



If calling, please ask for Democratic Services

Hutt Valley Flood Management Subcommittee

Thursday 6 August 2020, 4.30pm

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

Members

Greater Wellington Regional Council

Cr Lamason (Chair)

Cr van Lier (Deputy Chair)

Cr Connelly

Cr Laban

Hutt City Council

Deputy Mayor Lewis

Cr Edwards

Upper Hutt City Council

Mayor Guppy

Cr Wheeler

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

Hutt Valley Flood Management Subcommittee

Thursday 6 August 2020, 4.30pm

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

Public Business

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Please note these minutes remain unconfirmed until the Hutt Valley Flood Management Subcommittee meeting on 6 August 2020.

Report 20.84

Public minutes of the Hutt Valley Flood Management Subcommittee meeting on Thursday 20 February 2020

Council Chamber, Hutt City Council
30 Laings Road, Lower Hutt at 4.33pm.

Members Present

Greater Wellington Regional Council

Councillor Lamason (Chair)
Councillor Connelly

Hutt City Council

Deputy Mayor Lewis, until 5.33pm
Councillor Edwards

Upper Hutt City Council

Councillor Wheeler

Public Business

1 Apologies

Moved: Deputy Mayor Lewis / Cr Connelly

That the Committee accepts the apology for absence from Councillors Laban and van Lier (GWRC), and Mayor Guppy (UHCC), and the apology for early departure from Deputy Mayor Lewis.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflict of interest.

3 Public participation

Alex Ross spoke to agenda item 4 – Projects Report (February 2020), regarding Pinehaven Stream.

Stephen Pattinson spoke to agenda item 4 – Projects Report (February 2020), regarding Pinehaven Stream. His speaking notes were tabled.

Susan Pattinson spoke to agenda item 4 – Projects Report (February 2020), regarding Pinehaven Stream. Her speaking notes were tabled.

4 Projects Report (February 2020) – Report 20.30 [For information]

Alistair Allan, Team Leader, FMP Implementation, spoke to the report.

5 RiverLink Project update (February 2020) – Report 20.29 [For information]

Martin White, Project Director, RiverLink, spoke to the report. Alistair Allan, Team Leader, FMP Implementation, and Paki Maaka, Urban Design Manager, Hutt City Council, gave presentations on the flood protection and urban design elements of the RiverLink project.

Noted: Deputy Mayor Lewis departed the meeting during the presentations on the above item of business.

6 Waiwhetu Stream Floodplain Management Plan – Report 20.9 [For information]

The Committee Chair welcomed four students – Julia Cuendet, Nicola Kring, Andrew Hunt, and Nina Taurich - from Worcester Polytechnic Institute. The students gave a presentation on their engagement with businesses in the Waiwhetu Stream area for their research project focused on adapting to sea level rise in the Seaview/Gracefield area.

The Committee Chair thanked the students for their work and wished them well in their future studies.

The meeting closed at 6.30pm.

Councillor P Lamason
Chair

Date:

**Hutt Valley Flood Management Subcommittee
6 August 2020
Report 20.251**



For Decision

**2019/20 ASSET MANAGEMENT REPORT FOR TE AWA KAIRANGI / HUTT AND
WAINUIOMATA FLOODPLAINS**

Te take mō te pūrongo

Purpose

1. To advise the Hutt Valley Flood Management Subcommittee (the Subcommittee) of progress made with the Flood Protection Department's asset management system, and the overall performance and physical condition of flood protection and erosion control infrastructure assets.

He tūtohu

Recommendation

That the Subcommittee **recommends** to the Environment Committee that it is satisfied that flood protection and erosion control infrastructure assets have been satisfactorily assessed and that identified issues are being addressed through maintenance and improvement work programmes.

Te tāhū kōrero

Background

2. The Flood Protection Department (the Department) is responsible for flood protection and erosion control infrastructure assets, and land and property located on 15 river schemes across the region. These assets have a total combined value of \$494 million¹ and provide flood and erosion protection to the communities, businesses and infrastructure located on these floodplains.
3. The Department has a comprehensive asset management system, which demonstrates that the service levels of our infrastructure assets are being maintained in an efficient and cost-effective manner, will perform as designed and, where required, are being improved.
4. The Environment Committee has overall responsibility to monitor the maintenance and improvement of these assets on behalf of Council. The Environment Committee relies on feedback from the various subcommittees, scheme advisory committees and

¹ As at 30 June 2020

friends groups to confirm infrastructure assets are being satisfactorily maintained to the agreed service level.

Te tātaritanga Analysis

Highlights and future challenges

5. Historically the Department has completed revaluations of infrastructure assets every five years but in 2019 this was amended to three yearly.
 - a. The total value of all infrastructure assets, effective as of 30 June 2020, is \$494 million. This is an increase of \$119 million from June 2017 and is comprised of:
 - Infrastructure assets \$427 million
 - Land \$67 million
 - b. The revaluation complied with statutory requirements, namely the Local Government Act 2002, and relevant financial reporting standards.
 - c. The \$119 million increase is spread across the Department's infrastructure asset base and is mainly due to either a refinement in how unit rates are calculated or an improvement in asset data. Other increases are due to inflation and capex net of depreciation. The notable value increases relate to land and willow edge protection. This asset type has increased \$70 million and is most evident in the Wairarapa where willows dominate the flood and erosion protection schemes.
 - d. The Te Awa Kairangi/Hutt River, Waiwhetu Stream, and Wainuiomata River schemes are now valued at \$93.8 million, \$6.3 million and \$2.62 million respectively. This is a minor increase for these schemes, which were valued at \$92 million, \$5.67 million and \$2.57 million in 2017.
6. Rewriting the Department's Asset Management Plan to incorporate a safety management framework based from the Dam industry.
7. Looking to the future, the Department is fully involved in Greater Wellington's asset management system replacement and ensuring that the Department's needs are met.

Asset condition

8. Asset condition is a measure of the physical state of the asset and is assessed visually on an annual basis. Asset condition does not identify the criticality of the asset or whether the asset meets the required service level.
9. Monitoring asset condition enables us to predict and plan maintenance, forecast renewal requirements and develop effective, proactive work programmes. This is essential to managing flood risk, because it influences the likelihood of asset failure, and, therefore, the performance of the assets to ensure they achieve required service levels.
10. Infrastructure assets on the Te Awa Kairangi/Hutt River, Waiwhetu Stream, and Wainuiomata River schemes are being well maintained with 92 percent of assets rated in Very Good (1) to Moderate (3) condition. This has remained consistent over the last

three years as shown in **Table 1** below. A detailed summary of asset condition is included in **Attachment 1** – Detailed breakdown of condition by asset type.

Year	2020		2019		2018	
	Ratio	Count	Ratio	Count	Ratio	Count
1 - V. Good	92%	494	93%	469	93%	588
2 - Good		1024		1214		939
3 - Moderate		407		254		442
4 - Poor	8%	131	7%	121	7%	122
5 - V. Poor		44		32		20
Totals	100%	2100	100%	2090	100%	2111

Table 1: Summary of asset condition

Asset performance and criticality

11. The Department uses a comprehensive risk based framework developed at a national level to produce a risk profile for each river.
12. The framework assesses both the probability and consequence of failure of a group of assets within a discrete section of the river. Assessing the probability of failure includes analysing the structural strength of stopbanks (intrinsic strength), the capacity of the channel to attenuate flood flows, and the physical condition of infrastructural assets. The consequence of failure relates to risk posed to both the community and environment from failure of a design flood event. Once a probability and a consequence score have been determined for each reach, a risk level is assigned at this level from 'Very Low' to 'Very High'.
13. Assets do not work in isolation, they typically belong to a system of assets, which itself is a collection of assets that interact or are interconnected. Flood protection and erosion control schemes are no different. A system of assets can be distinguished as being critical in the same way individual assets can.
14. The risk profile produced for each river identifies critical assets systems or reaches, and critical assets within those systems are defined as those which have a high consequence of failure.
15. Generally, the majority of the infrastructure assets on the Te Awa Kairangi/Hutt River, Waiwhetu Stream, and Wainuiomata River schemes are assessed as 'Very Low' to 'Medium' risk and this continues the trend from the previous years.
16. There are, however, a small number of sections of Te Awa Kairangi/Hutt River scheme that have been assessed as 'High' or 'Very High' risk. This risk can be attributed to one or more of the following failure modes: intrinsic strength, capacity, condition, or consequence. Table 2 below identifies these high risk areas, describes the risk of failure and identifies a proposed measure or remediation for improving the risk or

asset condition within the high risk areas. Maintenance of these sections is proportional to the risk.

Stopbank location	Failure Mode(s)	Description	Probability of Failure	Consequence of Failure	Risk	Remediation 2020
Pharazyn Street (310-430 Right bank)	Capacity; Intrinsic Strength	Stopbank will overtop from 2800 cumec event. Stopbank intrinsic strength is 'average'	5	5	Very High	RiverLink project will retreat, raise and improve stopbank structure.
City Centre (310-490 Left Bank)	Capacity; Intrinsic Strength	Stopbank will overtop from 2800 cumec event. Stopbank intrinsic strength is 'average'	5	5	Very High	RiverLink project will retreat, raise and improve stopbank structure.
River Road above Moonshine Bridge (1790-1820 Left Bank)	Capacity; Intrinsic Strength	Stopbank will overtop from 2800 cumec event. Stability of stopbank is average.	5	5	Very High	Stopbank section identified in Hutt River FMP, no budget or works immediately planned.
River mouth (80 Right bank)	Capacity	Stopbank will overtop from 2300 cumec event	5	3	High	
Strand Park to Moera (100-300) Left bank	Consequence ; Condition	Inherent high consequence will result in high risk. Some XS have condition issues.	2-3	5	High	Operational work programs to prioritise maintenance of critical assets within reaches to improve
Alicetown	Consequence	Inherent	2-3	5	High	

Stopbank location	Failure Mode(s)	Description	Probability of Failure	Consequence of Failure	Risk	Remediation 2020
(200-300 Right bank)	; Condition	high consequence will result in high risk. Some XS have condition issues.				condition rating.
Harcourt Werry/Taita Drive (600-1080 Left bank)	Consequence ; Condition	Inherent high consequence will result in high risk. Some XS have condition issues.	2-3	5	High	
Various River Road 1730; 1830-2100; 2190	Consequence ; Condition	Inherent high consequence will result in high risk. Some XS have condition issues.	2-3	5	High	

Table 2: High and Very High risk areas with associated failure modes.

Ngā hua ahumoni Financial implications

17. The proposed decision has no financial implications.

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

18. The matters requiring decision in this report have been considered by officers in accordance with the process set out in the Greater Wellington Climate Change Consideration Guide.

19. The assets discussed in this report were developed over an extensive period of time, during which climate change projections (e.g. rainfall intensity, sea level rise etc.) have evolved with the scientific community's understanding of how climate change will affect the Wellington Region. Climate change projections were incorporated into the

modelling that underpins relevant management plans and asset designs at the time they were developed.

Ngā tikanga whakatau
Decision-making process

20. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

21. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that this matter is of low significance due to the administrative nature of the decision.

Te whakatūtakitaki
Engagement

22. Due to the low significance of this matter, no engagement was considered necessary.

Ngā āpitihanga
Attachments

Number	Title
1	Detailed summary of asset condition

Ngā kaiwaitohu
Signatories

Writer	Jacky Cox – Section Leader, Operations Planning
Approvers	Colin Munn – Team Leader, Operations Planning and Delivery Graeme Campbell – Manager, Flood Protection Wayne O'Donnell – Group Manager, Catchment Management

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Subcommittee provides oversight of the development, implementation and review of the Floodplain Management Plan for the Te Awa Kairangi/Hutt River floodplain; the infrastructure assets that form the flood protection and erosion control scheme are a critical element of this.</p>
<p><i>Implications for Māori</i></p> <p>There are no known implications for Māori.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>The confirmation from the Subcommittee that the infrastructure assets in the Te Awa Kairangi/Hutt River, Waiwhetu Stream, and Wainuiomata Rivers have been satisfactorily maintained fulfils one of the Department’s non-financial performance measures in the Long Term Plan. This report and confirmed minutes is supplied as evidence to Audit NZ that the Department has achieved this.</p>
<p><i>Internal consultation</i></p> <p>The Department’s Strategic Business Partner and finance team were consulted and played a major role in the revaluation of the Department’s infrastructure assets.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>The reports notes that there are a small number of sections of Te Awa Kairangi/Hutt River that pose a high risk to the communities and businesses on the River’s floodplain but that the infrastructure assets providing protection are in very good to moderate condition. These areas are also identified in either operational or improvement programmes.</p>

Attachment 1 to Report 20.251**Detailed breakdown of condition by asset type.**

Asset Type	1 - Very Good	2 - Good	3 - Moderate	4 - Poor	5 - Very Poor	Total
BLOCKLINE	4	6	4	2	1	17
BRIDGE		1				1
CHANNEL	139	241	30	3		413
CULVERT	2	12	3	2		19
DEBRIS ARRESTOR	1	3	1	1	2	8
DEBRIS FENCE	1	125	27	31	17	201
DEMOLITION LINE		1	4	6		11
DRAIN	31	38	4	1		74
FENCE	2					2
FENCE RAIL IRON NET		8	5	6	2	21
FLOODGATE	13	4	1			18
FLOODWALL	25	2				27
GATE	1	9				10
GROYNE	4	87	19	1	3	114
NATIVE PLANTING		32	26	10		68
RETAINING WALL		1	2			3
RIPRAP	23	109	36	1	1	170
ROCK MATTRESS	1	5	1			7
SEAT		10	1			11
SIGN	1					1
STOPBANK	98	78	80			256
TRACK	146	162	29	2		339
TRAINING BANK	1	10		1		12
WEIR		1				1
WILLOW	1	76	133	64	18	292
WINGWALL		3	1			4
Total	494	1024	407	131	44	2100

**Hutt Valley Flood Management Subcommittee
6 August 2020
Report 20.253**



For Information

RIVERLINK PROJECT UPDATE - JULY 2020

Te take mō te pūrongo

Purpose

1. To highlight to the Hutt Valley Flood Management subcommittee members the items raised in the RiverLink Project Director's Report – July 2020 ([Attachment 1](#)) and seek endorsement of the report.

Te tāhū kōreroi

Background

2. RiverLink is a partnership project between Greater Wellington, Hutt City Council, Waka Kotahi NZ Transport Agency (Waka Kotahi) Ngāti Toa Rangitira and Taranaki Whanui.
3. Greater Wellington's interest in RiverLink relates to Greater Wellington's strategic priority of regional resilience and implementation of the Hutt Floodplain Management Plan. As such, the flood protection benefits derived from the project are Greater Wellington's focus. Greater Wellington funding primarily relates to delivery of those project outcomes.
4. Greater Wellington's strategic priorities of freshwater quality and biodiversity, and Public Transport are supported by the successful completion of the RiverLink project.
5. During lockdown, and as part of the recovery from Covid-19, Crown Infrastructure Partners (CIP) sought bids from Council on projects that could be started quickly, if supported by Government, to help boost employment and provide critical resilience infrastructure. The edge protection works from Melling Bridge to KGB, that are part of the RiverLink project, were put forward as such a project. We are currently working with the Project team to consider the options to proceed with these works in advance of the other RiverLink project components, should CIP accept the project and provide a Government grant for a portion of the cost of the works.

Highlighted items included in the Project Director's Report

6. The RiverLink Project Director's Report to July 2020 is included as [Attachment 1](#).

COVID-19 and Lockdown response

7. The RiverLink programme for consenting and design had been impacted by Covid-19 Alert Level 4, with some disruption to the completion of field work required to support preparation of the consent application. This work resumed under Covid-19 Alert Level 3.
8. Office-based work continued with only minor disruption. Quick establishment of remote working practices enabled the project momentum to be maintained for desktop tasks. Board meetings and project office meetings, continued uninterrupted.

Greater Wellington

9. Preliminary designs for the stop-banks and river works have been reviewed in light of the completion of a new 2D model. Greater Wellington has put forward a preferred stop-bank and river profile to be used as a baseline for discussions with project partners to resolve key pinch point issues between Ewen Bridge and upstream of Melling Bridge. Discussions will focus on resolving stop-bank location and profiles and other related issues at the following key locations:
 - South Daly Street – immediately upstream of Ewen Bridge
 - Marsden Street – immediately upstream of Ewen Bridge
 - Daly Street/City Edge interface
 - Chamber of Commerce Building section across to the proposed Railway station on the opposite bank
 - New Melling Bridge location - river engineering of the bridge piers and structure.
 - Off ramp designs at the existing Melling Bridge /Harvey Norman site
 - Proposed true right bank stop-bank – upstream of the new bridge
10. Confirmation of the river works and integration with the urban park and other connections are being progressed within the project team.
11. Asset ownership and maintenance arrangements will follow on from these discussions.
12. A presentation will be given at the meeting showing the pinch point areas in more detail.
13. The Melling to KGB edge protection works being considered for funding by Government could be designed and implemented ahead of the main Riverlink works. An option would be to use the new Hutt River management consent to bring these work forward ahead of the other components of Riverlink so as to be able to take advantage of any offer from Government and we are working with the project team and other affected parties to consider this option. Government will contribute significant proportion of the cost of the work which will be of great value to the Hutt and regional communities.

Waka Kotahi

14. Waka Kotahi are now fully onboard with the consenting and design of the Melling transport improvements as part of RiverLink.
15. Both the project partners manual and partnership agreement have been updated to include Waka Kotahi. Cost recovery for work carried out on behalf of the agency by Greater Wellington and Hutt City Council was completed at the end of June 2020.
16. The baseline programme is being updated to incorporate Waka Kotahi.

17. Waka Kotahi are leading the procurement approach in collaboration with the project partners.

Hutt City Council design programme

18. Finalising the city urban edge work is being put on hold while project partners resolve the key pinch point issues (noted above) affecting the final stop-bank location and profile.

Kaitiaki statement

19. Taranaki Whanui and Ngāti Toa Rangitira worked together to develop a kaitiaki statement. This has been received and is being incorporated into the consent development.

Programme acceleration options

20. Including Waka Kotahi into the project programme has pushed back the consent lodgement date into the first quarter of 2021, which would impact Greater Wellington's ability to meet its commencement of construction timeframe of 2021.
21. On balance, the benefits of the joined up programme outweigh the risks of delaying commencement of the flood protection component due to the increased value of incorporating the transport improvements, and in particular replacing Melling Bridge.

Community Engagement

22. An updated community engagement plan has been prepared and released by the RiverLink project ([Attachment 2](#)).
23. The RiverLink video, website and social media presence have been refreshed and newsletter updates sent out to subscribed community members.

**Ngā hua ahumoni
Financial implications**

24. Greater Wellington has, through its Long Term Plan and annual planning processes, committed funding of \$125 million to delivery of the flood protection benefits of RiverLink. The current forecast for delivery of the flood protection benefits aligns with the existing budget.
25. These budgets do not include allowances for improvements to facilities related to public transport associated with the relocation of Melling Train Station.

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

26. The matters addressed in this report were considered by officers in accordance with the process set out in Greater Wellington's *Climate Change Consideration Guide*.

Mitigation assessment

27. The Greater Wellington components of the RiverLink Project are subject to Greater Wellington's initiatives designed to minimise greenhouse gas emissions and enhance sequestration capacity. We will work with our project partners to develop a joint

procurement approach that supports Greater Wellington’s mitigation objectives once we have entered that stage of the design process. The current basis of reference for this includes the Code of Practice for River Management (Te Awa Kairangi 2020). This guides all river management activities undertaken by Greater Wellington for the purposes of flood and erosion protection across the Wellington region. The Greater Wellington corporate sustainability programme and Greater Wellington’s procurement process will encourage suppliers and contractors to minimise emissions.

Adaptation assessment

- 28. The design development for RiverLink acknowledges the need to adapt to a changing climate and aims to address these predicted impacts. Greater Wellington has included allowances for climate change impacts within the RiverLink Preliminary Design.
- 29. The RiverLink project provides flood protection upgrade to safely convey a 2,800 cumec flood past Hutt City Centre. Greater Wellington assessed this size of flood event at this location against a 2°C stabilization scenario and against the A2 emissions scenario. The 2,800 cumec event being close to the target 1-in-440 year return period (or greater) when these scenarios are assessed (see Hutt River Flood Frequency Update (Final 2017)).

Ngā āpitihanga

Attachments

Number	Title
1	RiverLink Project Director’s Report – July 2020
2	Updated communications plan

Ngā kaiwaitohu

Signatories

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

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

Attachment 1 to Report 20.253

Report of the Project Director – RiverLink – August 2020

RiverLink – Project Update Report

1. Purpose

This report builds on regular reports the subcommittee has received which provides an update on the RiverLink project.

In the May report to the subcommittee, the focus was on emerging “issues” and “opportunities”. This report provides an update on these matters.

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

Mr David Irwin, Lead Consultant from the Isthmus Group who is leading a consortium to deliver phase 1 of the RiverLink project – the pre-design and consenting phase, will attend the meeting and provide an update for Members.

This report will also be presented to Hutt City Council.

COVID-19

Business continuity plans have been instigated by the partner organisations and the RiverLink Project Office following the lockdown. Staff have been working remotely from home and momentum on the project has been maintained. Project meetings with staff and consultants have been via video conferencing and the pandemic has not adversely affected progress for this phase of the project.

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

2. Background

In February members received a report which provided a high level overview of the RiverLink project, accompanied by powerpoint presentations. The vision and strategic objectives were outlined, as was the partnership approach and supporting governance structure. The approach adopted by the partners is to be collaborative and work in an integrated, joined-up manner. The benefits of which were outlined in the February report.

Since then regular updates have been provided on the main workstreams, with the main priority being integrating Melling into the programme and phase 1. The integration is happening across all the workstreams and it has introduced a degree of complexity which the appointed consultants are progressing. The inclusion of the Melling transport improvement and the government’s expectation that the new interchange and bridge will be operational by the end of 2026 has led to greater focus on the planning on the true right bank (western side), and discussions with Kiwirail and Metlink.

Attachment 1 to Report 20.253

Report of the Project Director – RiverLink – August 2020

3. Issues

As phase 1 of the project has progressed it has become apparent that some aspects are being progressed at different speeds. This is due to a number of factors such as the amount and level of work previously undertaken and the need to undertake more detailed analysis on some aspects.

A case in point is the workstream relating to resilience. Previous work carried out in 2017/18 on hydrology, was undertaken on an interim basis and it provided a working context in terms of stop bank heights, the design of the river channel and batters, at that time. This year, as part of the pre-design work for consenting/designation purposes a more detailed and sophisticated 2D model has been completed, and it has raised further issues for the project team to consider and resolve. These are being worked through and the section below summarises the issues.

Stop banks and river works

The recent 2D modelling of the river suggests that a revised stop-bank location and profile should be considered by the project team. The revised location and centre lines of the stop banks have the effect of widening both the river channel in places and the distance between the stop banks along the section of the river between the Melling and the Ewen bridges. (Images will be available for the sub-committee to view at the meeting).

These changes impact on the strategic outcomes of all partner organisations, but they do form a baseline from which detailed discussions may start. For example, the widening of the river channel and distance between stop banks may have an impact on property, and where there are several constraints the partners will need to compromise in the best interests of the project overall.

The key pinch points are at:

- South Daly Street – immediately upstream of Ewen Bridge
- Marsden Street – immediately upstream of Ewen Bridge
- Daly Street/city edge interface
- Chamber of Commerce building/location of railway station opposite bank
- New Melling Bridge location - river engineering of the bridge piers and structure.
- Existing Melling bridge /Harvey Norman
- Proposed true right bank stop-bank upstream of the new bridge

The location and configuration of the river channel and stop bank designs will in turn inform the emerging Urban Design and Landscape Framework and other inter-dependencies which impact on the objectives of Hutt City Council and Waka Kotahi. Whilst this is work in progress, and the subcommittee will be kept informed of progress, there is the possibility that further property **may** need to be acquired to achieve an optimal solution for the project overall.

At this stage it is not anticipated that this work will impact on the overall programme timeframes.

Attachment 1 to Report 20.253

Report of the Project Director – RiverLink – August 2020

4. Communications and engagement

Community Update was sent to the RiverLink newsletter and stakeholder database informing the community that we are at the consenting phase, working to develop the pre-design for RiverLink and preparing to apply for resource consents. Also, we are starting to consider construction plans and as the project progresses we will keep the community informed, with plenty of notice before construction work begins. Our partner organisations will continue to be in contact with the owners of properties which may need to be purchased, and with our tenants in properties we already own.

The update also included articles on Geotech and the ecology survey and stage two planting of Belmont Wetland.

Facebook

Our latest campaign continues to focus on the results from the Hutt Citizen's Panel. The Panel survey was conducted to test awareness levels of RiverLink and the project's aims. Also to understand how people connect with the river. The latest post shows a comment about modes of transport. The idea behind the Facebook campaign is to show the results of the survey and engage with and ask the wider community for their feedback.

Community Engagement Plan

Communications Leads at the three partner organisations are working with Isthmus to implement the engagement plan.

RiverLink Website

Our project information and updates are currently available on Greater Wellington Regional Council's "Have Your Say" webpage.

We are planning to build a new standalone RiverLink website but before embarking on this exercise we wish to understand what the community thought about the current information available, how they access information and what they would like to see in future. In-depth research was conducted on how people affected both directly and indirectly by RiverLink want to seek information and comment on RiverLink. The insights we received will inform our content, design and functional requirements for our new website and this will ensure people receive information that is accessible and relevant to them.

A snapshot of the key results:

- Awareness of RiverLink and its goals was high.
- The research participants felt that real-time updates and project timelines were the most important information.
- Participants understand valuable information is in the current 'Have your say' page, but find it hard to find it.
- There is a need to show people what happens after they give feedback on proposals.

Attachment 1 to Report 20.253

Report of the Project Director – RiverLink – August 2020

- People want to see transparency and wish to see records of meetings and have full documents available to read if they want further information.
- People are looking for a visual representation of the proposed changes so they can better engage with the project and provide feedback that is valuable.
- They want to see plain English and easy to understand summaries of project updates.
- They would like to see more videos about the project.

Advertising and promotion

In the lead up to further consultation with the community later in the year, our advertising and promotion efforts are increasing in pace. We currently have two prominent advertising spots in the Queensgate Mall. Our static banner and digital screen (pictured) were set up to coincide with the July school holidays and onwards. We have also committed to a regular advertisement space in the Hutt News and Dominion Post. A regular RiverLink Neighbourly campaign is also booked in and we have placed posters in trains, libraries and on all the Hutt City Council Digital Notice Boards. All these activities are aimed at building momentum to engage with the community and to provide regular updates and opportunities to find out more as RiverLink progresses.

5. Project governance

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

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

The board have endorsed a Kaitiaki Strategy and a communications and engagement strategy referred to earlier in this report.

The RiverLink Project Board now has a full complement, with additional representatives joining from Hutt City Council and Waka Kotahi.

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

6. Conclusions

Future reports will continue to keep the subcommittee informed of progress, issues and risks. As the project partner agreement is amended following the accession of NZTA the consequential financial impact of the cost sharing arrangement will be available to the subcommittee.

As more detailed design is undertaken this in turn raises further issues, consequences and interdependencies which need to be resolved to ensure that the

Attachment 1 to Report 20.253

Report of the Project Director – RiverLink – August 2020

programme remains an integrated and coordinated programme of work. The partners are committed to working together to realise the broad range of outcomes.

RiverLink. Public Engagement Plan.

13 July
2020

Isthmus.

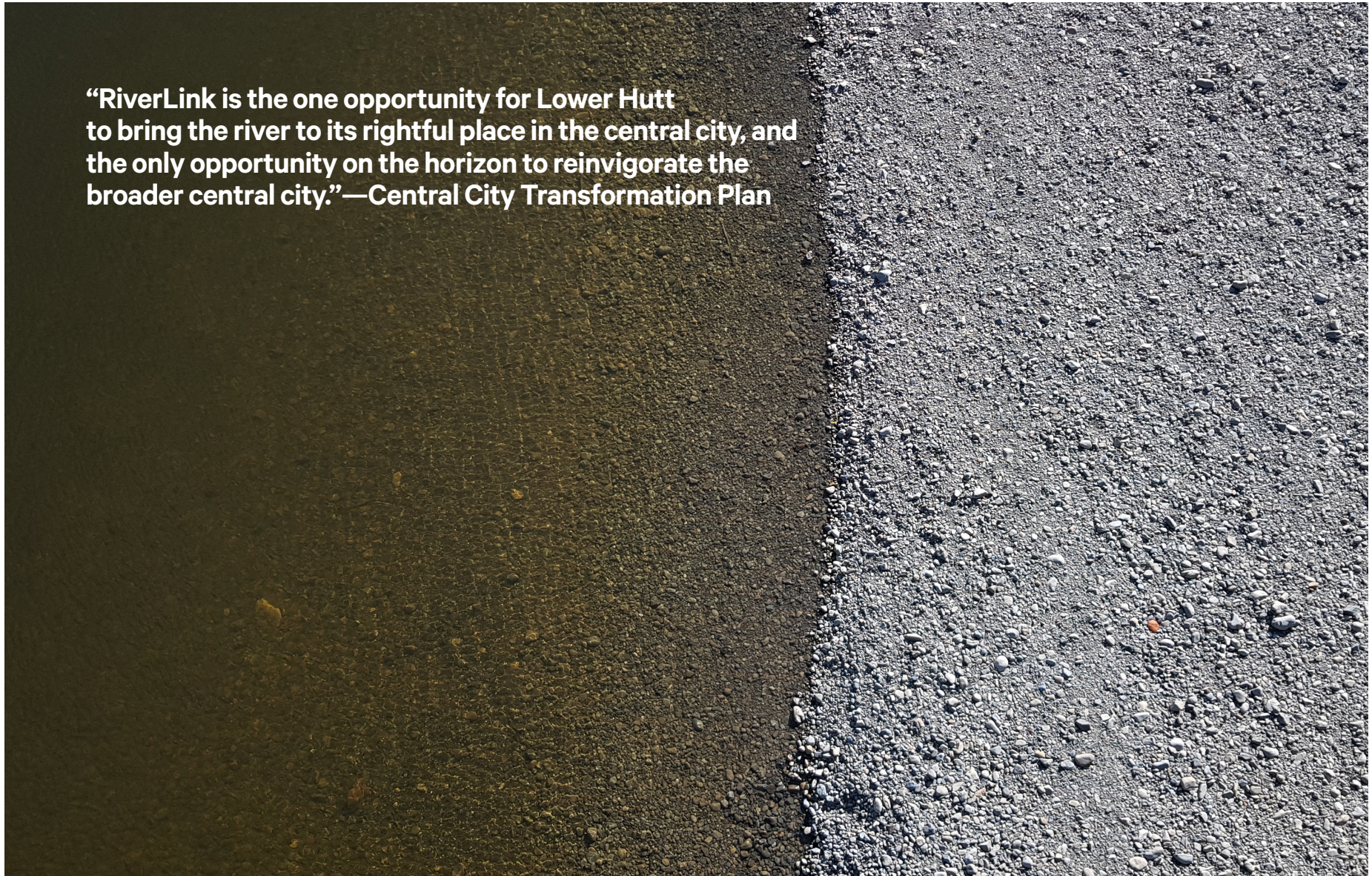
Consultant
Isthmus
Tonkin+Taylor
GHD
Holmes

Client
Hutt City Council
Greater Wellington Regional Council
Waka Kotahi

Purpose.

This Engagement Plan has been developed for the RiverLink Project Partners—to guide community and stakeholder engagement for the future phases of RiverLink. The partners are Greater Wellington Regional Council, Hutt City Council and Waka Kotahi NZ Transport Agency, with Mana Whenua partners Ngāti Toa and Taranaki Whānui represented by Port Nicholson Block Settlement Trust.

“RiverLink is the one opportunity for Lower Hutt to bring the river to its rightful place in the central city, and the only opportunity on the horizon to reinvigorate the broader central city.”—Central City Transformation Plan



What is RiverLink?

RiverLink is an integrated approach to a group of projects in a three-kilometre section of Te Awakairangi Hutt River between Kennedy Good Bridge and Ewen Bridge, and the immediate urban environs on either side including the edge of Lower Hutt as it meets the city edge.

Objectives

The objectives for the RiverLink project are to provide:

- Better flood protection for Lower Hutt's CBD and residential areas
- Enhanced connections to and along the River, contributing to a more vibrant central city
- Improved accessibility, safety, and resilience and reduced congestion on SH2 and connecting roads at Melling.

Projects

RiverLink's three interdependent projects are:

- Flood Protection (Greater Wellington). Widening the river channel and berms and raising the height of the stopbanks
- Making Places (Hutt City Council). Urban renewal and regeneration through improved access from the central city to and alongside the river through the creation of a promenade, a new pedestrian bridge, a riverside park and attractive supporting development
- Melling Intersection improvements (the Transport Agency). Improvements to the SH2 Melling intersection, a new Melling bridge, enhanced pedestrian and cycle routes and better public transport integration at a new Melling Railway Station.

Why.

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

Active and effective engagement—bringing community and stakeholder voices into decisions that affect or interest them—will maximise the quality of RiverLink and help ensure it is a project the community, stakeholders and mana whenua will endorse.

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

This is reinforced in the Kaitiaki Strategy which guides RiverLink’s partnership with Iwi and mana whenua. It speaks of the benefits of reconnecting the community to our environment and giving heed to the river’s identity as a means of understanding and responding to the changing needs around climate change, resilience and connection to nature and place.

Achieve.

Engagement goal

The goal of this engagement over the long term is to ‘turn the city to the river’—to connect the community with Te Awakairangi Hutt River so people feel the river is part of them.

The primary goal of engagement for this stage of the project is:

- To build and maintain effective and constructive relationships with all stakeholders and the community, including positive interactions with directly affected land owners and neighbours, to build and enhance support for the project and the positive reputation of the project partners.

In doing this, the Project engagement objectives are:

- An inclusive process that captures the imagination of all those who have a stake in the long term success of Lower Hutt over the entire life of the project
- Stakeholders and the community have the opportunity to share their stories that transcend individual projects and contribute to a bold collective vision for Lower Hutt’s future
- We utilise local knowledge and encourage input from stakeholders, affected parties and communities to inform the Project design and understanding of potential effects.
- Develop and maintain relationships with key stakeholders and the wider community based on ‘mutual value’ to build understanding of the effects of the Project and encourage opportunities to influence the project
- Support directly affected land owners and the wider community to understand the NOR and consenting processes, to participate and to access information
- Incorporate stakeholder and community feedback where practicable and let people know how their feedback has been incorporated.

Core messages.

RiverLink aims to make Lower Hutt a more vibrant and liveable city, while delivering greater flood protection and improved transport links.

RiverLink is the most ambitious transformational project ever undertaken in Lower Hutt.

RiverLink is a once-in-a-lifetime opportunity to complete the city's flood protection, create a safer and more efficient transport system and breathe new life and confidence into the central city.

Jointly consenting the three projects will help ensure that designs are aligned, make a clearer case for resource consents, reduce the risk of delays, and deliver cost efficiencies for all Project.

When and how.

Table 1
The table below shows how the consultation and engagement requirements for the current project phase are linked with each other and support each other.

	June 2020	July 2020	August	September	October	November	December	Early 2021 onwards
		Design freeze 20 July			Design freeze 20 October			
Key decisions and announcements		HCC decision on City Edge				Possible riverbank edge protection works		
Public engagement	Ongoing community updates	Major update to stakeholders and the community (late July)	Public engagement to inform consent level design and build community ownership of Te Awa Kairangi Hutt River.		Public open day	Ongoing public engagement to build community ownership of Te Awa Kairangi Hutt River		
Formal RMA consultation process	Preliminary engagement with partners, key stakeholders and Requiring Authorities	Engagement with Iwi, landowners (Affected Parties) late July	Pre-engagement with Affected Parties, neighbours and Requiring Authorities to inform RMA consent process		Key stakeholder open day	Detailed engagement with Affected and adjoining landowners Ongoing development of RMA consent application		Submit RMA consent application.
Public engagement mechanisms			Online interactive engagement platform RiverLink mobile caravan Interactive display in Queensgate Mall Street-based activity			RiverLink mobile caravan Online interactive engagement platform		
Communication	Community information updates (existing channels—newsletters, media, social media)		Promote online and in-person engagement through existing channels and digital advertising)		Community information updates (existing channels—newsletters, media, social media)	Promote engagement opportunities through existing channels and digital advertising		

Framework.

What is the framework for engaging the community?

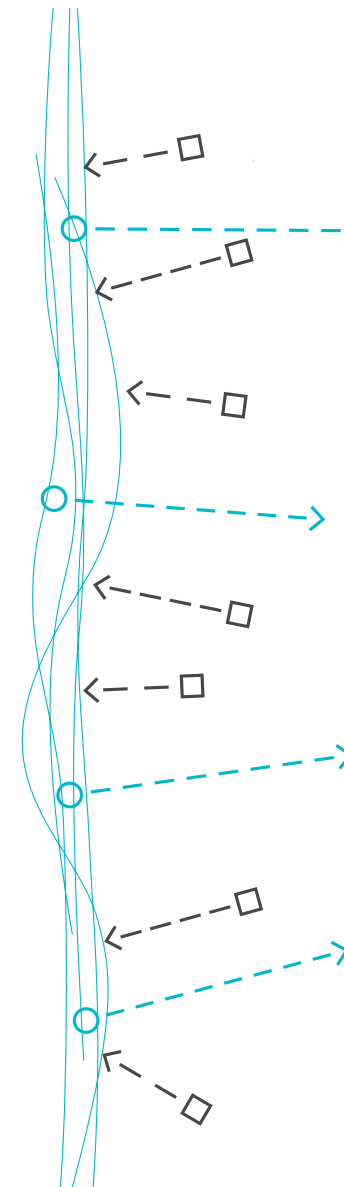
All of the engagement is ultimately focused on connecting the community with the river. This approach is fundamental to RiverLink and to the Kaitiaki Strategy which guides RiverLink's partnership with Iwi. Isthmus and Iwi representatives have worked together in recent weeks to begin to give effect to the Kaitiaki Strategy in the preliminary design of RiverLink. Out of this collaboration, the concept of envisioning the project as a series of paths *awa* and landings *ūranga* was born.

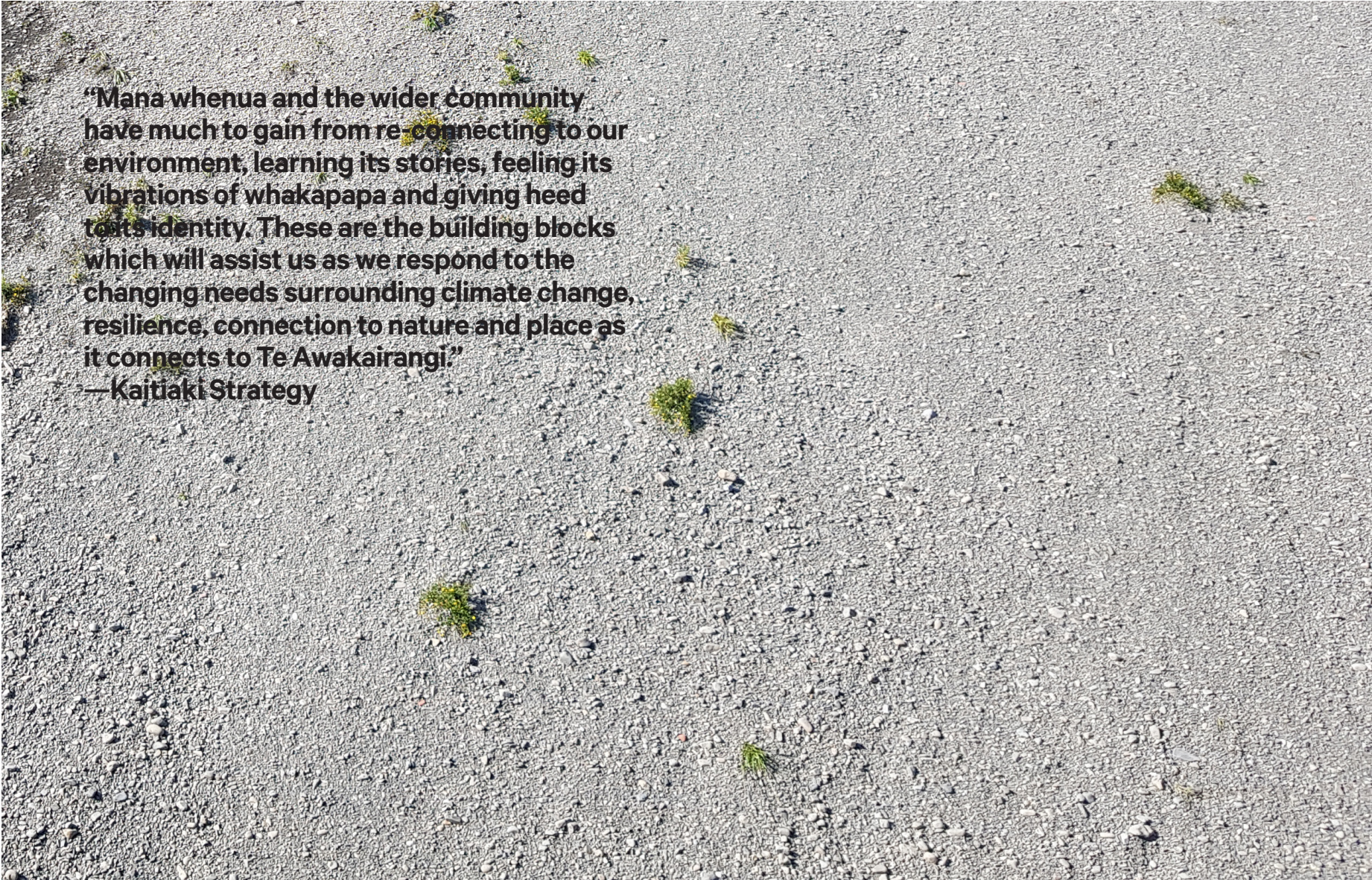
We propose to develop an engagement framework based on this concept of 'paths and landings'.

We propose to implement a series of 'engagement stations' throughout the city and along the river corridor. These stations will reflect the river and be designed to draw people from and to the city and river; as shown

schematically on the drawing. The stations will be visually interesting and encourage the public to actively engage with them. Stations in both the city and the river will enable the gathering of input and information for the project as well as distribution of information from the project to the public.

Together, these stations form a series of paths and landings which help to communicate and embed the project vision and strengthen the connection between people and the river.





“Mana whenua and the wider community have much to gain from re-connecting to our environment, learning its stories, feeling its vibrations of whakapapa and giving heed to its identity. These are the building blocks which will assist us as we respond to the changing needs surrounding climate change, resilience, connection to nature and place as it connects to Te Awakairangi.”
—Kaitiaki Strategy

What.

There are several areas of community engagement in the next few months which will inform consent level design, enhance the insights already gained through earlier engagement, and build towards future engagement. These include:

- In relation to the river, what does the community value in respect of, for example:
 - the environment
 - natural character
 - habitat and biodiversity
 - recreation
 - culture
- In relation to the use of and connection with the river
 - the importance of existing uses
 - the importance of new uses already identified (e.g. better water access, play)
 - new uses not already identified
- What would draw you to the river?
- What does a river city mean to you?

The feedback from these engagements will inform the consent level designs including the design of the footbridge which is an important visual landmark on the river. The public engagement will also acknowledge that the design of the City Edge is currently under review for technical reasons and a new proposal will be brought forward for public feedback in due course. It is also acknowledged that Greater Wellington may undertake some riverbank edge protections works upstream from Melling Bridge as part of a funding bid to Government. If successful, these works – which are part of RiverLink – will be completed under existing consents and may start by November 2020, with appropriate neighbour engagement.

Pre-engagement with Affected Parties, neighbours and Requiring Authorities to inform RMA consent process

Work is already underway to engage those parties who are central to the success of the RMA consent process.

This includes Iwi, landowners and Requiring Authorities. This work will continue up to and beyond the lodging of the resource consent.

Topics

We anticipate the community will be interested in a range of topics which we will seek to provide information about upfront. More work is underway to analyse and respond to these.

They include:

- Effects including construction timelines and impacts
- Movement and access including parking, traffic, and connectivity
- Safety and enjoyment
- Costs and benefits
- Environment and resilience

Who.

This is a city-wide engagement open to the whole Lower Hutt community, and those from further afield who have an interest in RiverLink and the river. The main focus will be on those who use (or don't use) the river, parks/walkways and CBD—as well as those affected by the proposals under the Resource Management Act. A stakeholder map is on page 13.

How we will manage key relationships during engagement and consultation

The engagement programme is busy and has many strands. We will coordinate our approaches and be consistent in our messages. For this reason, we have structured stakeholder engagement so that there is a clear owner for each relationship or group of relationships, and stakeholder updates and invitations to participate are well coordinated.

All the project partners hold lwi relationships in the highest importance. This is reflected in the fact that there are two lwi representatives on the Board; lwi advisors are closely involved with the preliminary design to ensure key principles are embedded; and the advice of the lwi representatives will be sought as we move forward into community engagement to ensure we are effective in seeking input and providing appropriate opportunities for engagement.

Previous engagement undertaken

Three key phases of formal public engagement or consultation have already been undertaken with regard to the RiverLink project:

Phase One: introduced the public to RiverLink and sought feedback on the indicative footprint and property acquisition required to achieve flood protection objectives.

Phase Two: January 2016–March 2017 sought public input and feedback into the RiverLink preliminary design phase and provided updates to the public as design progressed.

Phase Three: April 2017–June 2018 formal engagement with the public on relocation of Melling Station and a replacement Melling Bridge and public feedback on options for Melling Intersection Improvements.

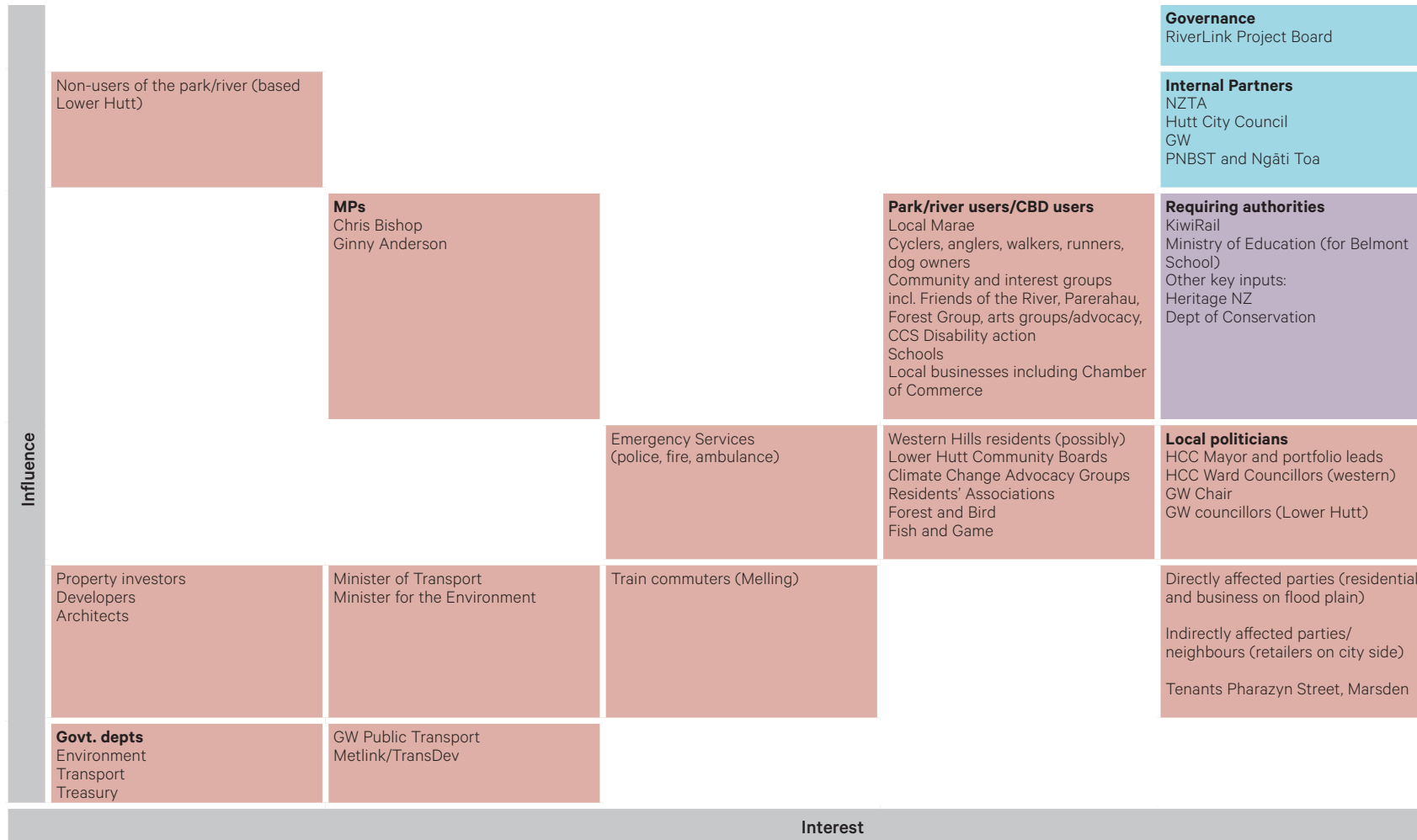
Stakeholders.

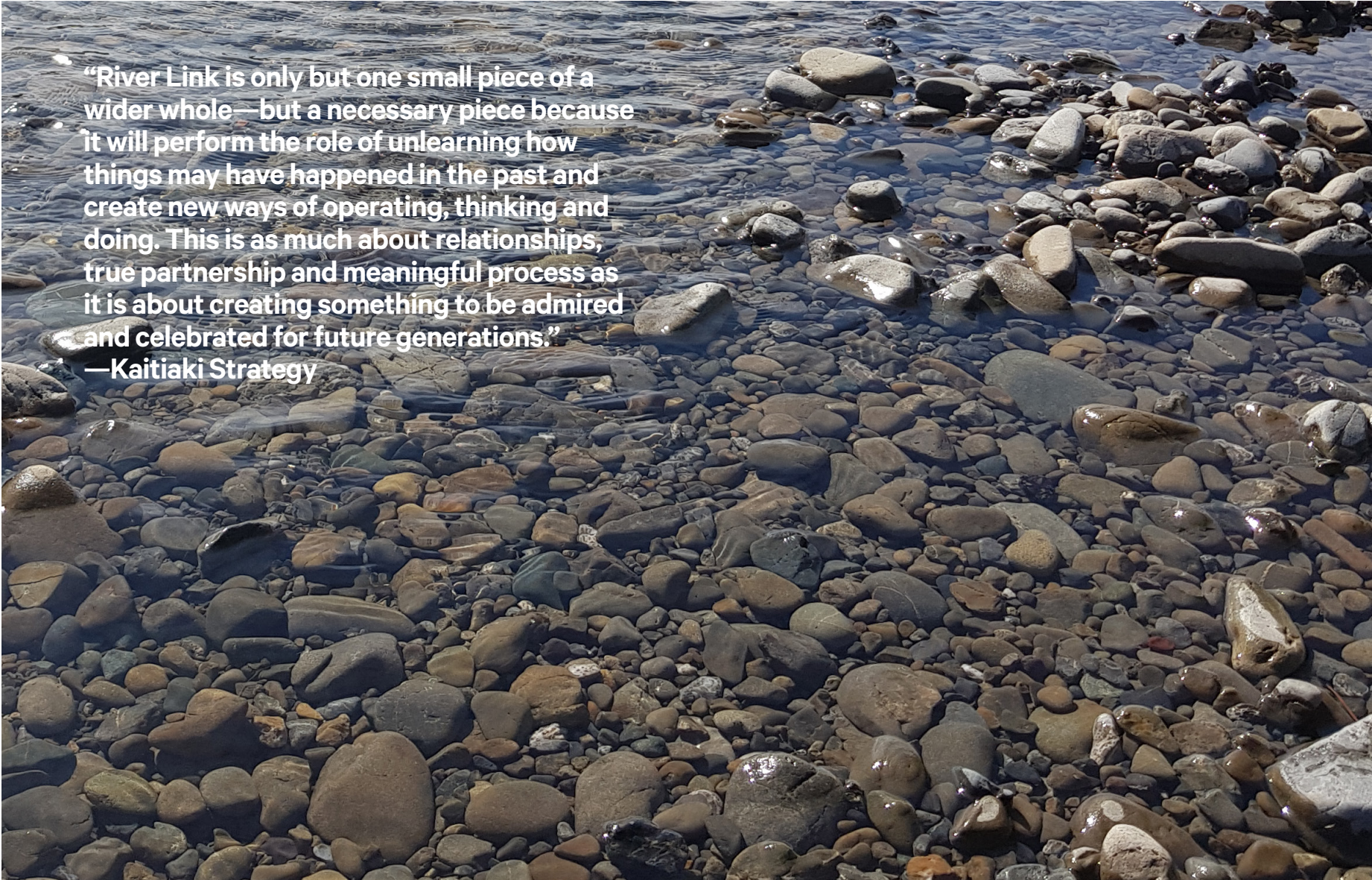
Table 2

Engagement with Affected Parties will be managed by each Partners' property managers, overseen by RiverLink. A detailed list of the stakeholders represented in this table is available on request.

Legend

- Governance/partners (decision makers)
- Public engagement (inform, consult)
- Formal approval required





“River Link is only but one small piece of a wider whole—but a necessary piece because it will perform the role of unlearning how things may have happened in the past and create new ways of operating, thinking and doing. This is as much about relationships, true partnership and meaningful process as it is about creating something to be admired and celebrated for future generations.”
—Kaitiaki Strategy

Success.

The long term success of RiverLink engagement will be determined by demonstrating that the community experiences and demonstrates a sense of ownership of Te Awakairangi Hutt River.

The success of engagement at this phase of work will be measured against our goals and objectives.

Measurement will include:

- Direct and regular discussions with stakeholders and iwi partners
- Formal stakeholder surveys
- Online polls or surveys seeking feedback on each phase of engagement
- Assessing the level of participation during engagement phases, including monitoring engagement platforms, website metrics, media and social media.

Risks.

Table 3
Engagement risks
(July 2020–February 2021)

Risks	Likelihood	Mitigation	Responsibility
<p>Key partners Poorly coordinated engagement approach leads to RiverLink key partners not being informed first about engagement plans and activities.</p>	Medium	Clear process for briefing key partners before information goes out to stakeholders and the community.	RMA engagement lead and Public Engagement Plan lead—with RiverLink Communications Manager.
<p>Affected parties Poorly coordinated engagement activity leads to affected parties and neighbours hearing about possible impacts via media or other channels before they are formally approached—causing lack of confidence from affected parties and negative publicity.</p>	Medium	<p>Closely coordinate liaison with affected parties and other key stakeholders so there are no surprises.</p> <p>Make sure public engagement milestones and any announcements are linked first to the RMA engagement plan and process.</p>	RMA engagement lead and Public Engagement Plan lead—with RiverLink Communications Manager
<p>Coordinated engagement Lack of coordination with other public engagement in the city contributes to consultation fatigue and leads to a lack of community participation.</p>	Medium	Coordinate engagement activities with other relevant public engagements where practicable e.g. District Plan.	Public Engagement Plan lead, RiverLink Communications Manager and HCC Communications Lead.
<p>City Edge Managing already established expectations around a built promenade leads to public confusion.</p>	Medium	Explain engineering issues in practical terms and re-engage the community with imagining the City Edge.	Public Engagement Plan lead, RiverLink Communications Manager and HCC Communications Lead

Engagement and communication processes.

RiverLink Communications and Engagement Team

The RiverLink C&E Team is part of the RiverLink Project office and consists of Sarah Martin (RiverLink Communications Manager) and Sue Faulkner (RiverLink Engagement and Project Coordinator).

RiverLink Communications and Engagement Group

The RiverLink C&E Group consists of the RiverLink Communications Team as well as the C&E liaisons for Waka Kotahi, Greater Wellington and Hutt City Council.

The C&E Group is responsible for:

- being involved in development of C&E strategy and in planning,
- input to and development of proactive C&E materials and collateral,
- input to and development of responses to queries, and
- liaison and internal approval within partner organisations as applicable (in line with the *Communications Framework*)

The C&E group works in partnership with external suppliers and partners where applicable.

RiverLink Communications Framework & Brand

All RiverLink external communications materials and query responses are created and approved following the process set out in the RiverLink Communications Framework document.

All RiverLink external communications should be written, designed and produced in line with the RiverLink Brand Guidelines.

These documents are available to anybody working on communications and engagement for RiverLink.

Other operational processes.

Separate documentation notes the management processes, personnel, detailed stakeholder analysis, implementation actions and reporting requirements.

Hutt Valley Flood Management Subcommittee
8 August 2020
Report 20.252



For Information

HUTT VALLEY FLOOD MANAGEMENT PROJECTS REPORT (30 JUNE 2020)

Te take mō te pūrongo

Purpose

1. To update the Hutt Valley Flood Management Subcommittee (the Subcommittee) on progress made in implementing general Hutt Valley Flood Management (HVFM) projects, and on other relevant matters.
2. To seek approval to undertake edge protection works at eight sites on the Te Awa Kairangi/Hutt River ahead of that programmed in the current Long Term Plan (LTP) should Government grant funding be made available as part of the COVID-19 stimulus package.

He tūtohu

Recommendation

That the Subcommittee:

- 1 **Acknowledges** the update on project progress for the Hutt Valley Flood Management Project.
- 2 **Endorses** commencement of edge protection works on eight sites on the Hutt River ahead of Council's Long Term Plan programme at a cost of \$10 million, subject to confirmation of Government grant funding being approved.

Te horopaki

Context

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

Te tātaritanga Analysis

Te Awa Kairangi/Hutt River

6. Projects being completed within the managed extent of Te Awa Kairangi/Hutt River are outlined in the Hutt River Floodplain Management Plan, and Te Awa Kairangi/Hutt River Environmental Strategy. Currently, the focus area for project delivery is RiverLink, the length of river between Kennedy Good Bridge and Ewen Bridge near to Hutt City CBD. The projects in this section have been combined into the RiverLink project. Other smaller scale projects are occurring in other parts of the river.
7. RiverLink is a multi-partner project to improve flood protection, regenerate Hutt City and improve transport choice. It is the major focus for implementation of the Hutt River Floodplain Management Plan. The project is forecast to complete implementation in 2028. Detail about the project is contained in separate RiverLink Project Director's reports.
8. Te Awa Kairangi/Hutt River Environmental strategy projects currently being delivered include:
 - a Safety and Trail improvements at Pomare/Taita. This project includes new parking bays, barrier gates, and a planting plan with poplar poles being planted this winter, followed by native tree planting once poplars are established.
 - b Design for river trail connections at Hulls Creek and Whakatikei River confluences with Hutt River. Concept landscape design is currently underway.
 - c Publication of planting and revegetation guidelines for river edges. A draft has been developed and is currently being reviewed.
 - d Development of a pocket edition of the Environmental Strategy document. Completion of the pocket edition is targeted for 30 August 2020.
 - e Working with partner organisations to create a trail connection through Manor Park and across the Hutt River at the Silverstream Bridge. Good progress has been made in discussions between Hutt City Council, GW and Waka Kotahi New Zealand Transport Agency (Waka Kotahi) with a substantial contribution from Waka Kotahi towards construction to allow completion by 30 June 2021.
9. Greater Wellington completes each year a number of smaller scale projects addressing erosion issues or damage to flood protection assets, which vary in scale and scope. In 2019/20 this included:
 - a Erosion protection adjacent to Gibbons Street on State Highway 2
 - b Erosion protection structure repair near to Belmont
 - c Stop-bank repair and reinstatement work at various locations along the stop-bank network.
10. During the latter part of 2019 work was undertaken detailing requirements at a further eight sites along the Hutt River as part of updating estimates for future works in the Hutt River Floodplain Management Plan. Estimates for these sites have been included in the 2018-28 LTP and were being updated as part of the preparation of the

2021-31 LTP. The total value of these projects was estimated at \$10 million and are programmed to be undertaken between now and 2028.

11. During the COVID19 lockdown, the Government announced a stimulus package focusing on infrastructure development to help rebuild the economy following lockdown. Crown Infrastructure Partners (CIP) sought bids from a range of organisations that may be suitable for funding through the stimulus package. Regional councils put forward a range of flood protection projects across the country and Greater Wellington included the eight Hutt River erosion protection projects in the bid. The total value of projects proposed was \$388 million. The Government has selected a number of those projects to a total value of \$300 million and announced that it will provide grant funding of \$210 million towards those selected projects. No announcements have been made about whether any of the projects in the Wellington Region have been accepted. We are, however, seeking endorsement to bring forward LTP funding for the eight erosion protection projects should they be selected. One of the criteria for selection of projects was that they need to be started before November 2020 and the timing of the next Subcommittee meeting was such that we could not wait until then to seek approval should the projects be successful.
12. The joint Councils' field trip planned for Te Awa Kairangi/Hutt River was seen as very successful with all three councils and staff attending. The field trip looked at the area between Kennedy Good Bridge and Ewen Bridge and gave Councillors a birds eye view of what is happening on the ground. This has resulted in more interaction from Councillors who are now attending Hutt River Trail operations meetings.

Waiwhetu Stream

13. Greater Wellington is continuing to work with Hutt City Council to support the activities of the Friends of Waiwhetu Stream. This has included a trial and monitoring of a selection of non-plastic weedmat types installed for community planting projects along the stream. Monitoring of these weedmats continues.

Pinehaven Stream

14. Greater Wellington and Upper Hutt City Council (UHCC) are working together to implement the Pinehaven Stream Floodplain Management Plan. The development of this plan was led by Greater Wellington and completed in 2016. The implementation of the plan is being led by UHCC; it has appointed Wellington Water as its agents to complete this work on behalf of both councils.
15. Pinehaven is a flood prone community with flooding of homes occurring regularly with the last flood being in December 2019. The objective of the planned Pinehaven Stormwater Improvements project is to improve flood level protection by increasing the capacity of the watercourse and drainage to provide a 1 percent Annual Exceedance Probability (AEP) level of protection.
16. The project has been split into three distinct sections:
 - a Stream capacity and environmental improvement works – widening the stream, planting, bank stabilisation, retaining walls, earthworks and replacement of bridges.
 - b Upgrading culverts

- c Enabling works – includes house removal, service relocation and stormwater drain construction.
- 17. This programme will result in clear public benefits in the areas of property protection, reduced damage to community infrastructure such as roads, and reduction in the disruption from flood events.
- 18. Consents have been lodged for completing channel and culvert improvements and the first stages (culvert upgrades) of work are programmed to commence in September 2020.

Operational works during COVID-19 (River management schemes)

- 19. Operational works during COVID-19 lockdown were limited during level four, however staff have continued to undertake emergency works such as clearing flood gates, blocked culverts and drainage channels. There has also been a considerable amount of illegal rubbish dumping due to the landfill being closed.
- 20. During level three, work such as maintenance and vegetation control, commenced on the river berms. Mowing also commenced as well as additional work occurring due to high winds bringing trees down into streams and drainage channels. A large macrocarpa tree was partially blocking the Hutt River near the Norbett Street footbridge, which has since been cleared.
- 21. During the COVID-19 lockdown additional plans and procedures were put in place to ensure this work could be completed safely for staff, contractor and the public.

Ngā hua ahumoni
Financial implications

- 22. Other than the erosion sites, the above projects are within the current flood protection budgets. The erosion sites funding is being applied for through the Crown Infrastructure Partners initiative.

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

- 23. The matters addressed in this report were considered by officers in accordance with the process set out in Greater Wellington’s *Climate Change Consideration Guide*.

Mitigation assessment

- 24. Construction projects apply the mitigation approach contained with Greater Wellington’s procurement policies when procuring services.

Adaptation assessment

- 25. 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.
- 26. 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 increase in rainfall intensity of 20 per cent, and a sea level rise of 0.8 metres.

**Ngā kaiwaitohu
Signatories**

Writer	Madeliene Playford – Acting Team Leader, Floodplain Management Plan Implementation
Approver/s	Graeme Campbell – Manager, Flood Protection Wayne O’Donnell – General Manager, Catchment Management

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Subcommittee’s specific responsibilities include “reviewing periodically the effectiveness of implementation and delivery of Floodplain Management Plans for the Te Awa Kairangi/Hutt River floodplain”.</p>
<p><i>Implications for Māori</i></p> <p>Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board and appointees to the Hutt Valley Flood Management Subcommittee.</p>
<p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>The projects contained within this report deliver on Greater Wellington’s strategic priority area of te tū pakari a te rohe/regional resilience, and support delivery of Greater Wellington’s strategic priority area of te oranga o te wai māori me te rerenga rauropi/freshwater quality and biodiversity.</p>
<p><i>Internal consultation</i></p> <p>Specific projects consult with groups and departments across Greater Wellington where relevant to that project.</p>
<p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>This report raises no risks.</p>