Awa Kairangi / Hutt River Valley Subcommittee
21 March 2023
Report 23.33

For Information

TE AWA KAIRANGI/HUTT RIVER VALLEY FLOOD MANAGEMENT PROJECTS REPORT

Te take mō te pūrongo
Purpose

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

Te tāhū kōrero
Background

2. Greater Wellington Regional Council (Greater Wellington) has an ongoing programme of projects within the catchments of Te Awa Kairangi/Hutt River and the Pinehaven Stream. The projects are included in or guided by the floodplain management plans and river management schemes for the rivers and streams within these catchments.

3. For further background information, please refer to the Hutt and Pinehaven Floodplain Management Plan Implementation Annual Report to June 2022 (Report 22.236) and the Asset Management Report for Te Awa Kairangi/Hutt River, Wainuiomata and Waiwhetu Floodplains 2023/22 (Report 22.235). Both reports were presented to the Hutt Valley Floodplain Management Subcommittee meeting on 9 August 2022.[1]

Te tātaritanga
Analysis

Te Awa Kairangi/Hutt River

4. Projects being completed within the managed extent of Te Awa Kairangi/Hutt River are outlined in the Hutt River Floodplain Management Plan (HRFMP), and Hutt River Environmental Strategy. The HRFMP recommends structural, non-structural and environmental measures to reduce the flood risk to the floodplain with improvement to the environment. Greater Wellington has adopted a 40-year time frame to fully implement the HRFMP. Currently, the major focus area is RiverLink - the length of river between Kennedy Good Bridge and Ewen Bridge near to Lower Hutt Central Business District. The projects in this section have been combined into the RiverLink project.

[1] https://wrc.govt.nz/assets/Documents/2022/08/Hutt-Valley-Flood-Management-Subcommittee-9-August-2022-order-paper.pdf

5. The flood hazard model for the Te Awa Kairangi/Hutt River and Waiwhetu stream update projects are progressing. Progress has been slowed due to consultancy resource constraints caused by national weather events. This work is critical to implementing the overall flood risk reduction measures outlined in the HRFMP. While the level of the stopbanks on the river provide a high level of security there is always a risk that they could be overtopped or breached and this needs to be taken into account as we review and respond to intensification plans. This is an important matter for Hutt City Council and Upper Hutt City Council to take into account when considering development proposals.

6. RiverLink is a multi-partner project to improve flood protection, regenerate Lower Hutt and improve transport choices. It is the major focus for implementation of the HRFMP. The project is forecast to complete implementation in 2028. Detail about the project is contained in a separate RiverLink report in this order paper.

7. Government funding has been secured through Kānoa within the Ministry of Business, Innovation and Employment (MBIE) for flood protection projects through the Government's stimulus package. The funding was focussed on climate resilience and infrastructure development to help rebuild the economy following COVID-19 alert levels lockdown periods. Projects supported by Kānoa are subject to a funding agreement with two broad outcomes:

    - **Engineering outcomes** – Building infrastructure to protect communities against flood damage and the impacts of climate change.
    - **Social Procurement Outcomes** – Inclusion of environmental enhancement and societal improvement alongside delivery of engineering outcomes.

8. Social Procurement outcomes include promotion of the use of local businesses, supplier diversity including owned/operated Māori and Pasifika businesses and organisations and targeting female and youth employment.

9. Greater Wellington's programme of work funded through Kānoa has projects located in the Te Awa Kairangi /Hutt River, the Porirua Stream and the Ruamāhanga River. Within the programme there are fifteen separate work sites. The works comprise flood and erosion protection in Te Awa Kairangi/Hutt River, Seton Nossiter culvert repair on the Porirua Stream and landfill erosion protection in the Ruamāhanga River. The Te Awa Kairangi/Hutt River specific projects are reported on below under the "Climate Resilience Programme" heading.

Climate Resilience Programme

Project-specific tasks which are underway are as follows:

Site 1: Stokes Valley: Weir reconstruction and fish passage

10. Design has been completed and the construction contracts signed. Construction is to start in March 2023.

Sites 3, 4, 5, 6, 7: Rock revetment and groyne construction

11. Five sites along the river started construction during the winter season of 2022 and finished construction during the spring season of 2023. Sites are in the process of tidying up loose ends of construction and handover.

12. (Note that Site 2: Pomare Rail Bridge is completed and Site 8: Manor Park Right Bank and Site 9: Gemstone Drive Reach have been removed from the programme.)

Site 10 Awakairangi Park: Bed recontouring

13. The project at Site 10 Awakairangi Park, north of the Totara Park Bridge, was started on 16 January 2023 to address ongoing bed level degradation and channel entrenchment, which has caused ongoing bank erosion. The work involved a reshaping of the river channel by pushing gravel up into the eroded embayment to form a lowered berm approximately two metres above riverbed levels to line up with the existing vegetation. Planting of willows and natives was to be undertaken once the works were completed.

14. The first section of the beach has been undisturbed for long time and has built up a considerable silt content. As a result, there was a large quantity of suspended sediments within this section, which discharged from the site as works progressed. As a result of the discharge, and complaints received by the public and Fish and Game, the work was halted on 18 January 2023 to assess options.

15. An update of the existing Site-Specific Effects Management Plan (SSEMP), which is a requirement under the operational consent for Te Awa Kairangi/Hutt River, was undertaken to adjust the construction methodology to reduce the sediment discharge from the site. This also included monitoring of water quality above and below the work site.

16. Our partners and stakeholders were forwarded the updated SSEMP for their review. Mana whenua and the Department of Conservation (DoC) were unable to respond due to capacity issues, however Fish and Game (F&G) responded. F&G liked the reduction in work hours proposed as well as extra silt control measures to be put in place when work recommenced. They requested clarification on when the works would start and how long it would take, as well as confirmation that the channel would be reinstated. We confirmed to F&G that they would be notified when the works will start and that the works would be five to seven days duration, weather dependant. They were very happy with the revised methodology and felt there was great communication around this issue.

17. Work is yet to commence on site, however, now the weather has started to settle we should be able to get work underway shortly.

Site 11: Port Road: Rock revetment construction

18. Construction started September 2022.

19. The contractor is working with a penguin expert to construct motels to allow penguins to return to in coming years, as this is a nesting site for little blue penguins. Refer to Figure 1 for photos of installation.

Figure 1: Construction of penguin motels at Site 11

20. The contractor will be constructing fishing platforms at the top of the revetment, as requested by Taranaki Whānui.

21. The contractor conducted the works to retain the majority of the Pōhutukawa trees along the foreshore, as their roots were intertwined with existing services in the area.

22. Three site visits were hosted at the site. The site visits aimed to showcase the work being carried out for Greater Wellington, as well as the Broader Outcomes focus of the programme. The groups for the site visits included Kānoa and Greater Wellington Executive Leadership Team members. Hutt South MP Ginny Andersen visited this site and the Poets Park site (Site 13) in late November 2022.

23. Work is scheduled to be complete May 2023.

Site 13: Poets Park: Park development

24. Construction started in October of 2022. Refer to Figures 2-4 for during-construction photos.

25. A site visit for local National list MP, Chris Bishop, as well as some of the Greater Wellington Regional Council councillors was undertaken in February 2023. The site visit aimed to showcase the work being carried out for Greater Wellington, as well as the Broader Outcomes focus of the programme.

Figure 2: Poets Park central carpark area (accommodates future toilet block) and trail under construction

Figure 3: Poets Park - Old track being removed and turned back to grass. Existing track down to river being upgraded also.

Figure 4: Poets Park planted area and track under construction

Site 14: Taita Park- park enhancement project and Site 16: Hulls Creek: Pedestrian/cycleway bridge construction

26. Construction started August 2022. Refer to Figure 5 and 6 for during-construction photos.

27. Construction completed October of 2022 and sites are in the process of handover. (Note Site 15: Manor Park was completed August 2022).

Figure 5: Hulls Creek Bridge under construction

Figure 6: Hulls Creek Bridge in place

Pinehaven Stream

28. The objective of the planned Pinehaven Stormwater Improvements project is to improve flood level protection by increasing the capacity of the watercourse to achieve a 4% AEP flow capacity for the upgraded sections and to provide a 1% AEP level of protection for habitable floor levels.

29. The project is being delivered in three distinct sections:

    a Upgrading culverts at Sunbrae Drive and Pinehaven Road (this is an Upper Hutt City Council roading renewal project)

    b Enabling works – includes house removal and service relocation/upgrades

    c Stream capacity and environmental improvement works – widening the stream, planting, bank stabilisation, retaining walls and earthworks (twelve stages)

30. An update on the Pinehaven Stream FMP Implementation has been received from Wellington Water Ltd (WWL), who are carrying out this project on behalf of Upper Hutt City Council (UHCC) and Greater Wellington. The update is as follows:

    a Consent and communication activities that have been carried out are:

        i Liaison with various consultants / stakeholders including Greater Wellington, UHCC, landscapers, ecologists, wider Pinehaven community, NIWA and Iwi

        ii Development of new communications plans, and confirmation with UHCC and Greater Wellington

        iii Multiple meetings with all affected property owners, including multiple site discussions on access and reinstatement requirements

iv Meetings with Greater Wellington and UHCC consent teams to provide an update and discuss various consent conditions and proposed stream diversion

v Preparation of community update documentation and signage

vi Engagement of specialists to develop the various management plans required as part of the consent conditions

31. Design activities have progressed, including:

a Finalising fencing design for Willow Park and finalising landscaping plan and bridge amendments with UHCC

b Developing reinstatement plans with directly affected property owners

c Site constructability assessments with contractor for Phase 3 works and review of construction plans for submission

d Preparing engineering estimate for Phase 3 for contractor price evaluation

32. Procurement and contractor activities are underway, including:

a HEB (contractors) developed various management plans including site management plans, erosion and sediment control plans and methodology for stream diversion under their Early engagement contract. Plans reviewed by GHD (Consultants) and submitted to Greater Wellington and UHCC.

b Received cost submission from HEB for Phase 2. GHD completed a draft tender evaluation including an assessment on methodology, tags and price. Price is within the budget and engineers estimate. Recommendation for contract signing was approved by the WWL Procurement Board.

33. Risks: The major risk to getting on site is the Kaitiaki monitoring strategy required for starting works. Unfortunately, with the resourcing issues Taranaki Whānui is currently having, this has not progressed. The project team has also had little success with the cultural consultants (recommended by Taranaki Whānui) as they are not willing to even start work on this until they have some level of formal endorsement from Taranaki Whānui. WWL are still continuing to explore all avenues, but this is now having an impact on the programme.

34. What's happening next:

a Approval of pre-construction management plans etc.

b Continue to try progress the Kaitiaki monitoring strategy

c In-stream monitoring

d On-site signage up and letters out to residents

e HEB expected to establish on site (10a Blue Mountains)

f Redi-rock (streambank construction material) delivery to site

g Finalise Phase Three recommendation and estimate, and WWL recommendation approvals.

Operations Delivery

35. The recent flood event in Te Awa Kairangi /Hutt River has exacerbated several erosion bays downstream of Kennedy Good Bridge and closed a section of river trail adjacent to Harcourt Werry Drive. A temporary track has been installed further back while we consider remedial options within the context of RiverLink.

36. Weed clearance is continuing in the Belmont wetlands area, and as required by consent conditions an Ecological Monitoring Plan is being prepared to allow maintenance activities within the wetland structure.

37. Work to maintain the drainage systems (culverts and floodgates) that pass through our stopbanks is in progress; these structures are critical assets, and this work ensures the performance of our flood defence network.

38. Vegetation removal has commenced from dry gravel beaches. Established vegetation on dry breaches within the active channel can cause channel distortions and bank erosion.

39. The annual "Bike the Trail" event was on Sunday the 5 March 2023. Around 2,000 people of all ages biked down the trail, enjoying the river environment along the way.

Regional Investigations Initiatives

Emergency Management

40. The Pilot Flood Forecast System project being carried out by Flood Protection and Hydrology is nearing completion. The system is built around Delft-FEWS software. Developed in the Netherlands, the Flood Early Warning System is considered the world's leading flood forecast platform software.

41. We are building the system using cloud architecture, meaning we can scale the system up more easily. We have integrated a new Flood Forecast model that will be able to be used in other catchments. This is also created using newer 'distributed' modelling that can take advantage of new high resolution meteorological forecast products from MetService.

42. The next stage of the project is to train Greater Wellington Flood Response Duty Officers in the use of the software through February and early March. Once we have gained experience in this pilot system over the coming months, we will be in a good position to plan out the next steps to 'operationalise' the system. This will make sure it can be used effectively and reliably in a real flood.

43. Flood Protection is currently evaluating tenders for an automated warning system to replace the manual phone trees in the Wairarapa. This system will reduce the workload on our Flood Duty Officers and provide greater flexibility in providing automated warning systems to the wider community including recreational users and contractors.

Communications Toolkit

44. Flood Protection is working alongside the Greater Wellington Communications and Engagement team to explore whether we can use existing online tools to help community members identify who is responsible for managing different watercourses in the region, so they know which organisation to contact with related queries.

45. This project will include discussions with local councils to ensure the accuracy of information provided.

46. This is a complex project, so it could take some time before we are able to share a prototype with councils.

Ngā hua ahumoni
Financial implications

47. For this reporting period, projects are within the current flood protection budgets.

48. Kānoa projects require part funding from Greater Wellington. Long Term Plan funding has been brought forward to accommodate this work.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

49. Greater Wellington is required to manage land and water within a range of statutory requirements, including giving effect to Te Mana o Te Wai and considering Te Tiriti o Waitangi in the development and implementation of the Council's strategies, plans, programmes and initiatives.

50. Implementation with mana whenua partners is guided by Te Whāriki – the new Māori Outcomes Framework as part of Council's Long Term Plan 2021–31.

51. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Board.

52. The Department is continuing to explore opportunities for Māori through the consenting space as well as through the Climate Resilience projects.

53. Cultural liasion or co-design contracts have been signed by Te Rūnanga o Toa Rangatira Inc., Rangitāne ō Wairarapa Inc., Ngati Kahungunu ki Wairarapa Charitable Trust and Port Nicholson Block Settlement Trust for enhanced involvement and collaboration on programme work for the Climate Resilience Projects.

Te huritao ki te huringa o te āhuarangi
Consideration of climate change

54. Each project within the catchment considers and responds to the predicted impacts of climate change when considering the appropriate response to the issue the project seeks to address.

55. This programme aligns with the 2015 Climate Change strategy, which states 'we will help the region adapt to climate change'. The projects increase climate change adaptation and resilience to natural disasters in the region.

56. The greenhouse gas (GHG) emissions from rock supply vary depending on the quarry source of the rock and transport to the work sites. Quarry sources for projects vary. The emissions from rock supply production and transport are not presently part of the organisation's GHG inventory.

57. Targeted planting has been carried out to mitigate CO_2 emissions for the Kānoa projects.

58. Carbon sequestration for transport emissions for the Kānoa projects has been investigated. The carbon emissions for Poets and Taitā Park were calculated using available rock transportation information. Mills Albert Ltd and HiRock transportation was estimated at 264 metric tonnes CO_2e. (Mills Albert and HiRock are contractor rock suppliers.) A factor of 2 accounted for other forms of transportation, yielding a total emissions estimate of 528 tonnes of CO_2e.

59. The sequestration capacity over 50 years was 4579 tonnes for Poets Park, 1075 tonnes for Taitā Park, resulting in a combined capacity of 5654 tonnes of CO_2e over 50 years. This will offset calculated transport emissions by 2027. Over 50 years of growth, 5126 tonnes of CO_2e sequestration capacity will remain after offsetting transport emissions.

60. Greater Wellington currently assesses options to address flood risk based on the predicted impacts of climate change over the next 100 years. Unless specified differently for specific projects, these values are an increase in rainfall intensity of twenty percent, and a sea level rise of 0.8 metres.

Ngā kaiwaitohu
Signatories

Writers	Sharyn Westlake – Team Leader, Floodplain Management Plan Implementation Andy Brown – Team Leader Investigations, Strategy and Planning Jacky Cox – Team Leader, Operations, Delivery and Planning
Approvers	Graeme Campbell – Manager, Flood Protection Wayne O'Donnell – General Manager, Catchment Management

He whakarāpopoto i ngā huritaonga Summary of considerations
Fit with Council's roles or Committee's terms of reference 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".
Contribution to Annual Plan / Long term Plan / Other key strategies and policies 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.
Internal consultation Specific projects consult with groups and departments across Greater Wellington where relevant to a project.
Risks and impacts: legal / health and safety etc. The purpose of implementation floodplain management plans is to reduce the risk to communities and improve the region's resilience.

Te Awa Kairangi / Hutt River Valley Subcommittee
21 March 2023
Report 23.32

For Information

RIVERLINK PROJECT UPDATE REPORT

Te take mō te pūrongo
Purpose

1. To update the Te Awa Kairangi/Hutt River Valley Subcommittee (Te Awa Kairangi) on RiverLink and introduce the Report of the Project Director for RiverLink (**Attachment 1**).

Te tāhū kōrero/Te horopaki
Background/Context

2. RiverLink is a partnership between Greater Wellington Regional Council (Greater Wellington), Hutt City Council (HCC), Waka Kotahi NZ Transport Agency (Waka Kotahi), Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika.
3. Delivery of RiverLink relates to Greater Wellington's strategic priorities for regional resilience and public transport. Strategic priorities for freshwater quality, biodiversity, and multi-modal transport options are also supported by the successful completion of RiverLink.
4. The flood protection components are a key deliverable of the Hutt River Floodplain Management Plan.
5. The objectives for RiverLink are:

Achieve Ora Tangata, Ora Taiao and Ora Wairua	To reorient the city to face and connect with Te Awa Kairangi and respond to climate change by: • Providing resilient transport choices allowing all people and businesses to move safely and reliably to, from and within our city centre. • Improving flood protection for the Lower Hutt city centre and areas south of the city to enable better resilience for people and property. • Stimulating and supporting urban regeneration and economic development. Encourage growth and the regeneration of Lower Hutt city centre and promote commercial and residential development.

Te tātaritanga
Analysis

Overall Project

6. Phase 1 (the Planning and Consenting phase of RiverLink) has now concluded. This is a significant milestone marked by the Environment Court issuing its final decision in November 2022 and included no additional costs from the court.

7. Phase 2 Procurement is now in full swing with the Request for Proposals (RFP) closed and the first phase of selection of an Alliance partner completed. Workshop sessions will be completed in mid-March and a final decision will be confirmed by mid-April on the agreed Alliance partner to enter the Interim Project Partner Agreement (IPAA) phase.

8. Approval of the final Project Alliance Agreement and supporting Partner Agreements will be sought by all three funding partners in October 2023. The Project Director's report attached to this report explains the Alliance process in more detail.

Greater Wellington

Property

9. 143 properties need to be acquired for the RiverLink Project.

   Currently:

   - 131 properties have been acquired and 12 acquisitions remain.
   - 51 commercial rights (leases, compensation agreements, business closures and business relocations etc) have been obtained, with nine identified as remaining.
   - 77 tenants have now fully vacated properties acquired for the project. Responsibility for site security and health and public safety risks for Area E (North Pharazyn Street) and H (Daly Street) now lies with the Project Board.

10. 7-12 Daly Street has been cleared of tenants and demolition is being progressed by HCC. North Pharazyn Street was cleared of all 70 residential tenants by the vacant possession date of 31 January 2023 and the site was handed over from Greater Wellington to the project for ongoing management.

11. Termination notices were issued to all 20 residential tenants in Marsden Street, with a vacant possession date of 30 April 2023.

12. Four property workshops were held in January 2023 to agree splits of cost shares, end ownership and maintenance obligations for all private land acquired to date. A final public asset workshop is to be held before the documentation is complete, allowing the partners to proceed with various legal agreements and make an interim settlement of property acquisition costs shares before the end of June 2023.

Early Works

13. Early works design for the Mills Street stopbank has started in earnest and Greater Wellington's early works team are working on a Design philosophy statement and design detail that will facilitate a fast start to the delivery of flood protection work above Melling Bridge to start later this year.

Hutt City Council

14. Following the success with the Infrastructure Acceleration Funding bid, HCC are in the process of forming a team to manage the delivery of the projects.

15. Wellington Water has been carrying out a concept design of the wastewater upgrades and a similar exercise will follow for the Stormwater Projects. Clarity of preferred options, programme and cost for delivery will need to be established in order to feed into the 2024 Long Term Plan consultation process later in the year.

Ngā hua ahumoni
Financial implications

Greater Wellington

16. Greater Wellington has, through its 2021-31 Long Term Plan and subsequent annual planning processes, committed funding of $295 million to delivery of the flood protection benefits of RiverLink. The current forecasts for delivery of the flood protection benefits are being reviewed through the project processes. Further changes to this funding commitment may be necessary prior to signing the funding agreement in October 2023.

17. 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.

18. Inflation and escalation will need to be adjusted for, during the project life. The next formal opportunity for this will be through the 2024-34 LTP.

Hutt City Council

19. HCC voted in favour of increasing its 2021-2031 Long Term Plan funding for RiverLink to $129.4 million, with a net cost of $85.4 million after revenue from subsidies and land sales. This 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 Take e hāngai ana te iwi Māori
Implications for Māori

20. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board.

21. The Mana Whenua Steering Group established between Waka Kotahi and Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika to oversee Te Ara Tupua, Eastern Bays Pathway has been expanded to include RiverLink.

Ngā āpitihanga
Attachments

Number	Title
1	Report of the Project Director, Rod James RiverLink PMO
2	RiverLink 101 presentation

Ngā kaiwaitohu
Signatories

Writers	Tracy Berghan – Owner Integration Lead RiverLink Tom Biggin – HCC Riverlink Lead
Approvers	Graeme Campbell – Manager, Flood Protection Wayne O'Donnell – General Manager, Catchment Management

He whakarāpopoto i ngā huritaonga **Summary of considerations**
Fit with Council's roles or with Committee's terms of reference Te Awa Kairangi subcommittee's specific responsibilities include to "review periodically the effectiveness of implementation and delivery of floodplain management plans for the Te Awa Kairangi/Hutt River floodplain", of which the RiverLink project is part of.
Contribution to Annual Plan / Long Term Plan / Other key strategies and policies RiverLink contributes to the delivery of Greater Wellington's strategic priorities of Regional Resilience, Freshwater Quality and Biodiversity, and Public Transport.
Internal consultation There was no internal consultation beyond the RiverLink team in preparing this report.
Risks and impacts - legal / health and safety etc. Escalation and general uncertainties in the construction market will continue for some time and cost pressure on construction will remain. Potential affects in relation to Procurement, Greater Wellington property purchase programme, and the associated reputational risk and costs incurred by early termination of leases and business relocations if construction start delayed.

Report of the Project Director - RiverLink

Date: 5 March, 2023

RiverLink – Project Update Report

1. Purpose

This report provides an update on current progress with the RiverLink programme. The report builds on previous reports to the Hutt Valley Flood Management Subcommittee (the Subcommittee). The last of these reports was provided in August 2022.

This report should be read in conjunction with a covering report on the Subcommittee's agenda, which provides an update on specific matters as they relate to Greater Wellington Regional Council and Hutt City Council.

2. Background

RiverLink is a partnership between Greater Wellington Regional Council (Greater Wellington), Hutt City Council (HCC), Waka Kotahi NZ Transport Agency (Waka Kotahi), Ngāti Toa Rangitira and Taranaki Whānui.

This report covers an update on progress with key current workstreams including:

- Schedule
- Procurement
- Planning and consenting
- Advance works and investigations
- Partner agreement
- Property
- Communications and engagement

3. Schedule

An overall schedule for RiverLink has been developed by the Programme Office which includes all programme delivery elements and milestones. Once an Alliance partner has been selected, through the current procurement process, this schedule will provide the basis for negotiations with this team to set and confirm a final schedule that will be further refined through the detailed design phase and construction sequencing planning.

Key milestones from the current programme schedule include:

- Selection of preferred Alliance partner (31 March 2023)
- Alliance Team engagement (Mid-April 2023)
- Completion of detailed design and target outturn cost (October 2023)
- Completion and execution of full partner agreement (October 2023)
- Start of main works construction (October 2023)

4. Procurement

A Request for Tenders was issued for the RiverLink programme in October 2022, closing on 16th December 2022. From this request three tenders were received from Alliance consortia, each comprising a grouping of constructors, designers, and technical specialists.

Following a detailed evaluation of tenders, that has included a series of interactive sessions with each team, this initial three teams has now been shortlisted to two. The final two teams will be further assessed through structured 2-day selection workshops with all partners and following this process a preferred team will be selected in Mid-March 2023. Followed by negotiations with the preferred team to be concluded by Mid-April.

5. Planning and Consenting

In November 2022 the Environment Court granted final resource consents for RiverLink, clearing the way for the programme to proceed as planned. This was a significant milestone for the RiverLink team, representing the conclusion of more than 5 years' work covering implementation planning and design, community engagement, and more recently public hearings and submissions of evidence to the Environment Court.

The consenting approach has been an innovative first of its kind, with Hutt City Council, Waka Kotahi, and Greater Wellington together applying for a joint application, with mana whenua opening and closing proceedings, submitting evidence, and supporting throughout the consent process.

The programme team are now focused on developing a wide range of management pans that ensure that the conditions set out by the court's decision are implemented effectively.

The preparation of time sensitive management plans has been prioritised to avoid delay with the construction timetable. Any management plans that require baseline monitoring or must be in place prior to construction (such as ecological monitoring, the ecological management plan, or ground water management plan) are currently being prepared so that these are ready once our Alliance partner is confirmed.

The Enabling Works Management Plan in particular is critical to allow for demolition work of vacant buildings to occur, and to facilitate pre-construction investigations for the wider construction works.

6. Advance works and investigations

To progress advance works and related investigations, an Enabling Works Plan is being prepared to enable demolition, geotechnical investigations, contaminated land remediation, location of services and establishment of site offices. This Enabling Works plan requires various inputs from the management pans summarised under 5 above. Including:

- Air Quality Management Plan
- Construction Noise Management Plan
- Contaminated land site Management Plan, and

- Archaeology and heritage Management Plan

HCC Daly Street Demolition
An RFP was issued pre-Christmas and closed on 10 February. Contractor walk-throughs have been completed, submissions received, and the tender evaluation is underway. Works planned for Q2 2023 subject to completion of required management plans.

Stopbank and Riverwork
Delivery of the Mills Street design has been separated into five Work Packages with the goal to enable construction by October 2023. This approach offers flexibility to best align with the Alliance procurement. The first work package investigations are focused on Services, Geotech, Demolition (this includes a Design Philosophy Statement for future packages).

Investigations
Geotechnical, Seismic and utilities investigations have been progressing for several months and continue. These will assist in providing the Alliance team with up-to-date information on key site conditions to help progress detailed design more quickly once they are appointed.

7. Partner Agreement

In order to further develop the partnership MoU between the five partners, a detailed RiverLink Partner Agreement (RPA) is currently being prepared. This agreement will expand the current MoU to ensure that all commercial and legal aspects of the agreement are fully documented and structured to ensure the intent of the agreement is properly reflected.

To assist with this process KPMG have been engaged to draft of the commercial elements of the agreement, along with the partners respective legal representatives.

This agreement will also include the Governance and decision-making frameworks that will be used through the delivery of the works.

8. Property

143 properties need to be acquired for the RiverLink Project.

Currently:

- 131 properties have been acquired and 12 acquisitions remain.
- 51 commercial rights (leases, compensation agreements, business closures and business relocations etc) have been obtained, with 9 identified as remaining.
- 77 tenants have now fully vacated properties acquired for the project. Responsibility for site security and health and public safety risks for Area E (North Pharazyn Street) and H (Daly Street) now lies with the Project Board.

9. Communications and engagement

The Project Board continues to receive regular updates on the delivery of the communications and engagement strategies.

Across the community, the programme team continue to meet regularly with the Hutt Valley Chamber of Commerce, and other related subgroups. These will increase significantly once the Alliance team are appointed.

At this stage the next major planned milestone for communications will be the announcement of the selected Alliance team to deliver the project, which is scheduled for mid-April.

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Te Awa Kairangi / Hutt River Valley Subcommittee

12 March 2023

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Summary

- Summary of scope
- Partnership overview
- Alliance model summary
- Current progress
- Mills Street plans

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RiverLink is three partners working together:

HUTT CITY TE AWA KAIRANGI

Hutt City Council is working to reinvigorate and change the face of the city centre.

WAKA KOTAHI NZ TRANSPORT AGENCY

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Waka Kotahi NZ Transport Agency is planning transport improvements around the Melling/SH2 intersection, funded by the NZ Upgrade Programme.

Greater Wellington Te Pane Matua Taiao

Greater Wellington Regional Council are improving flood protection along the Hutt River between Ewen Bridge and Kennedy Good Bridge.

Including responsibilities for Public transport, Metlink t and multi modal transport

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To make Lower Hutt more…

Vibrant

by linking the city to its river and creating opportunities for new businesses, apartments and recreational activities as part of the Council's vision for the city centre.

Resilient

by protecting Lower Hutt from flooding with upgraded stopbanks, improving the health of the river and provide greater opportunities for recreational activities along the river.

Connected

by improving safety, resilience and access to central Lower Hutt for walking, cycling and public transport. A new interchange and river bridge, a relocated Melling train station, and safer walking and cycling options.

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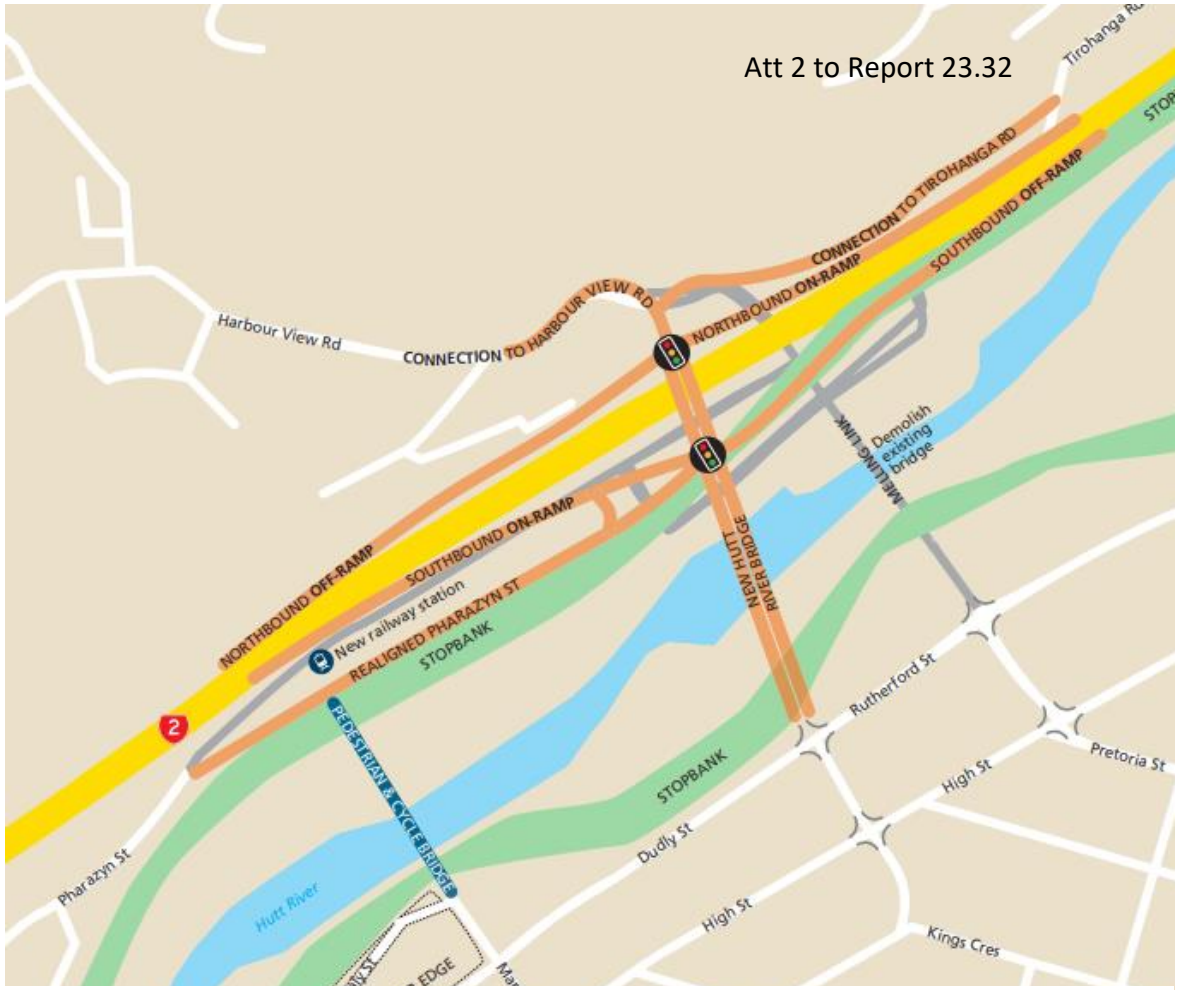
Melling Transport Improvements

- Funded by NZ Upgrade Programme
- Includes:
  - Safer Melling interchange
  - New Hutt River bridge (integrated with flood protection)
  - Walking and cycling links
  - Relocated Melling train station



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New Melling Interchange & Bridge

- Grade-separated diamond interchange
- Two intersections controlled by traffic lights (signals) on the overbridge eliminating Melling Link and Block Road SH2 intersections
- New Melling Bridge (with walking and cycling paths) connects directly to Queens Drive (existing bridge to be demolished). Critical as part of flood protection outcomes.
- Pharazyn Street, Tirohanga Road and Harbour View Road realigned.

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Relocated Melling Train Station

- Station must be relocated to the south, to enable interchange construction. Possibility that existing station building retained and moved.
- Will be connected to the central city (Margaret Street) by a new walking and cycling bridge (project led by Hutt City Council within RiverLink).
- Park and ride capacity retained.
- Future rail line extension not precluded by interchange.

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Walking and cycling links

- All RiverLink partners working to incorporate active transport links throughout (on new Bridge, within the river, and connections to central Lower Hutt).
- Waka Kotahi developing connections to Te Ara Tupua (Wellington to Hutt Valley project), and investigating north of Melling with the aim of providing a high quality separated route parallel to SH2.

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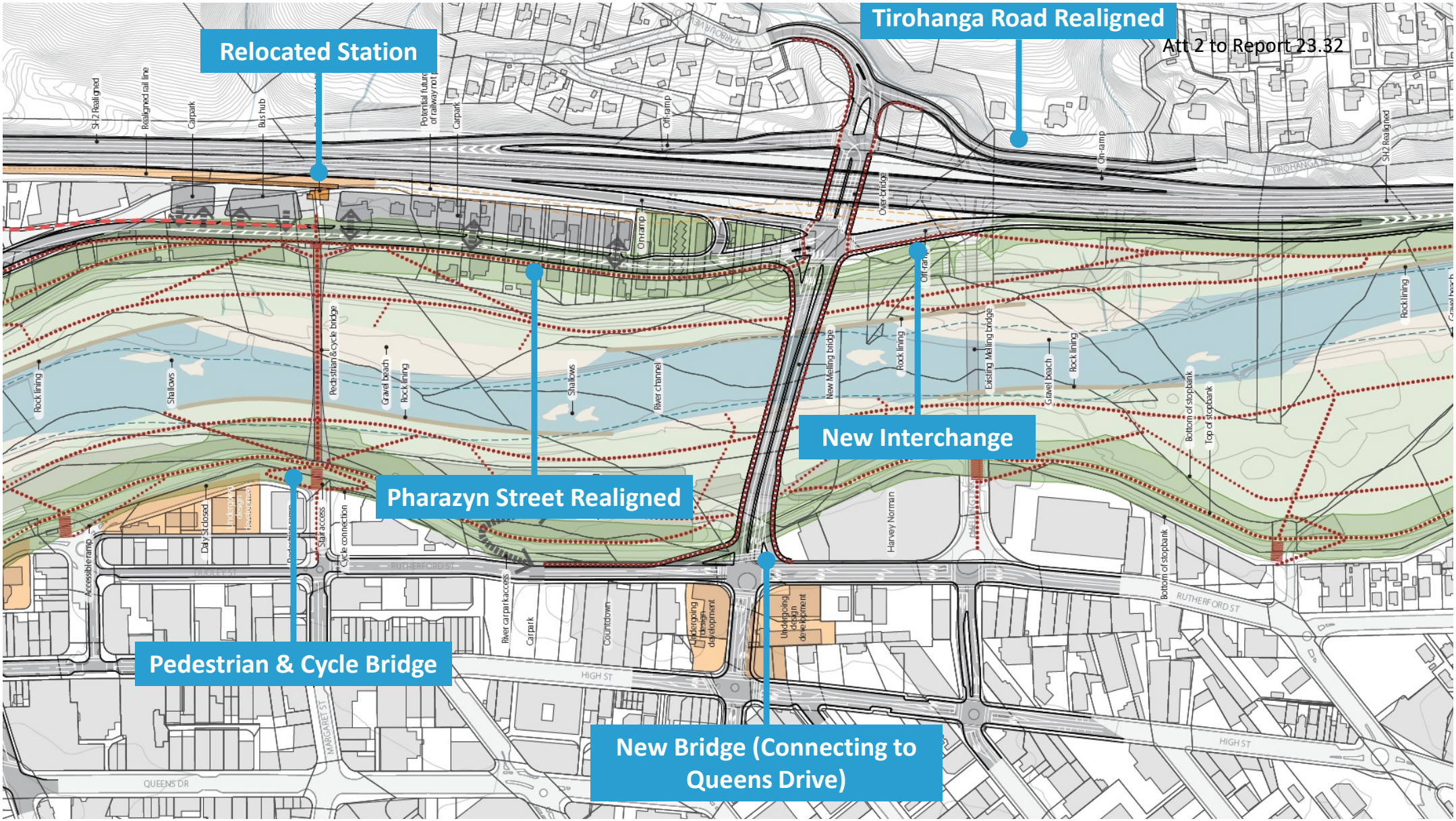
Relocated Station
Tirohanga Road Realigned
Att 2 to Report 23.32
Pharazyn Street Realigned
New Interchange
Pedestrian & Cycle Bridge
New Bridge (Connecting to Queens Drive)
SH2 Realigned
Realigned rail line
Carpark
Bus hub
Potential future of railway not
Off-ramp
Over-bridge
TIRO HANGA RD
Rock lining
Shallows
Pedestrian&cycle bridge
Gravel beach
River channel
New Melling bridge
Existing Melling bridge
Bottom of stopbank
Top of stopbank
Days closed
Stair access
Cycle connection
RUTHERFORD ST
River carpark access
Countdown
Undergoing design development
Harvey Norman
HIGH ST
MARGARET ST
QUEENS DR

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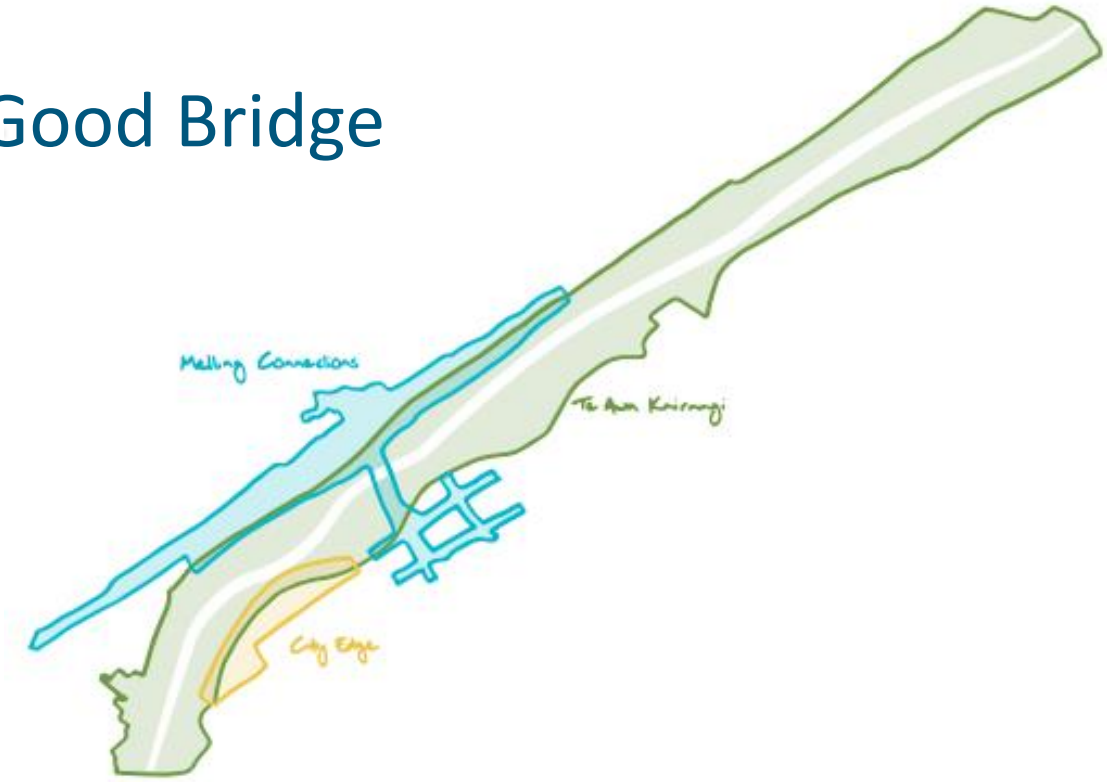
Flood protection -
Ewen Bridge to Kennedy Good Bridge

- Aims to protect Lower Hutt from flood events which it's been estimated could cause $1.1 billion in property and infrastructure damage
- Stopbank design and river channel works are well advanced, significant changes to existing vegetation and the general look and feel of the river environment
- Large scale of property purchase required to deliver these works with the majority already successfully completed



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City edge development

- Turning our city around to face and embrace Te Awa Kairangi
- Pedestrian cycle bridge linking new Melling station to Lower Hutt City Centre
- Revitalised open space alongside the river to provide various features for rest and play
- Engaging with the private sector to redevelop key sites along the river corridor for residential and leisure use
- RiverLink enabler for homes in the immediate precinct

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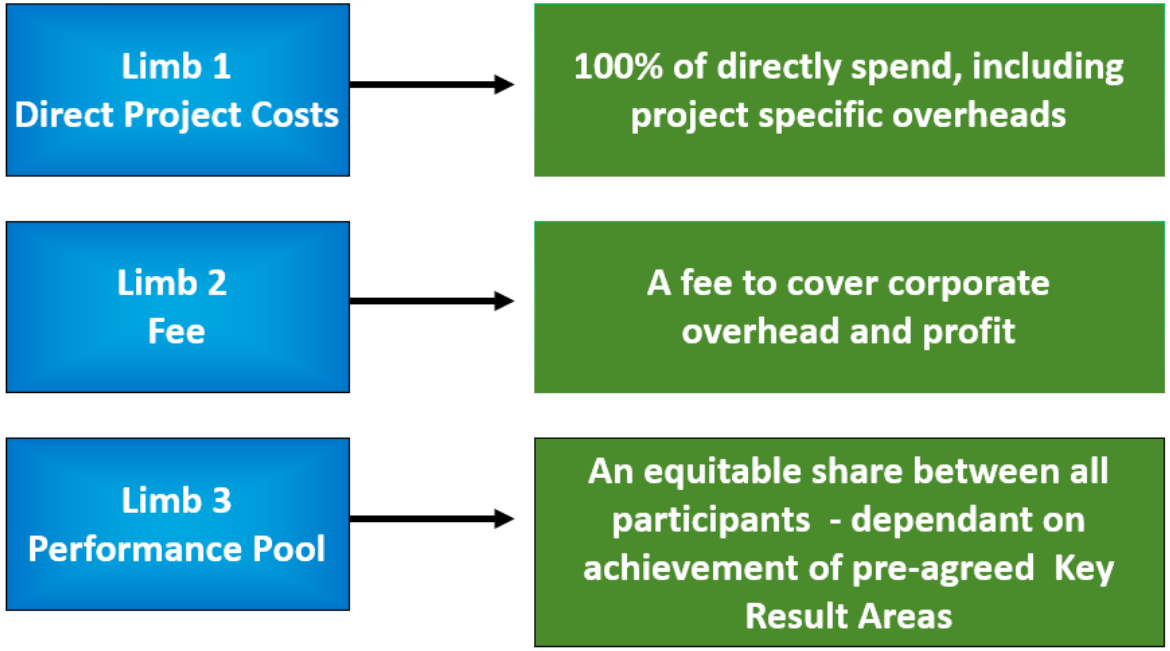
How is the Alliance Compensation Model structured?

All changes have been saved



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March 2023

- **Alliance Partner** – Selection and IPAA ready to start
- **RPA** – All partners comfortable with direction
- **Advance works** – Aligned with alliance programme
- **New Hutt office location** – Seismic assessments
- **Management Plan** – Aligned and prioritised
- **Property progress** – Completing the details to finalise agreements
- **Risk at programme and Board level** – Building the top end of our Risk Schedule

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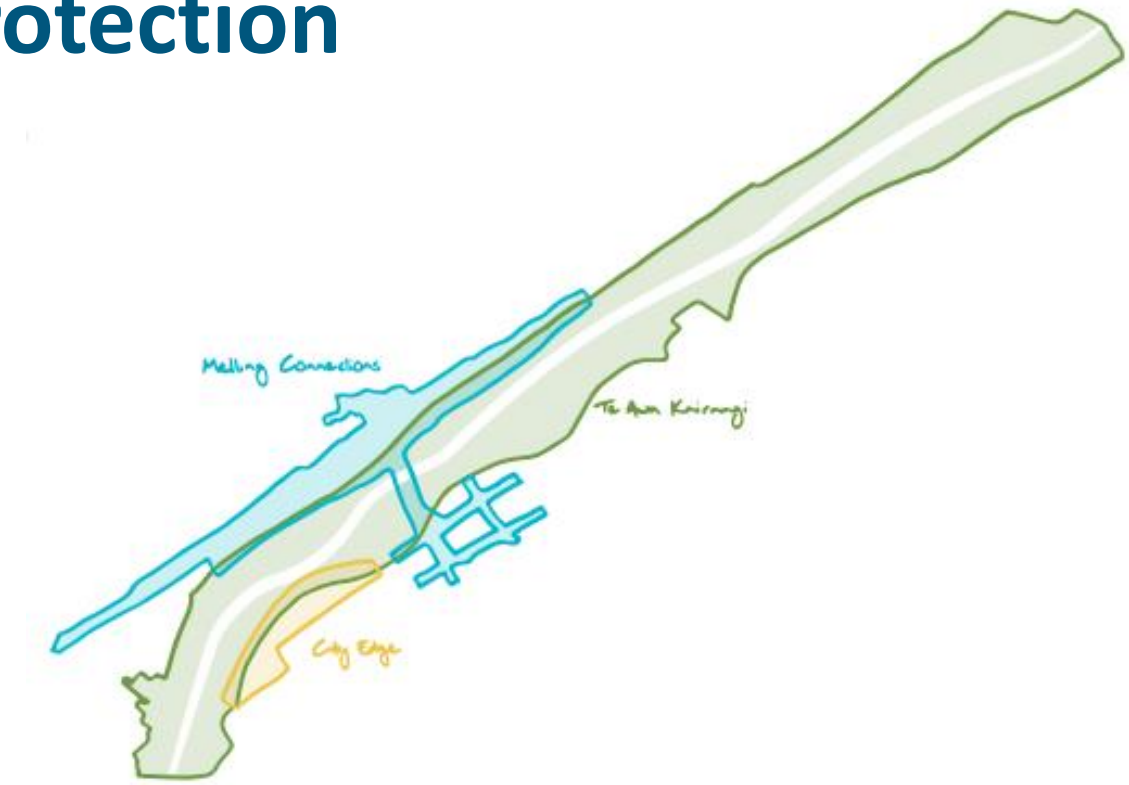
Mills Street flood protection

- Alliance teams challenged to develop a strategy for early start
- Starting, and completing at the earliest possible stage
- Best delivery/engagement model, how any previous work done can be integrated
- how the programme team can ensure that early delivery through the Alliance
- How will you ensure this does not distract from other critical path tasks.



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