



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

30 November 2017

Hutt Valley Flood Management Subcommittee

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

Tuesday, 5 December 2017 at 4.30pm

Membership of the Subcommittee

Wellington Regional Council

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

Hutt City Council

Mayor Wallace	Deputy Mayor Bassett	Cr Milne
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Upper Hutt City Council

Mayor Guppy	Cr Swales	Cr Taylor
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Kara Puketapu-Dentice

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

Hutt Valley Flood Management Subcommittee

Order Paper for meeting to be held on Tuesday, 5 December 2017 in the Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt at 4.30pm

Public Business

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RiverLink

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Please note that these minutes remain unconfirmed until the Hutt Valley Flood Management Subcommittee meeting on 5 December 2017

Report 17.445

2/11/2017

File: CCAB-14-355

Minutes of the Hutt Valley Flood Management Subcommittee meeting held in the Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt on Thursday, 2 November 2017 at 4:33pm

Present

Councillors Lamason (Chair), Laban (Deputy Chair), Kedgley (until (5:30pm), Ogden, and Swain (Greater Wellington Regional Council), Mayor Wallace, Deputy Mayor Bassett, and Councillor Milne (Hutt City Council), Mayor Guppy (from 5:37pm), and Councillors Swales and Taylor (Upper Hutt City Council).

Kara Puketapu-Dentice.

Public Business

1 Apologies

Moved

(Mayor Wallace/ Deputy Mayor Bassett)

That the Subcommittee accepts the apology for lateness from Mayor Guppy.

The motion was **CARRIED**.

2 **Declarations of conflict of interest**

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation.

4 **Confirmation of the minutes of 3 October 2017**

Moved

(Cr Swales/ Cr Swain)

That the Subcommittee confirms the minutes of 3 October 2017, Report 17.381.

The motion was **CARRIED**.

General

5 **Waiwhetu Aquifer contamination**

Oral report

Alistair Cross, Manager, Environmental Regulation, GWRC, gave the Subcommittee an update on the Waiwhetu Aquifer contamination, and advised the Subcommittee of the regulatory changes to consenting permits for extraction.

Genevieve Drake, Strategic Communications, Wellington Water, advised the Subcommittee of Wellington Water's communication strategies.

Kara Puketapu-Dentice updated the Subcommittee in relation to the progress of the new bore at Waiwhetu Marae, and advised that the bore is not too far away from being operational.

The Subcommittee acknowledged the swift, appropriate and coordinated response in relation to the contamination from Wellington Water, Greater Wellington Regional Council and Hutt City Council.

6 **Annual Flood Protection Asset Condition Report - Hutt Valley and Wainuiomata Catchments**

Colin Munn, Team Leader, Operations, Delivery and Planning, spoke to the report.

Report 17.434

File: CCAB-14-353

Moved

(Cr Swales/ Deputy Mayor Bassett)

That the Subcommittee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Notes the advice from officers that the assets on the Te Awa Kairangi/Hutt River, the Waiwhetu Stream, and the Wainuiomata River have been maintained to the satisfaction of the Subcommittee.*

The motion was **CARRIED**.

7 **Te Awa Kairangi/Hutt River Environmental Strategy Action Plan**

Amanda Death, Environmental Planner, and Graeme Campbell, Manager, Flood Protection, GWRC, spoke to the report.

Councillor Kedgley left the meeting at 5:30pm, and Mayor Guppy arrived at the meeting at 5:37pm, during consideration of this item.

Report 17.401

File: CCAB-14-347

Moved

(Mayor Wallace/ Deputy Mayor Bassett)

That the Subcommittee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the release of the Te Awa Kairangi/Hutt River Environmental Strategy Action Plan for public consultation.*

The motion was **CARRIED**.

8 **Hutt Valley Flood Management Project Manager's Report**

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

Genevieve Drake, Strategic Communications, and Tristan Reynard, Project Manager, Wellington Water, updated the Subcommittee in relation to the preliminary design report for Pinehaven Stream and discussed the approach of strategic communication.

Steve Kamo, Project Engineer, Floodplain Management Implementation, GWRC, gave a presentation to the Subcommittee on status of the Belmont and Port Road erosion repair projects.

Report 17.403

File: CCAB-14-349

Moved

(Cr Taylor/ Mayor Guppy)

That the Subcommittee:

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

The motion was **CARRIED**.

RiverLink

9 **RiverLink Project Manager's Report**

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

Report 17.402

File: CCAB-14-348

Moved

(Cr Swain/ Deputy Mayor Bassett)

That the Subcommittee:

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

The motion was **CARRIED**.

Noted: The Subcommittee commended Hutt City Council on the success of the Highlight - Hutt City Festival of Lights.

The meeting closed at 6:35pm.

Cr P Lamason
(Chair)

Date:



Report 2017.485
Date 29 November 2017
File CCAB-14-380

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

Hutt Valley Flood Management Project Manager's Report

1. Purpose

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

2. Background

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

3. Hutt River Environmental Strategy

The Hutt River Environmental Strategy was endorsed to go out for public consultation at the Subcommittee meeting on 2 November 2017. A public consultation supporting document is currently being prepared for the scheduled consultation and engagement activities at the start of 2018.

4. Belmont Erosion Repair

Erosion damage that had occurred on the true right bank of the Te Awa Kairangi/Hutt River, downstream from Belmont School and the Kennedy Good Bridge has been repaired by the Flood Protection Operations team. This is a temporary fix to the erosion that occurred. A permanent fix will be delivered through the RiverLink Project.

5. Upper Hutt City Council Plan Change 42

It is anticipated that the Hearings Commissioner will report their findings to Upper Hutt City Council for their consideration in early 2018.

6. Consideration of Climate Change

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

6.1 Mitigation assessment

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

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

6.2 Adaptation assessment

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

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

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

7. The decision-making process and significance

No decision is being sought in this report.

7.1 Engagement

Engagement on this matter is unnecessary.

8. Recommendations

That the Subcommittee:

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

Report prepared by:

Alistair J N Allan
Team Leader, FMP,
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management



Report 2017.404
Date 29 November 2017
File CCAB-14-350

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

RiverLink Project Manager's Report

1. Purpose

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

2. Background

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

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

3. Financial summary

	Spent \$M	Current Budget Estimate \$M	Comment
Flood Protection Works	\$1.6	\$35	Preliminary design and trial expenditure only, project implementation has not commenced. Project cost estimate being refined by this phase

GWRC property requirements	\$18.4	\$43 (net figure Dec 2015)	Purchased 22 In negotiation 51 Subtotal 73 Total Required 118 Budget estimate is being revised through GWRC LTP process
Melling Intersection Investigations	TBC	TBC \$28	NZTA indicative business case completed, June 2017. The Transport Agency's investigations have confirmed that the Melling railway station will need to move in order to provide space for improvements to the intersection. Estimate for Melling Bridge component of intersection included in original cost estimate figures.
Making Places	\$0	\$32	Total cost estimate being refined by this phase
HCC property	\$0	\$7	
Total	\$13	\$143	

4. Subcommittee design workshops

Workshops have been held with the Subcommittee to further develop the RiverLink design, refine the outline programme for the project, and advise members of the project cost estimates that can feed into considerations for the Councils' respective Long Term Plans for 2018-28.

These workshops were held/will be held on:

- 3 October 2017
- 2 November 2017
- 5 December 2017

At the Subcommittee's request, further workshops may be organised prior to the recommendation of the preliminary design in 2018.

5. Community engagement update

5.1 RiverLink Information Container (popup place) Locations

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

The container continues to be an excellent engagement approach for the RiverLink project. An estimated 600 people visited the container while it was located at Melling railway station, including approximately 100 face to face discussions with officers from Hutt City Council, GWRC and NZ Transport Agency (NZTA) during the times where the container was staffed.

5.2 Summer Events Programme

In addition to the less formal pop up information place at the riverbank carpark, RiverLink will be running two structured events as part of the Summer Events programme. These are:

- RiverLink Festival of Rock on 11 February 2018 - focuses on what is being done in and around the river to connect people with the water and the environment, and the river rocks and gravel. This follows a day after the Hutt River Annual gravel grab at Moonshine Park.
- RiverLink Ramble on 21 February 2018 - a guided walk around the city section of the RiverLink Project by the Project managers, to talk about the opportunities being delivered by RiverLink.

5.3 Melling railway station survey

NZTA have conducted a survey which was available on www.riverlink.co.nz, to establish what railway station amenities are most important to improve for commuters using the Melling railway station. The survey was open from 25 September to 24 November 2017, and there was a good level of engagement about the station during this time.

The story was picked up by Newstalk ZB and a short piece featuring Mayor Ray Wallace aired on 24 November 2017.

5.4 Newsletters

Newsletter No.7 was sent out on 26 September 2017 with the theme of transport links.

Newsletter No.8 was sent out mid November 2017 which focused on Melling railway station and the opportunities arising from the relocation options. A copy of this newsletter has been included as **Attachment 1** to this report.

6. Trial wetland update

A wetland trial design is being developed for a site adjacent to Belmont School on the State Highway 2 side of the river. We will be carrying out some test pit excavations at this site at the end of the month along the riverbank area adjacent to, and downstream from, Belmont School.

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

7. Risk and residual risk report

The Subcommittee requested that a risk report outlining risks associated with existing flood protection levels and timing of implementation of the project be prepared for their consideration. The report, which is undergoing internal

review, covers the current levels of protection provided by the existing flood protection measures in place, the management approaches to address these risks, and the risks and residual risks that exist, both within the existing structures and the future upgraded structures that make up the preliminary design.

This will be presented to the Subcommittee for information ahead of the recommendation of the RiverLink preliminary design.

8. Consideration of climate change

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

8.1 Mitigation assessment

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

The GWRC components of the RiverLink project are subject to GWRC's initiatives designed to minimise greenhouse gas emissions and enhance sequestration capacity. We will work with our Project partners to develop a joint procurement approach that supports GWRC's mitigation objectives once we have entered that stage of the design process. The current basis that will be referred to for this includes the proposed Code of Practice (which guides all river management activities undertaken by GWRC for the purposes of flood and erosion protection across the Wellington Region), the GWRC corporate sustainability programme, and GWRC's procurement process which is undergoing review in 2017 and will encourage suppliers and contractors to minimise emissions.

8.2 Adaptation assessment

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

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

9. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties. However, no decision is being sought in this report.

9.1 Engagement

Engagement on this matter is unnecessary.

10. Recommendations

That the Subcommittee:

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

Report prepared by:

Alistair J N Allan
Team Leader, FMP
Implementation

Report approved by:

Graeme Campbell
Manager Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management

Attachment 1: RiverLink Newsletter No. 8

RiverLink

Better flood protection, transport and lifestyle for Lower Hutt

Newsletter 8 November 2017

Moving Melling railway station creates opportunity

The RiverLink project and Metlink are exploring moving the Melling railway station south of its current location. As part of our investigations, we recently looked at what moving the station would mean for current and future users of the station.

Why the station needs to move

The reasons for shifting the railway station cut across the three main aspects of RiverLink: Making Places, flood prevention and the Melling intersection improvements. Close inter-agency collaboration ensures that RiverLink as a whole can maximise the opportunities created by moving the station.

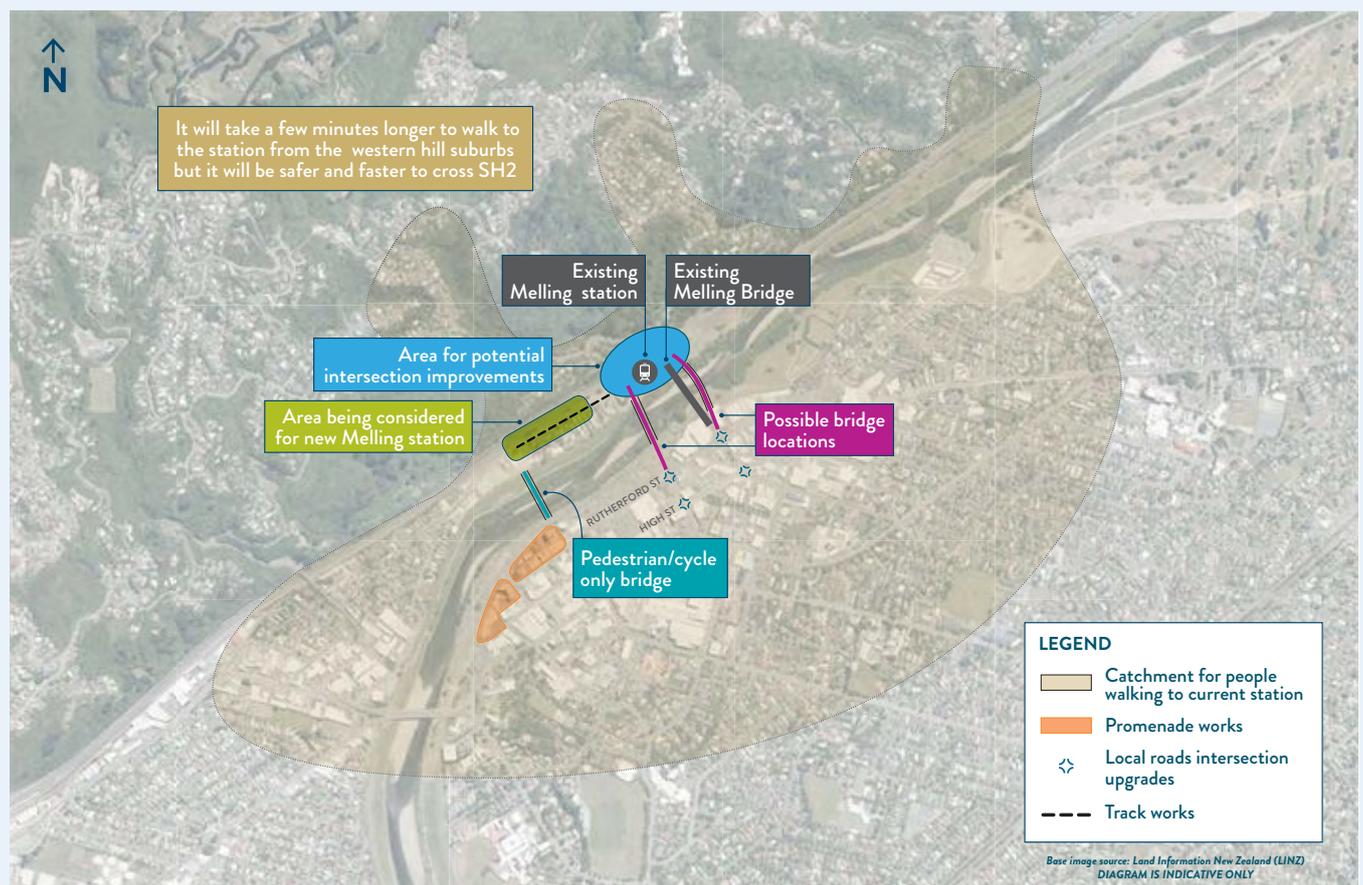
Shifting the railway station to the south was first signalled by the Hutt City Council in the 2009 Making Places Strategy. Moving the railway station would make the city centre more accessible and attractive to businesses and residents.

The New Zealand Transport Agency is working on ways to improve the Melling intersection and connections to the western hill suburbs. They are also exploring how these improvements could be integrated with new stopbanks and a new bridge into the city centre. Melling railway station would need to be moved in order for there to be space for any intersection improvements to be built.

“As part of RiverLink, we are investigating improvements to the Melling intersection. The present location of the Melling railway station limits our ability to improve safety and travel reliability on State Highway 2 and to improve access to the Lower Hutt city centre,” says Emma Speight, the Transport Agency’s Director Regional Relationship Manager – Lower North Island.

What a new location offers

The station would need to move at least 250 metres and as much as 500 metres south of the current location. Moving the station would likely add 200 car parks, kiss and ride drop off spots, integrated bus and rail connections and better, safer access for cyclists and pedestrians. The added parking would help boost patronage numbers and fill some of the spare capacity currently available on the Melling line. RiverLink is exploring how to retain businesses currently near the station like coffee and childcare and attract more retail and residential development.



...What a new location offers (continued)

Shifting the station 250 metres south would avoid the intersection and ensure the station is not overshadowed by any future on and off ramps. People walking from Boulcott and the western hills would have a slightly longer journey but any intersection improvements would make it faster and easier to cross SH2. Overall, we expect the walk would take about the same amount of time as it does now.

If the station moved 500 metres south of the current station it would be just opposite the proposed pedestrian/cycle bridge into the city centre at Margaret Street. This location offers excellent access for people traveling to and from the city centre. The walk from the western hills would likely take a couple of minutes longer than it does now but it would be safer, faster and easier to cross

SH2. Moving the station would make little difference for people who currently travel to the station by bus or car but the intersection improvements would improve their journeys.

"A railway station near the pedestrian bridge would provide better access to the planned waterfront promenade, Queensgate, city centre bus stops, council offices, the Dowse Art Museum and High Street. We expect the promenade to offer restaurants, cafes and apartments for around 2,000 residents within a five to 10 minute walk of the new railway station and the city centre," says Lower Hutt Mayor Ray Wallace.

Locating the station opposite the city centre would bring the Melling and Western Hutt railway stations closer together which could result in fewer people using the Western Hutt railway station and may impact train schedules.

New Melling station would offer more amenities

Any new station would include typical modern amenities seen at remodelled railway stations like Tawa and Naenae. A station with good city centre access and park and ride facilities would seek to retain existing retailers and service providers and attract new businesses.

We want to keep what you like about the Melling railway station and improve upon it. Tell us what you'd like to see at a new Melling railway station by completing our survey. Scan the QR code or visit the RiverLink website: www.riverlink.co.nz



The recently remodeled Tawa railway station has many of the modern amenities that would be offered at a new Melling station. Photo provided compliments of Paul McCredie, photographer and Novack & Middleton Limited, architects.

Talk to the project team

The RiverLink information container will be at the Melling railway station from 20-24 November. Members of the project team will be at the container to hear your thoughts on moving the Melling station and answer your questions. Please take the time to drop in, have a look at our plans and share your ideas. Check the schedule at www.riverlink.co.nz.



Scan here to take our survey

Follow Greater Wellington Regional Council, Hutt City Council and NZ Transport Agency



For further information:
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