



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

8 February 2019

Environment Committee

Order Paper for the meeting of the Environment Committee to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on:

Thursday, 14 February 2019 at 9.30am

Membership

Cr Kedgley (Chair)
Cr Brash (Deputy)

Cr Blakeley
Cr Gaylor
Cr Laidlaw
Cr McKinnon
Cr Ponter
Cr Swain

Cr Donaldson
Cr Laban
Cr Lamason
Cr Ogden
Cr Staples

Barbie Barton

Ihaia Puketapu

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

Environment Committee

**Order Paper for meeting to be held on Thursday, 14 February 2019
in the Council Chamber, Greater Wellington Regional Council, Level
2, 15 Walter Street, Te Aro, Wellington at 9.30am**

Public Business

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Please note these minutes remain unconfirmed until the meeting of the Environment Committee on 14 February 2019.

Report 18.585

06/12/2018

File: CCAB-10-667

Minutes of the Environment Committee meeting held on Thursday 6 December 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 09:50am

Present

Councillors Kedgley (Chair), Blakeley, Brash (Deputy Chair), Gaylor, Laban, McKinnon, Ogden (from 09:53am) Ponter, Swain (from 10:05am), and Staples and Barbie Barton.

Public Business

1 Apologies

Moved

(Cr Laban/Cr Gaylor)

That the Committee accepts the apologies for absence from Councillor's Donaldson, Lamason, Laidlaw, Ponter and Ihaia Puketapu. That the Committee accepts the apologies for lateness from Councillor's Brash, Gaylor, Ogden, Staples and Swain.

The motion was **CARRIED**.

Barbie Barton, Chair of the Farming Reference Group introduced herself to the Committee, she outlined her farming background of thirty five years, currently working as a sheep and beef farmer with significant amounts of the property being land in QE2 covenant.

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 public minutes of 31 October 2018

Moved (Cr Brash/Cr McKinnon)

That the Committee confirms the public minutes of the meeting of 31 October 2018, Report 18.506.

The motion was **CARRIED**.

5 **Action items from previous meetings**

Report 18.569 File ref: CCAB-10-654

Moved (Cr Blakeley/Cr Staples)

That the Committee:

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

The motion was **CARRIED**.

6 **Regional Pest Management Strategy 2002-2022: Operational Plan Report 2017/18**

Davor Berjakovich, Manager Biosecurity spoke to the report.

Report 18.536 File ref: CCAB-10-658

Moved (Cr McKinnon/Cr Brash)

That the Committee:

1. *Approves the Operational Plan Report 2017/18(Attachment 1) for the Regional Pest Management Strategy 2002-2022.*
2. *Notes that a copy of the Operational Plan Report 2017/18 will be forwarded to the relevant Ministers.*
3. *Notes that the Operational Plan Report 2017/18 will be made available for public inspection.*

The motion was **CARRIED**.

7 **Update on the Wellington Regional Trails Framework**

Oral report

Amanda Cox, Manager, Parks provided the Committee with an update on the Regional Trails Framework, this is a strategic framework with the aim or marketing

trails to visitors and residents and developing the network into a world-class trail destination. It is governed and funded by 9 councils, the Department of Conservation (DOC) and the Wellington Regional Economic Development Agency (WREDA) and WREDA facilitates the implementation on behalf of the investors. A new brand and website have been launched.

8 **Parks Network Plan review update**

Fiona Colquhoun, Parks Planner spoke to the report.

Report 18.530

File ref: CCAB-10-663

Moved

(Cr Brash/Cr Laban)

That the Committee:

1. *Receives the report.*
2. *Notes the contents of the report.*
3. *Notes that a draft new management plan will be presented to the Environment Committee for feedback in early 2019.*

The motion was **CARRIED**.

9 **Integrated Water Management investigations update**

Bruce Geden, Project Manager (WWUP) spoke to the report.

Report 18.547

File ref: CCAB-10-656

Moved

(Cr Swain/Cr Blakeley)

That the Committee:

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

The motion was **CARRIED**.

10 **General Manager's report to the Environment Committee**

Matt Hickman, Acting General Manager, Environment Management and Grant Nalder, Manager Harbours (Harbourmaster) spoke to the report.

Report 18.524

File ref: CCAB-10-637

Moved

(Cr Kedgley/Cr Blakeley)

That the Committee:

1. *Receives the report.*

2. *Notes the content of the report.*
3. *The Committee requests Council to make a submission as part of the Government's process of consultation on air pollution in ports and harbours.*

The motion was **CARRIED**.

The meeting closed at 10:55am.

Cr S Kedgley
(Chair)

Date:



Report	19.8
Date	7 February 2019
File	CCAB-10-675
Committee	Environment Committee
Authors	Al Cross, General Manager, Environment Management (Acting) and Wayne O'Donnell, General Manager, Catchment Management

Action items from previous meetings

Attachment 1 lists items raised at Environment Committee meetings that require actions or follow-ups from officers. All action items include an outline of current status and a brief comment. Once the items have been completed and reported to the Committee they will be removed from the list.

No decision is being sought in this report. This report is for the Committee's information only.

Recommendations

That the Committee:

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

Report approved by:

Al Cross
General Manager,
Environment Management
(Acting)

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management

Attachment 1: Action items from previous meetings

Attachment 1 to Report 19.8

Action points from previous Environment Committee meetings

Meeting date	Action point	Status and comment
20 September 2018	<p>Resolution</p> <p><i>Requests that the Greater Wellington Climate Change Working Group review the emissions reductions guidelines and report back to the Committee.</i></p>	<p>Status: <i>To be actioned</i></p> <p>Comments:</p>



Report 2019.32
Date 7 February 2019
File CCAB-10-681

Committee Environment Committee
Author Tracy Berghan, Project Lead - Barrage Gates Re-Consenting

Geoffrey Blundell Barrage Gates - Project update

1. Purpose

To update and seek agreement from the Environment Committee on:

- Progress on re-consenting maintenance and operation activities for the Geoffrey Blundell Barrage Gates (the Barrage Gates) on Lake Wairarapa
- Key issues, opportunities and challenges associated with re-consenting the operation of the Gates,
- Commitments required from GWRC to undertake a comprehensive catchment wide review of the Lower Wairarapa Valley Development Scheme (LWVDS) to assist with the re-consenting of the Barrage Gates operation.

2. Background

The Barrage Gates form an integral component of the LWVDS. GWRC currently holds two separate sets of resource consents for (1) operating and maintaining the Barrage Gates to dam and divert water flowing between Lake Wairarapa and the Ruamāhanga River for flood protection and lake level management purposes, and (2) operation of the wider LWVDS which protects the lower valley from widespread flooding.

Barrage Gates Consents

The consents held by GWRC for the maintenance and operation of the Barrage Gates are due to expire in February 2019 and June 2019 respectively.

LWVDS Consents

GWRC also hold a suite of consents that enable the ongoing operation of the LWVDS (the extent of which is illustrated by the maps in [Attachment 1](#)). The LWVDS resource consents are due to expire in September 2027.

The consenting strategy for the operation and maintenance of the Barrage Gates has targeted securing ‘short term’ consents, to align the Barrage Gates operation with the re-consenting of the LWVDS in 2027.

Ngati Kahungunu and Rangitane o Wairarapa have indicated support for this short term consenting approach, provided GWRC also commits, in the lead up to 2027, to undertaking a full review of the LWVDS. Officers support this approach, especially given the context of a changing statutory environment, including Treaty Settlements outcomes resulting in Statutory Board management of Wairarapa Moana and the required response to the Ruamāhanga WIP.

A shorter term consent duration for the Barrage Gates will also enable GWRC to undertake targeted monitoring of the effects of the Barrage Gates on the Wairarapa Moana leading into 2027 for re-consenting the LWVDS (either in its current or a revised form), while meeting the requirements of the WIP and addressing the interests and concerns of mana whenua.

From 2027 any future Barrage Gates re-consenting activities would be fully integrated with the consents associated with the wider review, operation and management of the LWVDS.

3. Progress to date

Barrage Gates Consents

The current Barrage Gates resource consents, as noted above, are split into two separate consents, the first consent expires in February 2019. The renewal consent, enabling maintenance activities to be undertaken on the Gates was lodged on 8 August 2018 in agreement with Ngati Kahungunu and Rangitane o Wairarapa and was approved on 21 December 2018 for a term through to 2027.

The second consent required to support the continued operation of the Barrage Gates (i.e. the physical opening and closing of the Gates to dam and divert water flowing between Lake Wairarapa and the Ruamāhanga River) in the short term to 2027 needs to be lodged by the 1 March 2019, otherwise it will expire. A project team, which includes both Ngati Kahungunu and Rangitane o Wairarapa, is currently compiling technical assessments required in support of the Assessment of Environmental Effects.

Rangitane o Wairarapa and Ngati Kahungunu have, through discussions associated with reviewing the Barrage Gates existing consents and formally through the Ruamāhanga Whaitua process, noted significant concerns with how operation of the Barrage Gates and the LWVDS have affected Lake Wairarapa, Lake Onoke and values associated with these waterbodies (refer to **Attachment 2** for specific recommendations). A longer term (10 year +) timeframe for re-consenting existing water damming and diversion activities associated with the Barrage Gates operation is not supported by either Rangitane o Wairarapa nor Ngati Kahungunu.

LWVDS consents

A commitment will be required from GWRC to commence a review of the LWVDS prior to commencing any future re-consenting of the LWVDS operations and management that will be required in 2027.

It is unlikely that the short term consent application for the continued operation of the Barrage Gates would receive support from Ngati Kahungunu and Rangitane o Wairarapa in the absence of a GWRC commitment to promptly commence a review of the LWVDS.

4. Key issues, opportunities and challenges

The re-consenting of the Barrage Gates has identified issues, opportunities and challenges that are relevant to both the short term re-consenting of the gates operation and other consents associated with the long term operation and re-consenting of LWVDS.

These include:

- **Lake Wairarapa Water Quality**
- **Treaty Settlements-** Lake Ownership, Statutory Acknowledgements and Wairarapa Moana Statutory Board
- **Ruamāhanga Whaitua IP**
- **LWVDS review.**

These factors will need to be acknowledged and addressed as part of the Barrage Gates immediate short term re-consenting. They will also require particular attention as part of the ongoing review and operation of the LWVDS.

4.1 Lake Wairarapa Water Quality

The water quality of Lake Wairarapa is extremely poor (super-eutrophic). Ngati Kahungunu and Rangitane o Wairarapa, as recognised Kaitiaki for Lake Wairarapa, have identified that re-consenting status quo environmental outcomes is not supported.

The National Policy Statement for Freshwater Management (NPS-FM) has also provided a national direction for Regional Councils to improve water quality where systems are degraded. The NPS-FM also provides recognition for Te Mana o Te Wai which gives greater recognition to the integrated and holistic well-being of freshwater bodies.

Lake levels are also required to be managed in accordance with the Water Conservation Order for Lake Wairarapa. The current lake levels are set to manage the effects on bird habitat. There is currently little recognition for maintenance, enhancement or protection of fish passage and mana whenua values within the existing Water Conservation Order. In January 2019 a Ramsar application for Lake Wairarapa was submitted to the Minister of Conservation.

4.2 Treaty of Waitangi settlements

The Treaty of Waitangi settlements for Ngati Kahungunu and Rangitane o Wairarapa are very advanced.

Resolution of both settlements is expected to result in the ownership of the bed of Lake Wairarapa (approximately 6,955ha) jointly vesting in both Rangitane o Wairarapa and Ngati Kahungunu.

Both iwi have expressed a desire to see a change in the management regime applied to the Lake, which includes the operation of the Barrages Gates and LWVDS.

Shared redress legislation will also provide for the establishment of a Wairarapa Moana Statutory Board, which will act as a guardian of the Wairarapa Moana and the Ruamāhanga River catchment for the benefit of present and future generations.

It is anticipated that this Board will actively promote the restoration, protection and enhancement of social, cultural, environmental, economic and spiritual health and wellbeing of the Wairarapa Moana. It will do this, in part, by preparing and approving the Wairarapa Moana Board Document that will identify the Board's issues, values, vision, objectives and desired outcomes for sustainable management of natural resources in the Ruamahanga River catchment.

4.3 Ruamāhanga Whaitua

The Ruamāhanga Whaitua Committee has recommended a new water management framework for the Ruamāhanga catchment.

While the Whaitua Implementation Programme (WIP) is a non-statutory document, GWRC have received the WIP, and agreed to refer the regulatory proposals within the WIP to Te Upoko Taiao for incorporation into the regional plan, agreed to further develop the non-regulatory proposals within the WIP in conjunction with relevant external organisations, and to consider them in the development of the next Long Term Plan.

Recommendations 30- 32 (**Attachment 2**) from the Ruamāhanga WIP outlines that the health of the Wairarapa Moana needs to be improved over the next 60 years. Specifically, Recommendation 32 directly relates to the short term consenting of the Barrage Gates and the ability to trial different in-lake management regimes to help understand how the lake should be managed in the future.

Recommendation 32 has a 10 year timeframe attached for undertaking feasibility studies for different in lake management options for achieving the freshwater objectives that are outlined within the WIP. This recommendation has a direct impact on the renewal of the consent for the operation of the Gates.

Te Upoko Taiao- Natural Resources Plan Committee has been asked to produce a plan variation to integrate the regulatory recommendations of the Ruamāhanga WIP into the regional plan. This process is expected to lead to a

notified variation to the pNRP in late 2019. These changes will directly affect the future management and consenting of activities, including the Gates and LWVDS, within the Ruamāhanga whaitua.

4.4 Wider Scheme review

GWRC has identified in its current Long Term Plan programme a proposal to review the Flood Management Plan (FMP) and consents associated with the LWVDS from 2021. It is the project team's view that the re-consenting of the LWVDS will require an integrated catchment-wide assessment of the lower Wairarapa Valley that goes beyond the FMP to include the WIP, cultural, economic and social values. This is likely to involve developing a hydraulic model for the catchment and re-examining how the catchment is managed and used.

5. Commitments required

Associated with the completion of the short term Barrage Gates consent application document, a commitment will be required from GWRC to commence a review of the LWVDS prior to commencing any future re-consenting of the Gates and LWVDS operations and management required by 2027. It is unlikely that a consent application for the continued operation of the Gates would receive support from Ngati Kahungunu and Rangitane o Wairarapa in the absence of a GWRC commitment to promptly commence a review of the LWVDS.

In support of recommendations arising from the WIP, the short term Barrage Gates consents will seek flexibility in operating the gates, subject to appropriate conditions and management approvals, to assist with researching the effects of alternative operation modes on Lake Wairarapa, Lake Onoke, fish passage and aquatic and terrestrial habitats.

Looking to the future the Barrage Gates operation will also be required to demonstrate through future monitoring of lake water quality that, at the very least, the operation of the Barrage Gates are not directly contributing to exacerbating water quality issues. Barrage Gate operations will also be required to assess whether any alternative gate operation modes may assist with improving water quality. GWRC will also need, at the very least, to investigate options for improving water quality within the lake associated with the future review of the LWVDS, and any associated re-consenting of this scheme. At the same time, as part of a catchment wide review, the ongoing role of the LWVDS and its relevance to the regional economy would also need to be addressed.

At this stage no scoping of the scale of the investigations required has been undertaken as it requires a wider Catchment/Environment Management Group response. The Flood Protection component of the Long Term Plan budget for the LWVDS is currently \$2.1 million over 5 years.

As discussed earlier the short term Barrage Gates consent will need to include conditions that address the following matters:

1. Undertaking a comprehensive catchment wide review of the LWVDS and its effects starting in 2019. The condition will need to include an agreement by GWRC to commence a planning process to develop an Integrated Catchment Management Plan that incorporates the recommendations and outcomes of the WIP, a process for improving water quality within the catchment and a process for undertaking a full review of the LWVDS, including the development of a hydraulic model. Noting that this process would need to involve both Catchment Management and Environment Groups, Ngati Kahungunu and Rangitane and the community.
2. Undertaking monitoring and research on the Barrage Gate's function and effects. Monitoring and research will assess and evaluate the effects of the operation of the Barrage Gates on Lake Wairarapa, Lake Onoke, fish passage and terrestrial and aquatic habitats. It is anticipated that monitoring and research will assist with the wider review and potential re-consenting of the LWVDS in 2027. If changes to the current operation of the Barrage Gates are required, the effect of these changes will be assessed by GWRC through the submission of an Environmental Monitoring Plan. The process for preparing and submitting a plan will be set out within the consent application.
3. Establishing a working group (or similar) to help prepare environmental monitoring plans, establish a forum for discussing and resolving issues with the Barrage Gates and to form the foundations of an adaptive management group leading into the LWVDS review and wider ICM.

6. Summary

A short term 8 year re-consenting approach for the Barrage Gates, enables and actively supports:

- **An integrated LWVDS effects monitoring, assessment and review:** The development of an integrated monitoring and environmental effects assessment associated with the operation and management of the Gates and the LWVDS on Lake Wairarapa, Lake Onoke and the Ruamāhanga River. This would directly support the planned future review of the LWVDS, implementation of the WIP and contribute toward meeting the objectives of the NPS for Freshwater Management.
- **Barrage Gates re-consenting:** Short term re-consenting of the Barrage Gates, with provision for monitoring and research conditions aligned to the WIP and LWVDS review. This is supported by Rangitane o Wairarapa and Ngati Kahungunu.
- **Integrated Catchment Management:** The development of an integrated catchment management approach for the Lower Wairarapa Valley area that is actively informed by integrated monitoring and research activities associated with the operation of both the Barrage Gates and the LWVDS. The integrated catchment management plan would look at flood protection, water quality, aquatic and terrestrial ecological and habitat values, the Water Conservation Order applying to Lake Wairarapa, and achieving the outcomes of the WIP and consistency with the National Policy Statement for Freshwater Management.

- **Flood protection certainty for LWVDS scheme members:** Providing short to medium (8 year minimum) flood protection certainty for landowners through targeting re-consent for the continued operation and maintenance of the Gates to at least to 2027.

7. Consideration of Climate Change

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

7.1 Mitigation assessment

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

All the Departments 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 and will encourage suppliers and contractors to minimise emissions.

7.2 Adaptation assessment

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

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

8. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act).

8.1 Significance of the decision

Officers have considered the significance of the matter, taking into account the Council's significance and engagement policy and decision-making guidelines. Officers recommend that the matter be considered to have low significance.

8.2 Engagement

Engagement on this matter is unnecessary as it is part of the resource consent process.

9. Recommendations

That the Advisory Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees in principle to support the intent of the proposed conditions including:*
 - 1 *That GWRC will undertake a comprehensive catchment wide review of the Lower Wairarapa Valley (which includes the LWVDS) in advance of 2027; and*
 - 2 *That GWRC will as appropriate undertake active monitoring and research activities in the operation of the Barrage Gates in the interim period between 2019 and 2027.*

Report prepared by:

Tracy Berghan
Principal Planning Advisor,
Flood Protection

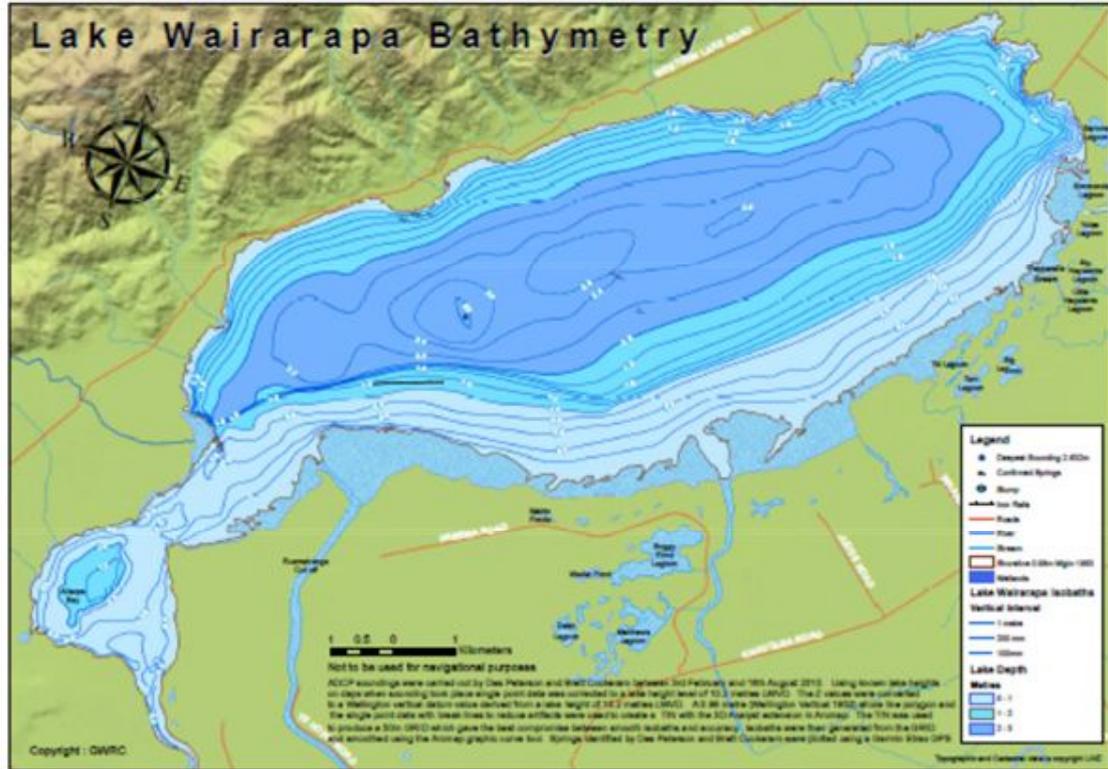
Report approved by:

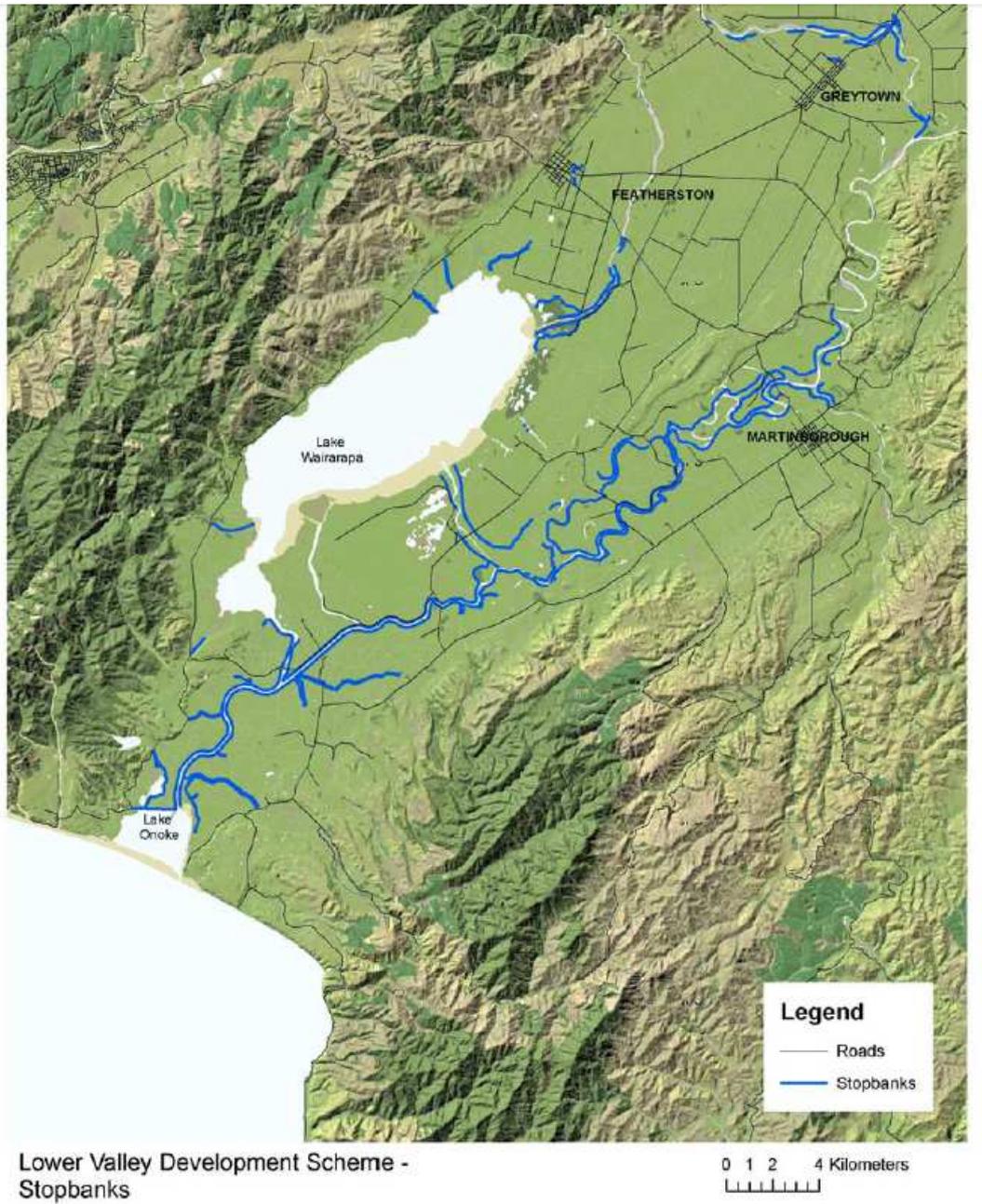
Graeme Campbell
Manager, Flood Protection

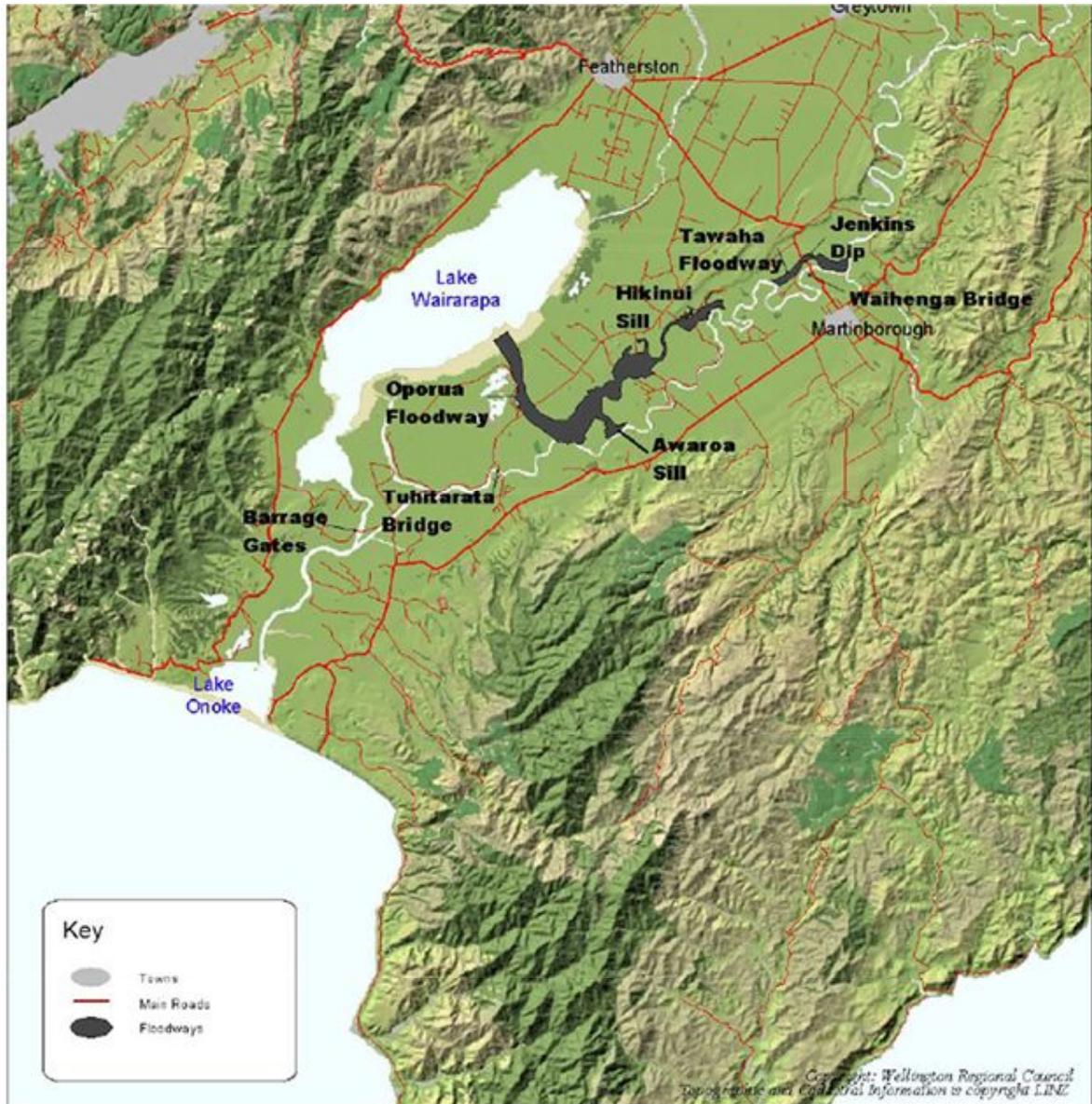
Report approved by

Wayne O'Donnell
GM Catchment Management

Attachment 1 to Report 19.32



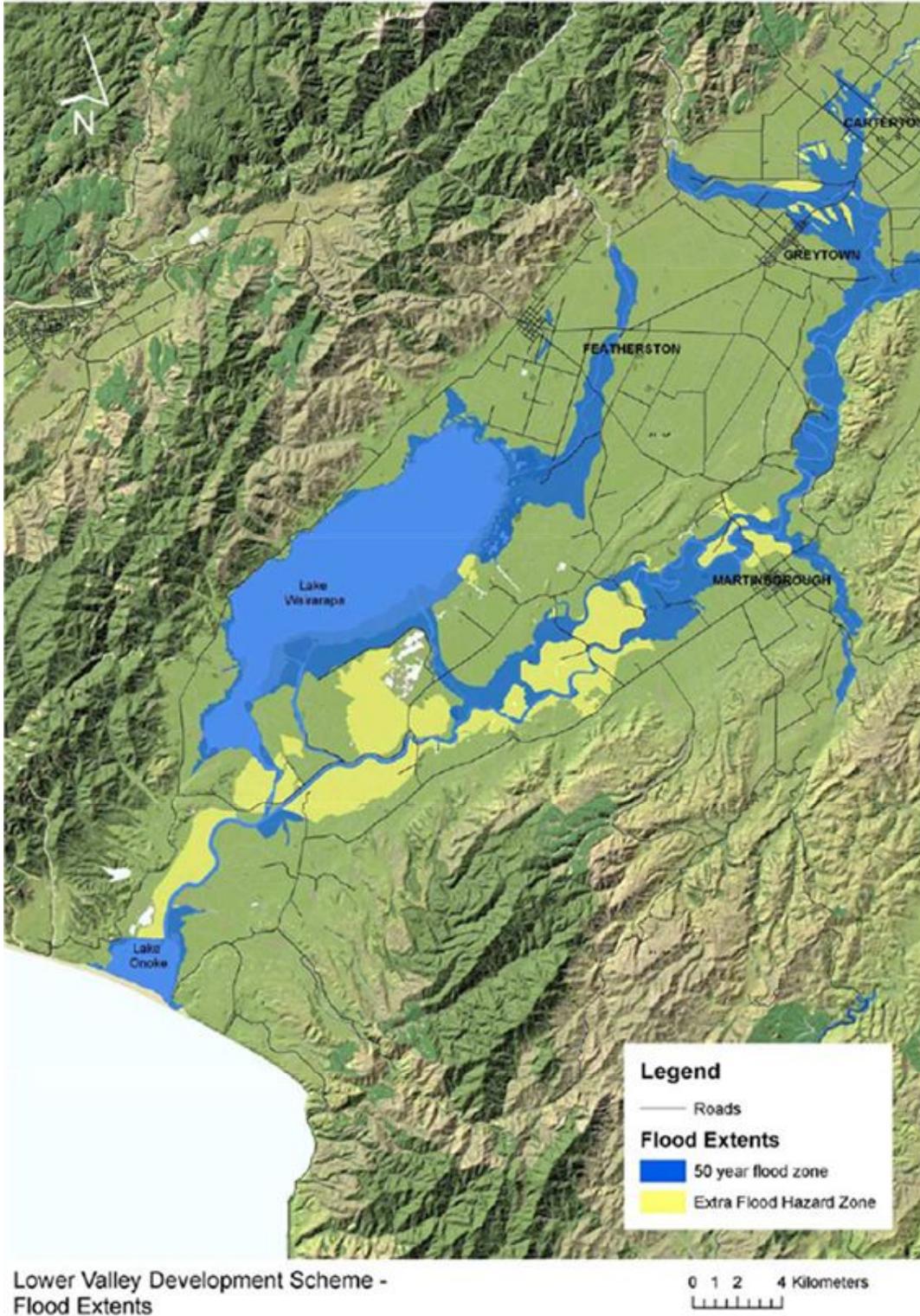




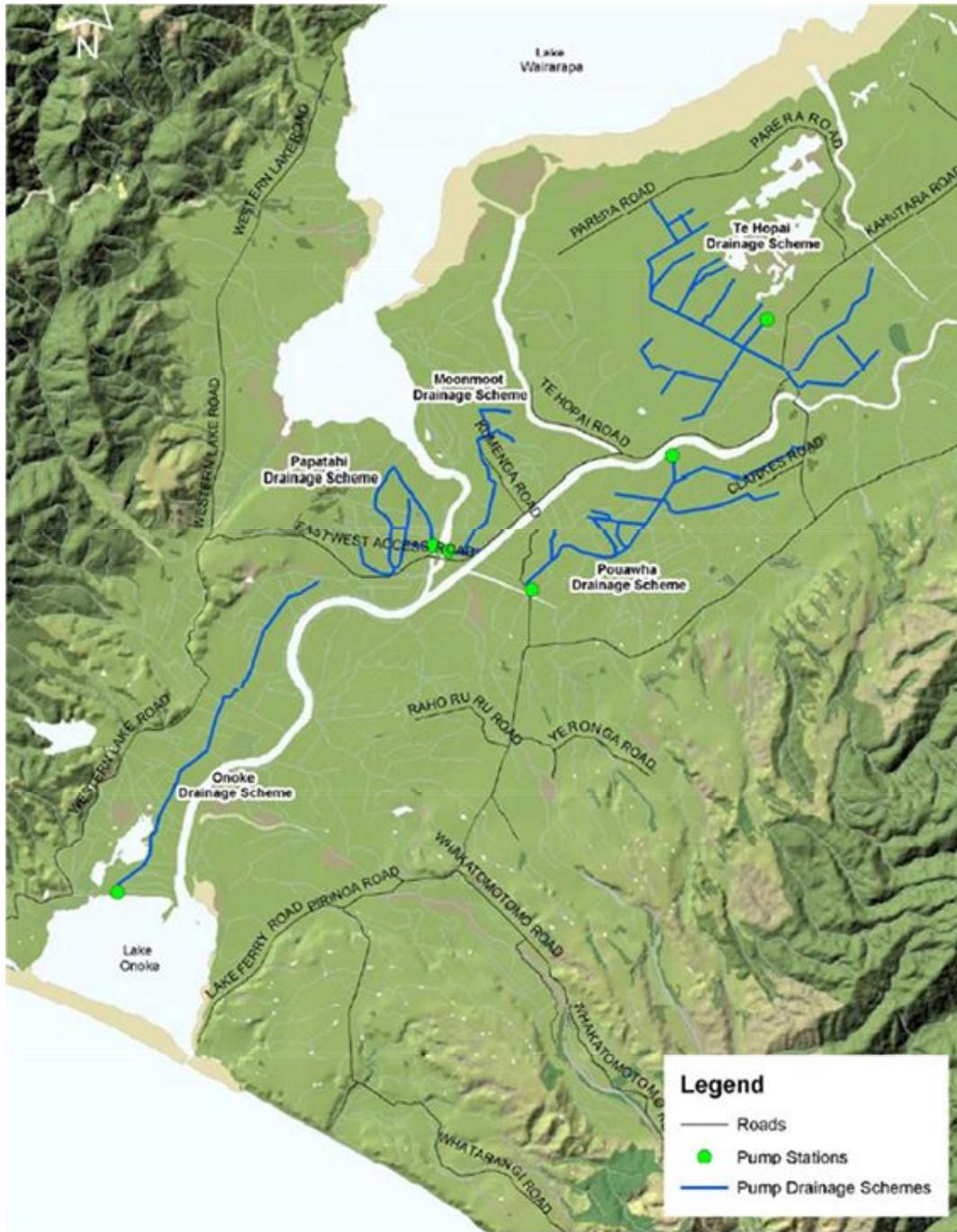
***Lower Valley Development Scheme -
Floodway System***

1:250000





Lower Valley Development Scheme -
Flood Extents



Lower Valley Development Scheme -
Pump Drainage Schemes within the LWDS area



Report	19.28
Date	7 February 2019
File	CCAB-10-678
Committee	Environment
Author	Grant Nalder, Harbourmaster

Review of the Wellington Harbour Risk Assessment

1. Purpose

This is to inform the Committee on the results of a review of our Harbour Risk Assessment. The report was received in September 2018 and has been considered by ourselves and CentrePort Ltd (CPL). We are comfortable with the findings and look for the Committee's support to continue being an active participant in the Port & Harbour Marine Safety Code and support the work that we have done and are planning to do to improve safety on the Harbour and in the region's waters.

2. Background

We commissioned an independent maritime expert, Marico Marine Ltd, to carry out a review of the Wellington Harbour Risk Assessment in 2013. The cost was shared with CentrePort Ltd (CPL).

The Council has agreed to support and take part in the Port and Harbour Marine Safety Code (the Code). The Code is a guide for safe operations of ports and harbours as a whole, based on a similar Code in the UK. It was first implemented in 2004 after a number of groundings in NZ ports. The objective of the Code is to ensure the safe management of ships navigating in New Zealand ports and harbours, including the prevention of injury to people, loss of life and damage to the marine environment (including property). The Code is a voluntary national standard.

Identifying, managing and reviewing the risks are a fundamental requirement of the Code. These risks can relate to commercial, recreational and regulatory activities.

In Wellington GWRC partners primarily with CPL to consider activities on the harbour. We work together to ensure activities are carried out in as safe a manner as is reasonable for the known risks. We also work with vessel operators and the various groups of recreational users to maintain an overview of all aspects of the port and harbour. The Harbourmaster is the designated

‘owner’ of the Code and focused on Navigation and Safety and the CPL equivalent is the Marine Manager who focusses on safe operations within a commercial environment.

The Maritime Transport Act allows Regional Councils to regulate to ensure maritime safety within the waters of their region (s33C) and the Council appointed Harbourmaster may use the powers and performs the duties in the Act, also to ensure maritime safety (s33E).

The Code requires all levels of the organisation to be aware of the risks and be on-board with the solutions. Reporting is via the regular reports to the Environment Committee and one off reports like this as required. The aim is to ensure you are informed of the work we have done and continue to do in this area and on any emerging issues. In a similar fashion CPL report monthly to the CPL board.

The intention was for the review of the initial Risk Assessment to be carried out within 10 years. This review was started within that period, however, for a variety of reasons, it has taken longer than intended to deliver. This has not been entirely without benefit as it now encompasses that impact of the 2016 Kaikoura earthquake and considers implications of that for the port now and in the future. The data included has been updated over the duration of the report.

I acknowledge the work not only of the Harbours team but also the Marine department at CentrePort, especially Marine Manager, Captain Charles Smith, for his patience and diligence in working with us on this review. The contents of this report on the risk assessment review has been discussed and input provided by Captain Smith.

3. The risk review

External reviewers by experts, such as Marico Marine, have the advantage of having worked on a number of different ports and not being involved in the day to day operation of a Port, so have a degree of impartiality. At the same time they are not as familiar with the location, systems and people and so take more of a snap shot in time, from their standpoint, rather than necessarily having a comprehensive understanding of the people and the normal operations. There is a lot of good information in this report and it provides a good external viewpoint of some of the risks associated with Navigation and Safety on Wellington harbour. The Risk Assessment review provides a good external view of how we are progressing and highlights areas to consider for further improvements or development.

Our initial Risk Assessment was undertaken in 2006, this found that the risks were generally well managed. It also identified areas for improvement and development. Several of these risk mitigation projects were instigated while that initial Risk Assessment was being carried out, and the remainder completed subsequently. These include the key risk mitigations of replacing the harbour tugs with newer more powerful tugs and upgrading the signal station and its systems at Beacon Hill. This is identified in section 6.1, as part of a summary of the previous recommendations and an update on their

progress. Some of the systems implemented at that time are now being upgraded again.

The Risk Assessment process continues to evolve and is not limited to those situations identified by external review. It has been the standard way of working in Wellington, prior to the Code being introduced, and is used to review changing situations, incidents or unique risks that come up from time to time.

Some examples of risks identified and managed, that were identified outside of the external review process include:

- The Hinds Point navigation aid; a scar on the Eastbourne coastline had been used as a back-marker to assist outbound ships to line up on the Front Lead. Over time regrowth has obscured this and as a result of discussion between GWRC and CPL, a new navigation aid is well underway and due for installation this year.
- Wellington Water's drilling work in the harbour was considered in terms of the shipping routes and if these need to be altered while work was underway. Restrictions around approaching the barge were also put in place.
- Partial demolition of the cruise terminal building due to earthquake damage meant the tanker berth at Aotea Quay is now more exposed to strong southerly winds. This necessitated looking at the adequacy of the mooring arrangements and consideration of wind limits until other plans were put in place. Tanker Masters have expressed concern of the mooring arrangements and CPL is considering fitting additional bollards to improve the berthing arrangements.

Figure 2: All Vessel Tracks by Type-Wellington Harbour

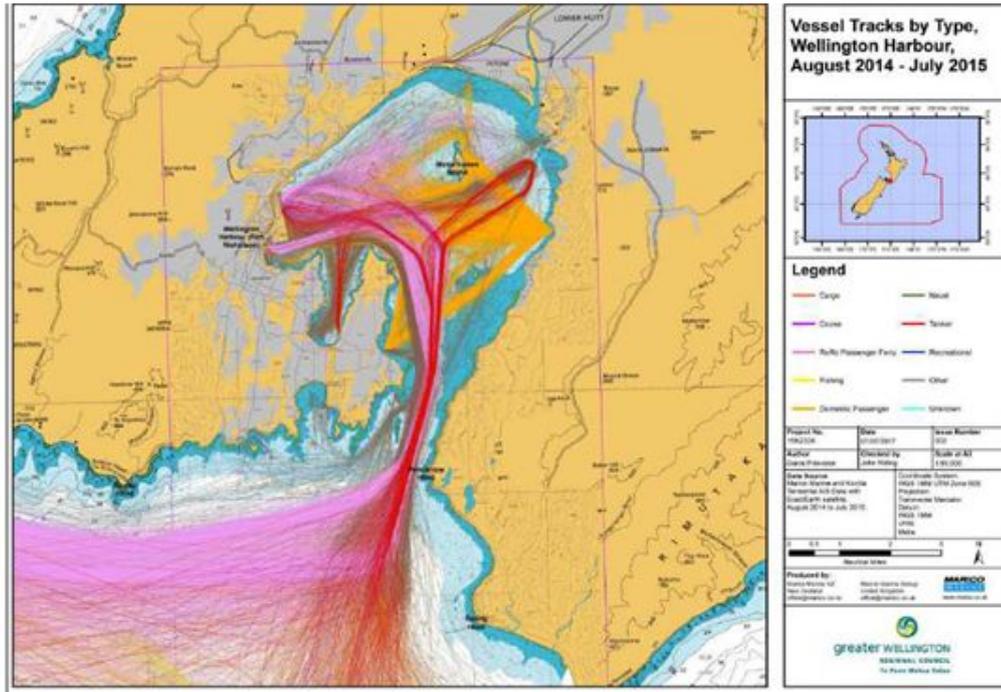


Figure 15 : All Vessel Tracks by Type – Wellington Harbour

4. Report conclusions and recommendations

Section eight of the report contains the conclusions and recommendations. Following are summations of these, and comment on each of these. The two comments containing the most detail follow on from this.

1. There is little change in the top risks, i.e. ferries rate very highly: grounding and collision at the entrance, berthing incidents, near misses with other vessels within the harbour, fire on board etc. The entrance as an area rates highly, with grounding or incidents between shipping near the top of the list. Other high ranking risks tend to reflect actual incidents that have happened, such as the harbour ferry grounding and a collision between a rowing skiff and a swimmer.

Answered separately below

2. GWRC and CPL are running an effective and well supported safety management system. This system should be reviewed and updated in light of the Risk Assessment review. The review of the SMS and its associated policies should consider more active traffic management and separation of some classes of vessels to reduce collision risks.

This is a pleasing comment and reflective of the long term approach to managing risk in Wellington by both GWRC and CPL. The traffic management suggestions are considered as part of point five.

3. Traffic analysis show a slight decrease in some types of commercial shipping but an overall increase in total numbers and size of vessels.

CPL has forecast increased numbers of cruise ships and log ships and that increasing number of ships will place a strain on their Marine staffing resources. CPL is looking at their current capability, how they work and are considering options for the future. Increasing demands are creating conflict between responding to short notice calls and rest periods for the crew. This should include additional staffing to increase the availability of the marine services i.e. tugs and pilots. This could have a significant improvement on safety by reducing response time for unplanned work i.e. breakdowns or weather related tasks including assisting ferries at short notice.

CPL Marine department has developed staffing models with a two year horizon to ensure that all marine operations are undertaken safely in a growth environment. This means being able to respond 24 hours to shipping requirements while at the same time preventing the negative effects of fatigue on staff. It has a long timeframe to enable recruiting and training of suitable marine professionals. Currently there is significant pressure on the Marine crews during busy periods and unplanned or short notice work, such as assisting the ferries, may get excluded. This could lead to significant delays or additional risk for these ships. If this planning is not put into place by CPL it is likely to lead to increased safety risks for shipping in Wellington.

4. CPL replacement of its Pilot Launch (September 2017) with a larger vessel has significantly reduced risks in relation to pilot transfers and crew fatigue.

This was done and Te Haa is working very successfully.

5. The upgrade to Beacon Hill went well and the new station is very well equipped, however there are still recommendations for increased staff training and a more active role for the station in the management of traffic movements. The lack of radar coverage in Lambton Harbour and along the main wharves is identified, with the recommendation that this coverage is increased.

Answered separately below

6. There are recommendations to CPL for upgrading the fenders at certain berths.

Some of this work is already done, with more planned. Any additional work would be covered as part of the post-earthquake redevelopment work.

7. Windage and berthing; given the increase in size of some high windage vessel such as cruise ships and car carriers, there is a recommendation for looking at wind load limits for various berth, ships and conditions.

This work is being done by CPL as part of their post-earthquake recovery and redevelopment. Standard Operating Procedures are already in place to manage large ships. Where other factors change, such as the removal of the cruise terminal building this work is carried out as required. CPL is looking at bringing the ability to calculate mooring loadings and design suitable mooring arrangements in house to assist in this work.

8. Improvements to the wave information available from the Harbour entrance.

Discussions were had with CentrePort and NIWA around costs and benefits of a second wave recording buoy at the harbour entrance. Aside from redundancy, there is no current benefit to a second buoy; neither is there any cost saving by operating two. NIWA have been working on improving their data reliability from the current buoy. If the CPL dredging project goes ahead the redundancy of the second buoy is likely to be needed. The plan to change the data system to enable it to be displayed on vessel AIS systems has been delayed as currently there is only one of the ferries, with updated software, able to view that type of information. In time this will be re-visited once system upgrades are more common to make this feasible. Short term CPL have contracted MetOcean to provide a twice daily analysis and forecast for the harbour entrance based on modelling from the data provided by the waverider.

9. Updating documentation (internal and external) as a result of this review.

The external publications will be provided with the current information as they undertake their own reviews; past experience has shown they do not always take advantage of all the information provided. CPL regularly review their SOP's and information provided to ship's Masters.

We will begin a review of our Safety Management System this year and our systems will be reviewed by an external panel in May this year. The review is largely around the processes used to ensure the Harbour is operated safely and how change is dealt with. I do not foresee any significant changes in that process.

10. Pilot boarding ground "Delta" options for use of this boarding ground inside the harbour.

There has been a move away from using this boarding ground in recent years. The new pilot launch has increased the operating range and safety margin for pilot transfers and increasingly CPL are using other approaches such as flying the pilot to the ship's previous port when adverse weather conditions are expected. The report advocates for increased traffic management by Beacon Hill and more use of this boarding ground. It is still important to maintain this option for dealing with some ships in specific circumstances.

11. CPL options for reconfiguration post-earthquake and future resilience planning.

These are considerations that CPL are considering and they have developed a Regeneration Team, including the Marine Manager, to focus on the future. This includes using simulators to assess how larger ships can be safely berthed. Our focus, in terms of Navigation & Safety, is how re-shaping the berths and shifting vessel types has an impact on overall navigation and safety in the harbour.

12. Cross harbour ferry; issues around and rising from the grounding in April 2017.

Subsequent to the grounding in April 2017 in Worser Bay and, looking at some of the factors leading up to this, we put in place a near shore monitoring zone around the north end of Miramar peninsular to alert Beacon Hill to any AIS equipped vessels travelling too close to shore at too high a speed. Relevant harbour users were informed of this, and with the publicity around the event, this warning has not yet been triggered. The suggestion around marking the rock is considered excessive for what is being achieved. The issue was the operation of the ferry not the presence of the rock. Vessel traffic is monitored and unusual or non-compliant behaviour is followed up.

13. Recreational craft; radio reporting requirements and suggestion around swimmer/rower interaction in Oriental Bay.

Some of the suggested radio reporting procedures have been in place for over 10 years. While more comprehensive vessel movement reporting seems like a good idea, it runs the risk of creating congestion on the radio and having the opposite of the desired effect, increasing clutter and risking missing hearing useful information. Compliance by recreational boat operators would likely be low and hard to police.

In regards the multiple users in Oriental Bay, specifically the swimmers and rowers, we are constantly monitoring this and working with both groups to improve this situation. The report notes separation would be the ideal solution, however makes no suggestions on how that may work. This is likely because there is no simple solution rather on going education, reminders and vigilance is required to keep the situation as safe as is possible.

Risk Scoring

Reporting on risks and risk management is changing. Traditionally the scoring of the risks and steps to reduce that score has been the focus of risk assessments. Risks are reduced to scores as a means of comparison and ranking. This can lead to a focus on the rating number rather than the issue it represents. A 9.1 might be an extreme risk, however a couple of changes bring that to 8.9 that becomes acceptable. The reality is however, it is still a high risk; it has just dropped an arbitrary boundary and the colour coding may have changed. Another approach when considering risk mitigation is being termed the “due diligence” approach. Rather than doing what can be done solely to reduce the risk score, consider what reasonable action(s) should be taken in light of the risk. This has in part come from the legal profession and

models what is likely to happen in a court review process should an incident occur. We support the latter approach; actions need to be taken for their actual benefit more than solely their scoring result. It can be seen in the risk scoring in the review, that some positive actions do not change the risk score at all, and that is acceptable as an appropriate action has been taken.

Risks - From note 1 in the Conclusions above

The highest risks are focussed around the harbour entrance, either groundings or interaction between vessels. This is clearly highlighted in the report, however tables below show a nominal decrease in the risk. This is in part due to improved practises both ashore and on-board the shipping. The information below gives some indications that, although the risk score may be decreasing, the consequence is on the rise. The reviewer makes recommendations regarding Beacon Hill in this section of the conclusions, they are addressed under the Beacon Hill heading.

Figure 2: Top ten risks 2018 review

Rank	Hazard Ref.	Accident Category	Hazard Title	Residual Risk	Inherent Risk	Baseline Risk
1	5	Grounding	RoRo Ferry Grounding, Entrance	5.58	6.46	6.03
2	20	Collision	RoRo Ferry and large vessel in Conflict (Within Harbour Waters)	5.01	5.92	5.77
3	46	Contact Berthing	Contact Berthing, Pilot Exempt Vessel (RoRo Ferry).	4.9	5.71	5.59
4	28	Collision	RoRo Ferry and Tanker in conflict within harbour.	4.88	5.83	5.5
5	83	Collision	Rowing Skiff and Swimmer Collision	4.76	4.95	4.9
6	78	Contact Berthing	Tanker Contact Berthing - Seaview Jetty	4.61	5.33	5.27
7	1	Grounding	Large vessel Grounding in Harbour Entrance/ Approach	4.59	5.44	5.26
8	70	Fire/Explosion	Fire on RoRo Ferry Within Harbour Limits	4.54	4.9	4.84
9	19	Collision	Pilot Launch and Vessel in Heavy Landing During Transfer Operations	4.46	5.34	5.16
10	79	Equipment Failure	Personnel Injury during Life Boat Deployment	4.45	4.47	4.45

Figure 3: Top ten risks 2006 risk assessment

Rank No.	Hazard Reference	Hazard Description	Risk Overall	Risk By Consequence Category							
				M L				W C			
				People	Property	Environment	Stakeholders	People	Property	Environment	Stakeholders
1	5	Ferry grounding at the harbour entrance	6.81	6	0	0	8	7	7	7	7
2	21	Two ferries in developing collision situation during an overtaking or passing manoeuvre near alter-course waypoints.	5.75	0	0	0	7	7	7	6	7
3	18	Passenger ferry and large vessel in developing collision situation, wider angle of approach.	5.75	0	0	0	7	7	7	6	7
4	20	Inbound passenger ferry in developing collision situation with outbound container or large vessel (or tanker departing Evans Bay by night).	5.68	0	0	0	7	7	6	6	7
5	54	A vessel with high windage breaks mooring lines in high offshore winds (other than a vessel berthed at a finger berth).	5.61	0	6	0	0	7	8	3	7
6	46	Ferry berthing without tug assistance in adverse weather in heavy contact with berth or adjacent vessel.	5.59	0	6	0	6	6	7	3	7
7	27	Yacht engaged in racing and ferry or large vessel in developing collision situation.	5.29	0	0	0	6	8	6	0	7
8	1	Inbound large vessel (> 500GT) in grounding situation in adverse southerly conditions through operational failure.	5.28	0	0	0	6	6	7	7	7
9	44	Ferry berthing at Rail Ferry Terminal (RFT) in heavy contact with berth or adjacent vessel.	5.28	0	6	0	6	6	6	0	7
10	59	Leisure craft founders in the harbour.	5.22	6	0	0	6	7	3	0	7

Passenger ships are increasing in size, both cruise ships and the next generation of Cook Strait ferries. Cruise ships are increasing in number quite significantly (85 visits last summer to 108 this summer and 120 visits next summer). Their frequency and size does increase the risk. It is the increasing passenger numbers that dramatically increase the consequence, i.e. the risk to life in an accident. The current largest visiting cruise ship carries 5,400 passengers and crew.

Outside of the risk to the ship and her crew/passengers there are significant environmental and economic risks associated with a grounding or collision at the entrance. Fuel oil in the harbour and/or the entrance channel being restricted (or blocked) for a prolonged period of time would cause significant environmental damage, disruption and costs to the region.

Separate to this report, last year we received a report on wreck liability insurance commissioned by the Regional CEO's group. It identified Wellington as having the largest potential wreck liability risk in New Zealand. This was due to the size and number of ships passing our coastline, as well as the frequent sailing of the Cook Strait ferries. The Cook Strait ferries alone account for about 3,200 return trips every year. The Risk Assessment deals with Wellington Harbour however, as noted in the back-ground; the Maritime Transport Act gives GWRC the responsibility for maritime safety throughout the regions waters. There is significant traffic, in size and volume, going past our coasts that do not call into Wellington but never the less still pose a risk to our coastline and region.

The Risk Review report identifies the weakness in the towing capacity (Section 6.4) for out of harbour work. In terms of the entrance and harbours approaches, in bad southerly weather, this can mean anything south of Steeple Rock. CPL has two very good tugs, well maintained and operated and suitable for their purpose, which is to assist with the manoeuvring and berthing of vessels in the sheltered waters of the port.

How this risk is managed is a challenge. Process and rules will only go so far, at some point there will be a need to physically provide assistance to a vessel in difficulty. The report into the *Wahine* sinking identified that the then Harbour Board should invest in tugs that had some salvage capability, which they did. Those tugs have now gone and we again lack that open water salvage capability. This is not in any way a criticism of CPL, who made efforts to address this issue. Working outside of the relatively sheltered harbour for towage and/or salvage is not CPL's core business and was outside of the scope of requirements when the current tugs were purchased. At the time CPL approached Maritime NZ to seek a one off capital contribution to upgrade at least one of these tugs to have out of port capability, unfortunately they were unsuccessful.

In theory this risk could be mitigated by a third party supplier of salvage and towing. Informal conversations with a local company for indicated that the cost of keeping a coastal tug stationed in Wellington, between commercial work, (i.e. the tug would not always be here) and still requiring a crew to be found when required, would be between \$600,000 and \$1M per year. That does not provide 24/7 coverage. At the time the current tugs were built the additional capital cost for a tug capable of working out of the harbour would have been about \$1M. That would have been a one off cost as any additional maintenance costs would be negligible and most likely covered by CPL's regular maintenance budget.

It must be noted that a coastal capable tug does not guarantee success should an incident occur in Cook Strait, but it does provide an option that is not currently available. It could be the difference between an orderly passenger evacuation and a panicked one, it may give the ship's engineer's time to rectify an engine problem, and it could give time to transfer fuel out of a vulnerable fuel tank or allow grounding in a more sheltered location. If, in

the 20 to 30 year working life of a harbour tug, it carried out any of those task just once, it would pay for itself many times over.

CPL is currently reviewing the availability and coverage of their marine services. This is initially focused around service delivery. The number of tasks required of the Marine department, especially the tugs, is increasing and expected to continue to do so. This has to be balanced against managing crew fatigue and also vessel maintenance time. The likely result is in increased staffing and following on from that a third tug.

When CPL reach the point of considering a third tug, I strongly recommend that we consider providing support, in whatever form is appropriate, to ensure that it has out of port/salvage capability. CPL's business case for a tug would not have changed since the last new tugs were built, however given our wider responsibility and our relationship with CentrePort, 'upgrading' a harbour tug provides GWRC's best and most cost efficient option for fulfilling our safety obligations to the region.

As identified passengers on ships create a high consequence should they need to evacuate a ship at sea. Currently over 1.5million passengers travel through the entrance each year, and that number is increasing. Getting off the ship safely is a challenge, what happens once they are afloat in lifeboats is no less problematic. Unfortunately we have a large amount of very unforgiving coastline. Currently, Central Region Coastguard is looking to update their replace their rescue vessels both for Wellington and Mana. Aside from their normal patrols and rescue work, in the event of an incident with a passenger ship (this could be ferry or cruise), along with the Police Maritime Unit these vessel would be an invaluable resource. Coastguard's plan is to build two new identical vessels that will be suited to working in Wellington harbour and Cook Strait. Both would be able to respond to an incident anywhere in the Strait. Their funding campaign is underway for this. I will be monitoring their progress in this regard as failure to make their fundraising target (about \$3.5M) presents a risk in terms of life saving capability for the region.

Figure 4: The harbour tugs; Taphui and Tiaki



Photo: Peter Stacey

Beacon Hill upgrades

The new station has been in operation now for just over nine years. It has proven itself fit for purpose and is a significant improvement on its predecessor. The staff are competent, know their role and enjoy working in the station. We are fortunate that we have a very low staff turnover at Beacon Hill. The move to the new station provided an opportunity to



update systems. There was training on our new navigation system at installation. The staff training procedures and operational documentation has been reviewed, updated and consolidated.

Section 6.2.2 of the report provides very positive feedback and notes a comment from one ship about Beacon Hill “....as being the leading port radio for giving out detailed instructions..... Most other ports do not do this.” It also notes that there can be variances between different operators on different days.

We are at the stage now of starting the first significant update of equipment at the station since the new station opened. This involves the replacement of some equipment and a software update to the navigation system.

The report's writer has a strong opinion that we should be working at VTS (Vessel Traffic Service) level. This is an internationally recognised standard that has rigorous training requirements and on-going commitments. VTS requires the competent authority, in our case Maritime NZ, to enact legislation to enable this. At present there is no signalled intention from Maritime NZ to go down this path and overall traffic densities in NZ do not suggest it is required. In speaking with ferry masters who have worked at ferry ports, mostly in the UK, they consider traffic density here to be very low.

We do not see the need for a legislation change or introduction of VTS requirements in NZ. That does not prevent us from using the VTS training program to provide a solid framework to upskill and improve service delivery with current staff and provide a solid basis for training new staff in the future. We have a service level agreement with CPL that covers the operation of Beacon Hill and the harbour navigation aids, and they are very supportive of the proposed upgrades in terms of equipment and training.

There are no training organisations in New Zealand currently providing this type of training. We are approaching training providers seeking proposals for two aspects of staff training. We are looking for training to update staff on additional functions and features of the navigation software as well as delivering the relevant parts of the VTS training program. When the navigation system was first installed it was new technology to all the staff, now they are familiar and comfortable with it, there is potential to make better use of the features it has to further improve the service. The basic VTS course (V103-1) may be able to be delivered in a modular format and that is something we want to explore further. Nationally, two other ports have put staff through similar training and I have spoken with two more Harbourmasters that would like to have staff in their ports complete this also. Given this type of training is quite specialised there is potential benefit for us to work with other regions to bring this expertise into the country. This would assist in raising the standard of service nationally and in a consistent manner. We would also look to develop a training program, to supplement the on the job training currently employed, that could be delivered locally to cater for staff replacement as required. There is capital spending this year on equipment and software upgrading, between that and normal operational budget we hope to cover the costs of this training.

The report makes several recommendations concerning Beacon Hill having more input into traffic management. This is a departure from their existing function of relaying information between vessels, pilots etc. There are two aspects to this, the delivery side of Beacon Hill providing the additional service and more importantly the discussion between GWRC, as Harbour Authority and the relevant harbour users as to how this would work. These are options that need to be considered alongside the training requirements. If or how this should be done will be the result of discussion between GWRC, CPL and the major harbour users (primarily the ferry companies). These discussions should aid in clarification of the issues and raise identify solutions that may or may not include increased traffic management.

Inner Harbour Traffic monitoring coverage

The inner harbour radar coverage (or lack of it) was identified both in the report and also by Beacon Hill staff, as a blind spot. This part of the harbour has vessels that do not have AIS, meaning that Beacon Hill is not able to effectively track vessels and monitor traffic. It is an area where there is potential for conflict between large and small vessels. We have identified a likely location and would look at providing both radar and CCTV (with thermal imaging) coverage of this part of the harbour. This is something that may need to be provided for through the Annual Plan within the next couple of years, with an estimated cost of about \$200,000.

Figure 5: An example of the clarity of a thermal imaging camera



In addition, we are currently looking to improve our AIS coverage, both up the east coast and through Cook Strait. We are working with Marlborough District Council for part of this work, including data sharing. One of the benefits of this will be to provide berth to berth monitoring of the ferries. This compliments with work by several South Island Harbourmasters to share data and link coverage to give us all a better overview of shipping movements. CPL currently pay a third party provider for AIS data between Cape Egmont, East Cape and Banks Peninsula, by working with the adjoining regions we should be able to provide the same service at significantly less cost to them. This development will have low initial costs and we expect to meet this out of existing operational budgets.

5. Conclusion

This report has been prolonged, but due to updates and re-writes by the authors there has been some benefit to us in that. The report has given us an external view, from a maritime expert familiar with risk in a number of different ports. The review supports the path we are on in terms of how the port is managed and identifies areas for improvements. There are other views that we may not agree with, but are valuable areas for discussion between ourselves, CPL and other harbour users.

Our focus now is to continue the upgrades we have started, refined by the comments and discussion coming from the Risk assessment review report.

6. Communication

This Review report has been made available to some harbour users that are directly involved in activities on the harbour; this includes CentrePort and the ferry operators. It will be made available electronically on request. No additional external communications is proposed as an outcome of this report.

7. Consideration of climate change

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

7.1 Mitigation assessment

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have no effect.

Officers note that the matter does not affect the Council's interests in the Emissions Trading Scheme (ETS) and/or the Permanent Forest Sink Initiative (PFSI)

7.2 Adaptation assessment

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

Officers have considered the impacts of climate change in relation to the matter. The increase in extreme weather events could be considered an additional driver behind some of the work here. In terms of berthage and wind loading an increase in severe weather events combined with larger windage vessels requires on-going berth upgrades. Similarly these same conditions will require developing strategies and systems to handle more frequent occurrences of extreme weather.

8. The decision-making process and significance

The matter requiring decision in this report Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

8.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into

account. Officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

8.2 Engagement

Copies of the Risk Assessment review have been provided to the two ferry companies and Central Region Coastguard; further copies are available on request. The review will provide input for the on-going discussions we have with the various stakeholders on issues on navigation safety and harbour management. Work done as a result of this report will be communicated with other harbour users by various means depending on the requirement. CPL as a Code partner and co-funder of the report has copies and will be reporting internally to their Board.

9. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Endorses GWRC's position as an active participant in the on-going implementation of the Port & Harbour Marine Safety Code.***
4. ***Notes the on-going upgrades to navigation systems in order to mitigate risks identified by Risk Assessment as part of the Code process.***
5. ***Acknowledges CPL and their work as partners in the Port & Harbour Marine Safety Code and encourage their continuing improvements to marine services in line with the Risk Assessments.***

Report prepared by:

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Report approved by:

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Environment Management
Group



Report 2019.29
Date 7 February 2019
File CCAB-10-679

Committee Environment
Author Jake Roos, Acting Climate Change Advisor

Update from the Climate Change Working Groups

1 Purpose

To update the Committee following the latest meetings of the Wellington Region Climate Change Working Group and the Greater Wellington Councillor Climate Change Working Group.

2 Background

2.1 Wellington Region Climate Change Working Group

Greater Wellington, along with the region's city and district councils, established a Wellington Region Climate Change Working Group (WRCCWG) in 2017. Greater Wellington convenes and chairs the group, which comprises a councillor from each council across the region and three iwi appointees nominated by Ara Tahi.

The WRCCWG provides a forum for councils and iwi to network, discuss issues, share information and, where appropriate, achieve a consistent approach across all jurisdictions on climate change mitigation (reducing greenhouse gas emissions) and adaptation (preparing for impacts such as sea level rise, drought and enhanced natural hazards effects). The WRCCWG is supported by two officer-level groups, the 'Low Carbon Transition Steering Group' (mitigation) and the Natural Hazards Strategy Working Group. It also has formed a sub-group of both councillors and officers to develop a plan for community-led coastal adaptation planning.

2.2 Greater Wellington Councillor Climate Change Working Group

Greater Wellington has a Councillor Climate Change Working Group. This group meets every 6-8 weeks to discuss climate change matters.

The Environment Committee has requested regular updates of the activities of these two working groups.

3 Comment

3.1 Wellington Region Climate Change Working Group

Items at the WRCCWG meeting of 10 December 2018 included:

3.1.1 Dr Alex Pezza - Updated climate change projections and new sea level rise mapping tool

Dr Pezza explained that the 2014 IPCC sea level rise estimates are underestimates because they exclude the contribution of ice-melt in Antarctica, which at the time of publishing was not well understood. We will need to add on an extra 0.33 – 0.77m sea level rise by 2100 because of this (i.e. between 0.68m and 1.75m total in the low and high emissions scenarios respectively).

3.1.2 Steve Canny (Venture Southland) presentation

Mr Canny spoke (by video link) about Venture Southland's climate change mitigation work over the last decade. For example the Wood Energy South programme (that replaced coal with wood fuel) mitigated 235,000 tonnes of CO₂ in the period 2013-17. He also outlined the new 'carbon-neutral Southland' (meaning all GHG emissions) project they are leading, which involves a broad partnership of businesses and others. Steve noted dairy sector is keen to reduce emissions but need 'ideas and advice'.

The Group passed a motion recommending to the Wellington Regional Strategy Committee that an amendment be made to the Letter of Expectation to request WREDA take a leadership role with businesses in the region on mitigation and adaptation of climate change, working with the Wellington Region Climate Change Working Group.

There was a discussion about inconsistency in climate change discussions; for example, councils are considering a new waterfront arena when the area will eventually be inundated. The group agreed that it is important for councils to understand that climate change means the 'business as usual' assumptions underpinning decision-making must change.

3.1.3 Iain Dawe – coastal planning subgroup report back on vulnerability assessment work

The consultants are producing heat (colour coded) maps of vulnerability are being produced based on a wide range of criteria and will report back to the subgroup on 17 December with their findings. It was noted that new subdivisions are being consented in vulnerable areas, so there is some urgency. There was some discussion about the community panels that will be established as part of this work, and how the vulnerability information can be presented to the community.

3.1.4 Jake Roos (GWRC) and Damian Sligo-Green (Bamboo Creative Ltd) – Wellington Region 2050 Emissions Calculator

A demonstration of the draft calculator explaining its features was given. The calculator shows how 'big picture'/systemic changes to activities and

technologies in the region affect emissions out to the year 2050. It is intended to give a sense of the kind and scale of changes that will be necessary to reach net zero emissions or any other level of emissions and will be useful for planning and engagement with all kind of stakeholders and interested parties. Individual districts can be modelled by the calculator as well as the whole region¹.

A March 2019 launch for the calculator was suggested, and there was a discussion about the communications plan associated with this.

3.1.5 Cr David Lee (WCC) –

Councillor Lee reported back on his Low Carbon Development Forum trip to Shanxi Province, China.

3.1.6 Jörn Scherzer (Sustainability Manager, HCC) – Update on Hutt City Council work on its corporate carbon footprint and key emission sources

Hutt City Council adopted an Environmental Strategy in 2014. Unfortunately this has not had a significant influence on emissions. Electricity consumption has increased but emissions have decreased from electricity because of the increasing share of renewable electricity in the country. The growth in council's energy emissions is from increased gas use.

Hutt City Council is considering adopting a target of Council and CCOs being net-zero by 2050². The difficulty of dealing with landfill emissions was discussed and it was noted that a high enough carbon price would eventually mean landfills will become a liability instead of a source of income, which will change councils' view of them.

3.2 Greater Wellington Councillor Climate Change Working Group

3.2.1 Meeting of 2 November 2018

Cr Sue Kedgley reported back on the Climathon 2018 event, at which 150 young people participated. The problem set had a focus on mitigating emissions from aviation.

The group reviewed GWRC's current emission reduction targets. GWRC's corporate greenhouse gas reduction target is part of the Corporate Sustainability Action Plan (CSAP) and is a 10% reduction in 2019-20 compared to 2014-15. Jake presented some of the results from the latest monitoring report for this plan. This shows emissions have increased 23% in 2017-18 compared to baseline.

This information is included in the annual report, and the group would like to see the target and trends also included in this document going forward. It was

¹ Wairarapa councils have been combined in the app

² Note that subsequently they have adopted this target

suggested that the scope of reporting could also be widened over time from mitigation to both mitigation and adaptation.

Regarding the other council-associated entities, councillors discussed the importance of including objectives relating to the measurement and reduction of greenhouse gas emissions in the Statements of Corporate intent for council owned entities and organisations. A collaborative approach to this is preferred.

3.2.2 Meeting of 17 December 2018

The EV Support Strategy project was discussed with Ray Hardy of Wellington Electricity, and some initial findings that would inform the strategy were presented. The need for collaboration was discussed, as well as the need for significant investment in charging infrastructure and electrical capacity for buses and commercial vehicles and the need for a forward plan.

A discussion paper was presented on setting a target for GWRC to become 'carbon neutral' (net-zero greenhouse gas emissions) corporately and for areas of ownership/shareholder and contractual interest. The group agreed this needs to be workshopped with all councillors. A workshop with councillors following an Environment Committee meeting was mooted, and this will likely take place in March.

A presentation was given on various climate change vulnerability, risk and sustainability reporting frameworks that council might consider.

4 Communication

No external communication is proposed as an outcome of the consideration of this report.

5 Consideration of climate change

No decision is being sought in this report. The matters addressed in this report have been considered by officers in accordance with the process set out in the Greater Wellington's Climate Change Consideration Guide. Because this report addresses the actions of Greater Wellington's Climate Change Strategy directly, climate change assessments are not required.

6 The decision-making process and significance

No decision is being sought in this report.

7 Recommendations

That the Committee:

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

Report prepared by:

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Report approved by:

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Committee Environment
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General Managers' Report to the Environment Committee meeting on 14 February 2019

1. Purpose

To inform the Environment Committee of Greater Wellington Regional Council (GWRC) activities relating to the Committee's areas of responsibility.

2. Key/Strategic issues

2.1 Biodiversity

Ara Tahi has appointed an ohu (advisory group) to support the Wellington Regional Biodiversity Framework project team. The ohu comprises three representatives from mana whenua partners from the western, central and eastern parts of the region. An eastern representative is still to be appointed. The ohu will ensure the collaborative working group for the project (once appointed) adopts a holistic perspective to inform their work within a mātauranga Māori framework. The ohu members will also help to form the terms of reference for the project and select members of the collaborative working group, which is expected to be established by early April.

Biodiversity and Environmental Policy staff are working together on GW's response to Hutt City Council's (HCC's) recent decision not to notify Significant Natural Areas (SNAs) on private land in their district plan as part of a proposed district plan change. The Forest & Bird Protection Society has filed proceedings in the Environment Court seeking a declaration and enforcement orders to proceed with the plan change. This week GW notified the Court of our intent to be a party to the proceedings due to our interest in the implementation of policies in the Regional Policy Statement that are in place to protect biodiversity with significant values.

2.2 Whaitua committees

Whaitua Te Whanganui-a-Tara Committee had its first meeting on 8 February 2019 on Matiu/Somes Island. There has been a lot of interest in our whaitua

processes and this one for Wellington and the Hutt Valley will have a high profile. There is a lot of interest in the streams, rivers and harbour with many people and organisations affected by the decisions the Committee will make.

Key matters that the Committee will be considering are the health of the Hutt River (e.g. cyanobacteria), urban streams (e.g. a lot of concern with Karori Stream) and to improve recreation and māhinga kai opportunities in the rivers and harbour. Wellington Water are a key organisation for the Committee to link in with, and while they are not on the committee, they are represented on the project team. The project team will also be drawing on much of the learnings from Te Awarua-o-Porirua Whaitua as many of the issues similar.

Te Awarua-o-Porirua Whaitua Committee has nearly completed its four year programme of work and is in the final stages of completing its WIP. The WIP will be presented to Council on 11 April 2019. Officers are considering the implications on Greater Wellington now and how various teams can work together to deliver the required outcomes. To achieve many of the objectives recommended by the Committee, Greater Wellington will need to work closely with Porirua City Council, Wellington City Council and Wellington Water through a holistic approach to improving streams and harbour health.

3. Catchment Management

3.1 Flood Protection

3.1.1 Operations, Delivery and Planning

In the Hutt River rock delivery for the Gibbon Street erosion repair works is nearing an end, with work to construct the rock line in the river programme to start early February.

Construction has started on three 750 tonne rock groynes at Dakins Road, Ruamāhanga River to stabilise the river bank and prevent further bank erosion which is a threat to the local road. This is a jointly funded project with Carterton District Council.



Ruamāhanga River, Dakins Road rock groynes January 2019

River management resource consents

Work is progressing on the consents for the routine maintenance consents for the rivers in the region. Pre hearing meetings have been held for the Te Awa Kairangi/Hutt and Wainuiomata Rivers and the Waikanae River. Further pre-hearing meetings are proposed for the Otaki River in February 2019.

The preparation of applications for the operation and maintenance of the Barrage Gates is continuing. A key element currently being considered is the extent of commitment to further investigations and trials prior to lodging the consents and in the period 2019 through to 2027 when the resource consents for the operation of the wider Lower Valley scheme expire. The applications will be finalised and lodged by the 1 March 2019, otherwise they will expire. A project team, which includes both Ngati Kahungunu and Rangitane o Wairarapa, is currently compiling technical assessments required in support of the AEE. A separate report has been included in this order paper on this matter.

3.1.2 Te Awa Kairangi/Hutt River, RiverLink

RiverLink has been focused on preparing for the detail design and consenting phase of the project. This phase will acquire the necessary statutory approvals needed to deliver the project. It is planned that this work will commence in April 2019 and continue for a period of approximately 1 year. We are still awaiting the announcement of the NZTA board in relation to their commitment to the transport improvements in the vicinity of Melling. The project team are ready to send out requests for tenders from consultants for this work, seek a suitably qualified project director and establishment a project office to direct this next phase of work.

71 properties have been acquired, and a further 14 are in various stages of negotiation. 118 is the total current property requirement to deliver the flood protection outcomes for the RiverLink project. Hutt City Council has separately sought to acquire additional properties to assist delivery of its making places project. NZTA will identify their property requirements at a future date once they have completed their detailed business case process.

RiverLink community engagement has focused on getting ready to support a summer events programme throughout February and March 2019. This includes expansion of the successful RiverLink hub area in the riverbank carpark and a range of activities for the communities of the region to get involved with RiverLink and enjoy the river.

The final stages of preparation for construction of the Belmont Wetland trial are underway and we look forward to implementing the wetland trial in the first part of 2019.

Pinehaven Stream

Preparation of detailed design plans for consents has continued while resolution of the appeal against Plan Change 42 is considered by the Environment Court. The Environment Court outcome will determine if an application for consents to deliver the channel upgrade works of the Floodplain Management Plan is lodged by Wellington Water.

3.1.3 Investigations, Strategy and Planning

Waiohine FMP

The Waiohine FMP has now entered a new community-led phase to finalise the FMP, with the aim of producing a solution that has the support of the community. This involves a Project Team (meeting weekly) reporting to and receiving direction from a Steering Group (meeting approximately monthly). There have now been over 10 Steering Group meetings and 49 Project Team meetings (as at 8 February 2019). Good progress has been made, and the Project Team have reached the point where they have selected a preferred option to provide flood protection to Greytown. The remainder of the work in this project includes finalising the river management, planning and emergency measures and consulting with affected landowners. All of this information then needs to be combined into a FMP / River Plan document. Progress on completing the entire FMP will proceed through to at least the middle of the 2019 calendar year.

Work has also been progressing with establishing a long term GWRC / community relationship to implement the plan and ensure its success into the future. The establishment of the Waiohine Friends Group has also broadened the areas of engagement with community and we are considering options for coordinating this across the organisation.

Te Kāuru Upper Ruamāhanga River FMP

Both workstreams of FMP development – rural and Masterton urban – are continuing. In the Masterton urban area WSP Opus have prepared a draft report on mitigation options and this is currently being considered by the Project team and the Te Kauru Sub Committee. Amendments to the rural sections of the FMP have been made following the engagement undertaken in Nov 2018. The programme is for the final round of wider consultation on the plan to be undertaken in March/April 2019 and the plan finalised by June 2019. A workshop session has been arranged to discuss this progress following the Environment Committee meeting.

Flood Warning Review

The Implementation Plan has been completed. The current project underway as part of the implementation of the outcomes of the review is seeking community views on the best way to provide flood warnings. This trial is focused around the Waiwhetu catchment in the Hutt. A group of students from Winchester Polytechnic in the US are assisting with this as part of their work experience. Previous groups from the Polytechnic have undertaken projects in the Hutt and Wairarapa.

3.2 Land Management

3.2.1 Wellington Region Erosion Control Initiative (WRECI) Programme

The application to MPI for the next four-year contract (2019-23) for WRECI through the 1 Billion Trees - Hill country Erosion Fund (HCEF) has been approved for MPI funding of \$7.6 million over four years. A contract with MPI is now being negotiated which will confirm milestones of the WRECI programme over the next four years.

This funding is a substantial increase from the current contracted funding levels of \$1.6 million for the 2015-19 period. The increasing 2019-23 period will have significant implications on the scale and method of WRECI implementation including many challenges and many opportunities to engage with our communities and produce more effective soil conservation and water quality outcomes. Through this next four-year contract period, the following areas on highly erodible land are planned to be planted.

Treatment	Area
Forestry	873 ha
Spaced planting	1933 ha
Reversion	345 ha
Native planting	110 ha

In order to help achieve these targets additional staff resources will be employed which will be fully funded from MPI through the new contract. This additional resource will include up to four new Land Management Advisors along with extra contract supervision and nursery support.

Staff will be notifying landowners of the success of their WRECI application for afforestation and reversion projects for the 2019 winter season. Currently 418 ha of afforestation/ reversion projects across 29 properties are approved for planting.



Shallow soil slip erosion following high intensity rainfall in December 2018

3.2.2 Akura Nursery

Early investigations are progressing looking into the potential to expand the nursery at the Masterton Homebush wastewater treatment site. GW staff have assessed information provided by Masterton District Council and after further soil investigations are carried out in February a decision will be made whether a full feasibility study will be undertaken.

3.2.3 Farm Environment Plans (FEP) and contestable fund

The contestable fund continues to generate strong interest from landowners with twenty-six projects approved in priority catchments for the financial year to date totalling \$291,000. These on-farm works will result in a range of water quality and/or biodiversity improvements contributing to catchment needs. In February remaining budget will be available to allocate towards valuable water quality or biodiversity improvement projects in non-priority catchments.

3.3 Biosecurity

3.3.1 Regional Possum and Predator Control Programme (RPPCP)

Approximately 64,000ha (out of planned 110,000ha) of possum control has been completed to date. Mustelid control has commenced in two operational areas which include

- 96 DOC250 traps set throughout the Otaki project on the Kapiti Coast, protecting 14 significant natural wetlands, two significant coastal areas and one significant river habitat. Birds present include marsh crake, spotless crake, bittern, pied stilts, dabchicks, banded dotterels, wrybill and Royal spoonbill.
- 72 DOC250 traps are set along the Ruamahanga River north of Masterton to protect the entire Region's breeding population of Black billed gull. Populations of banded dotterel, black fronted dotterel, black shags, NZ pipits and pied stilts are also present in the area.

3.3.2 Pukaha Mt Bruce Rat Control

BioWorks completed an aerial 1080 baiting operation within the Mt Bruce Scenic Reserve and National Wildlife Centre Reserve to control ship rats on behalf of DOC on 7 December 2018. The aerial treatment area covered approximately 900 hectares.

In October 2018 pre-operation rat tracking was 68% and expected to be rapidly increasing. Post operation rat tracking was down to 7.5%, with the majority of marked tracking cards being on one line in the southern end of the reserve. No mice tracks were observed during post tracking which is also a rarity. The Pukaha board and DOC are comfortable with the result achieved.

3.3.3 Rabbits

We have a significant increase in the number of rabbit related enquires and requests for control (21% increase to the same period last year). Good breeding season and increase in virus immunity are likely to blame for the increase.

3.3.4 Wainuiomata and East Harbour Mainland Islands

Preparation has begun for a potential response (aerial 1080 operation) to the likely mast event in the East Harbour Mainland Island. The rodent monitoring for November indicates very low rat numbers. Next monitoring is planned for February.

Wainuiomata Mainland Island is maintaining a very low rat population following the OSPRI NZ aerial 1080 operation in November with tracking index of 0% at the latest monitor. Control is ongoing with bait station and trapping work through January & February

3.3.5 Predator Free Wellington – Miramar Proof of Concept

GW Biosecurity has been contracted to PFW Ltd. to provide operational services on the Miramar peninsula. This project is progressing well in its early stages and three newly employed community coordinators are already working with the Miramar community to move this project forward towards operational control activities and eventual pest eradication.

3.4 Biodiversity

3.4.1 Wetland Programme

Fifty landowners with wetlands (scheduled and non-scheduled) are signed up to the Wetland Programme. This means 69 wetlands are signed up to the Wetland Programme (as some landowners have multiple wetlands) and 28 wetland sites have approved Wetland Restoration Management Plans.

3.4.2 Freshwater Fish Programme

Katrina Smith (Senior Biodiversity Advisor) accepted a position on the New Zealand Fish Passage Advisory Group which includes representatives from a range of organisations including Department of Conservation, NIWA, central/local government, New Zealand Transport Authority, Fish and Game and a range of environmental consultants. In this role Katrina will provide advice on how relevant organisations can implement the recently developed *National Fish Passage Guidelines* and accompanying fish passage assessment protocol. This links well with an internal project we are planning to investigate how GW can implement both resources in our own operational work.

3.4.3 Biodiversity Advice

Staff have been continuing to support other regions' biodiversity work by coordinating biodiversity offsetting workshops around the country (on behalf of the BioManagers regional council special interest group). These workshops are being delivered by the authors of the recently released guidance *Biodiversity offsetting under the Resource Management Act*. GW staff co-led the project to produce the guidance.

The department is continuing to input into the development of the National Policy Statement on Indigenous Biodiversity. Staff recently contributed to a report being written on behalf of BioManagers that assesses the likely implications for regional councils of the current draft (which was developed by a multi-stakeholder collaborative group). This report will help BioManagers to provide regional council input into the Government's formal draft, due to be released for consultation in July

3.4.4 Biodiversity Advocacy

A workshop for community restoration groups on recruiting and maintaining volunteers was held in Lower Hutt in December. Feedback was overwhelmingly positive. Restoration Workshops for 2019 are being organised by GW, DOC and other Restoration Day partners, to support community restoration groups to upskill and give them a chance to network. We anticipate that at least 10 workshops will be held throughout the year in addition to Restoration Day.

3.4.5 Collaborative Restoration Projects

The 2018 Collaborative Projects Contestable Fund received a record number of applications for the wider Te Awarua-o-Porirua Harbour catchment, all of which were successful. This fund is also available to groups in the Wairarapa Moana project area. These funds will enable community groups to continue their efforts to carry out planting, pest trapping, weed management and other



activities to support biodiversity in these priority catchments.

Figure 3. The Aotea Conservation Volunteers were one group who received funding for their project

We continue to fund Mountains to Sea Wellington to deliver an environmental education programme in Te Awarua-o-Porirua Harbour catchment and the

Wairarapa Moana area. Fifteen schools were engaged with this programme in the second half of 2018. A range of action projects are in progress including, for example:

- Brandon Intermediate working to improve fish passage in Cannons Creek Stream
- Natone Park School initiating a litter monitoring project in Bothamley Park
- Rangikura School has begun a pest animal trapping programme and inanga spawning habitat planting



Figure 2. Brandon Intermediate students restoring fish passage in the Cannons Creek Stream

4. Environment Management

4.1 Environmental Policy

4.1.1 Whaitua and Plan Programme

Ruamāhanga Whaitua and Plan Variation

The regional plan team is developing provisions for a plan variation for the Ruamāhanga Whaitua Chapter and associated provisions of the proposed Natural Resources Plan. This is being done in collaboration with the Ruamāhanga Whaitua Committee. Draft issues and objectives statements and associated evaluation under s32 of the RMA are being taken to Te Upoko Taiao – Natural Resource Management Committee 26 March meeting.

Other departments are developing approaches to implementing other recommendations from the Ruamāhanga WIP.

Te Awarua-o-Porirua Whaitua

The Committee has largely completed its deliberations and the WIP is close to being finalised.

During October through to December 2018, draft content was discussed with Ngāti Toa, WCC, PCC, Wellington Water Limited, rural landowners, and urban ratepayers. Some amendments were made to the recommendations following these meetings.

On 11 December 2018, members of the Committee presented a summary of the WIP recommendations to a joint Te Upoko Taiao / Environment Committee Workshop. An engaged discussion took place and there is a willing appetite among all parties to begin implementing the WIP as soon as possible. GW is well placed to give effect to some of the recommendations, and will be tested in others at least in the short term. Many of the recommendations will require a joint response from GW, WCC, PCC and WWL.

Officers are now refining and editing the WIP on behalf of the Whaitua Committee. A final draft will be provided to the Whaitua Committee on 16 February. Committee members will then review and discuss the WIP with their networks. At this stage it is not expected there will be any substantive changes during as feedback from stakeholders has already been incorporated into the WIP.

The Committee intends to present its final WIP to the Greater Wellington's full Council meeting on 11 April 2019.

Ngāti Toa is preparing its own advice on council management of waterways and Te Awarua-o-Porirua Harbour. Although this will mean there are two separate documents for Council to consider, the current understanding is that the both documents are generally well aligned. Some objectives may vary and the proposed timeframes for achieving some objectives may also differ.

Whaitua Te Whanganui-a-Tara

The Committee will have its first meeting on Matiu/Somes Island on 8 February 2019. The Committee will be welcomed on to the island by mana whenua. An introductory information pack has been provided to Committee members.

A project team comprising officers from GW, WCC, HCC, UHCC and Wellington Water Ltd held its first formal meeting in January, although planning for this Whaitua process has been underway for a number of months.

The next Committee meetings are scheduled for 7 March, 11 April, 13 May and 10 June. Each meeting is for a full day.

4.1.2 Significant Natural Areas and Environment Court Action

The Wellington region Regional Policy Statement requires territorial authorities, in their District Plans, to identify and protect areas of significant indigenous biodiversity. At a Council meeting in December, Hutt City Council decided to not notify a district plan change to identify and protect indigenous biodiversity on private land.

This has resulted in the Royal Forest and Bird Protection Society seeking an Environment Court declaration on the matter of significant natural areas.

Greater Wellington has notified the Court of its interest in these proceedings (formally called a 'Section 274 party') given the implications for implementation of the Regional Policy Statement. This case law will also be nationally significant; which is particularly important given the impending proposals for a National Policy Statement on Indigenous Biodiversity.

4.1.3 City and District Council plan changes and resource consents

Territorial Authority	Status of Document	Name of Document	Main topics commented on	Action
Wellington City Council	Proposed plan change	Proposed District Plan Change 83 – Kiwi Point Quarry	Effects of proposed quarry extension for gravel extraction activities on biodiversity	Awaiting decision from the hearing of 10 and 11 December Suitability of offsetting proposed for biodiversity loss
Hutt City Council	Draft plan change	Draft district plan change significant natural areas	Identification and protection of significant biodiversity provisions	The proposed plan change 46 was not accepted by HCC councillors. Forest and Bird have initiated legal action on this decision and GW has joined the proceedings as a S274 party.

Territorial Authority	Status of Document	Name of Document	Main topics commented on	Action
Upper Hutt City Council	Proposed plan change	Proposed plan change 42 Mangaroa and Pinehaven Flood Hazard Extents	Flood hazard and policy provisions	Expert conferencing to refine the areas of agreement and disagreement is scheduled for March. There are still legal issues being put forward by the appellant.
Porirua City Council	Preparation for Draft District Plan	District Plan Review	Alignment with policy and operational matters	Comments on the draft e-plan of objectives and policies sent. Notice of requirements for designations being updated and compiled.
Kāpiti Coast District Council	Decision version	Proposed District Plan Decisions version 2017	Joined as S274 party to appeals on matters in submission	Mediation on coastal matters principally successful. Finalising of other consent orders continuing

4.1.4 MARPOL Submission

Following direction at the Environment Committee of 6th December, GWRC has lodged a submission as to whether New Zealand should accede to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL). The International Maritime Organization treaty regulates emissions that are harmful to public health, deplete the ozone layer and contribute to climate change.

Greater Wellington Regional Council supports New Zealand acceding to Annex VI.

In particular, we shared the desired outcome of reducing sulphur and nitrogen oxides and particulate pollution in NZ waters from shipping as proposed by Annex VI. It would require ships to use a compliant method of emission control (either via fuel or exhaust gas treatment system) to their harmful emissions whilst operating in our jurisdiction.

To further support the intent of Annex VI, given the likely use of abatement technology to meet emission standards, with a consequent discharge to water, we asked that a national regulatory framework should be introduced. This is needed to control the discharge of sulphur containing acidic waters from open loop scrubbers. A national regulation would be more efficient and effective

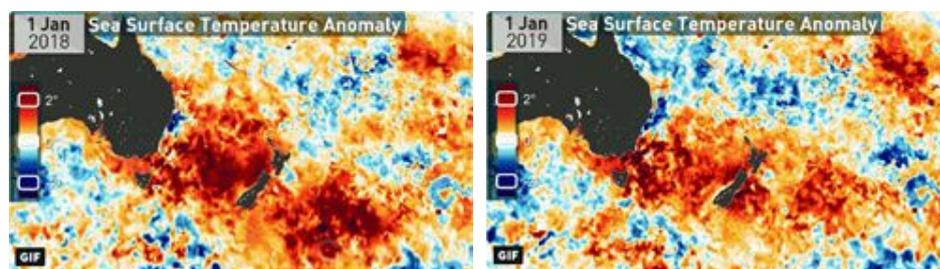
than resource management plan or consent processes on a regional basis for discharge resource consents for shipping.

4.2 Environmental Science

4.2.1 Australia turns up the heat on NZ

The recent succession of severe heat waves that have seen Australia sweltering with temperatures in the mid-to-high 40s, reached New Zealand last week. This broke a few records including the warmest year on record for Wellington (both Kelburn and Wellington Airport recorded temperatures over 30°C), and the third warmest year for Masterton and Kāpiti Coast. Last summer's heatwave had a severe impact on many NZ ecosystems, including a significant increase in glacier retreat in the South Island.

In addition, we're also having a marine heat wave – for the second year in a row. This level of warming is well above that predicted by most climate models and is changing fish behaviour. Tuna are already being caught around Wellington – further south than they should be found.



A comparison of sea surface temperatures around NZ Jan 2018 (left) and Jan 2019 (right)

4.2.2 Toxic algae back in the Hutt River and beyond

The current heatwave and low rainfall of the recent week combined to increase the risk of toxic algae throughout the greater Wellington region, with some rivers over the safe swimming limit. Toxic algae in two rivers exceeded the 20% cover threshold: Hutt River and Pakuratahi River at Kaitoke Forest Park. Toxic algae at Ruamahanga River sites at Waipoua and Waingawa, and in Otaki and Waikanae Rivers were approaching the 20% threshold. A bloom had also been noticed in the Waipapa Stream near Red Rocks.

The newly implemented response framework for toxic algae meant staff were able to get information, including a just-shot video, out to the media in super quick time. Find out more about toxic algae on GW's safe to swim site. And check out GW's Facebook page to view the video.



Toxic algae as seen on a rock, Hutt River

4.2.3 Mapping fish barriers in Te Awarua-o-Porirua

GWRC (Evan Harrison, Esci and Katrina Smith, Biodiversity) are working with PCC to map fish barriers in Porirua urban Streams. Two students have been contracted to assess local Porirua streams, including locating potential barriers to fish passage and assessing how healthy the stream habitats are. All data is being entered into a centralised national database via the app 'NIWA Citizen Science'.

Barriers found so far include manmade structures such as historic water supplies. Once the initial assessment has been completed the councils will consider next steps to help fish get past the barriers.

4.2.4 Lake and lagoon fish surveys

Fish surveys in lakes and lagoons in the Wellington Region are continuing with a further three sites fished this year to go with the seven sites surveyed last year. We aim to survey another six lakes during this summer/autumn. The data aids our reporting on the ecological health of these systems, and coupled with other data collected on water and habitat quality, gives a more holistic picture of lake health. This work is being undertaken in collaboration with the University of Waikato to better understand how food web dynamics can influence both the biology (fish and zooplankton etc.) and water quality in lakes.

So far we have caught over 10,000 fish representing 12 species (eight indigenous and four non-indigenous). The most commonly encountered species being short and longfin eel, common bully, perch and goldfish; although abundance across systems has been highly variable. More formal reporting of the data will take place after the surveys are completed at the end of autumn.

4.2.5 Emerging technology for the use of drones for hydrometric data collection

Hydrology recently purchased two DJI Spark drones for exploring emerging techniques for collection of hydrometric data. Aerial based video velocimetry is a fast developing technique to measure river flows without having to put equipment, or staff, in the water.

Aerial footage from drones is also beginning to be used for assessment of habitat in rivers and for tracking algal growth among other things. They are also useful for collecting photographic records of our monitoring sites over time to allow for management of assets and understanding how the sites operate. These will prove an extremely useful resource across the Environmental Science department.

4.2.6 Installing new urban stream flow monitoring sites

Two new urban stream flow monitoring sites are in the process of being installed in the Owhiro and Kaiwharawhara streams. This monitoring programme will provide valuable information on how the flow regime in the urban streams impacts the transport of contaminants as well as the nature of instream habitat.

So far a temporary site has been deployed in the Owhiro Stream, which will be further developed in the future should the site prove viable. The Kaiwharawhara Stream site is in the final stages of planning with contractors engaged for some of the site works already. Data should start being collected from this location by the end of Q3.

4.2.7 Coastal bird survey

A survey of coastal shorebirds is underway from Onoke Spit to Waitohu. This is a continuation of last year's coastal bird survey that started at the top of GW's region on the eastern coast and ended at Onoke Spit. This survey means the abundance and distribution of coastal shorebirds along some 450km of mainland coastline, including islands, will be mapped for the first time, provide baseline information against which future changes in distribution and abundance of coastal breeding birds can be measured. A highlight was the discovery of two large colonies of the native red-billed gull, whose population is declining nationally, on off-shore islands.



Native red-billed gull

4.2.8 Method 10 investigation of Te Ore Ore

A major study of Te Ore Ore groundwater quality is planned to begin in January 2019. This investigation is being completed as part of Method 10 in the proposed Natural Resources Plan. Elevated nitrate levels have been recorded in the Te Ore Ore aquifer for many years. This deep aquifer is thought to be semi-confined, meaning that it has some linkage to shallower groundwater. It has been thought that the elevated nitrate levels are a legacy of previous land use practices, but this investigation will provide more information about the causes of the contamination.

4.2.9 Kāpiti Wetland Health Monitoring Report

The Kāpiti Coast wetland health monitoring report was released recently. Thirty wetlands were assessed in the Kāpiti region during 2017/2018 as part of the wetland health monitoring programme. The majority of wetlands are in good condition, with 17% being scored as being in moderate health. It was noted however that due to pressures from urbanisation as well as fragmentation of the wetland systems, the pressures on wetlands on the Kāpiti Coast were higher when compared to wetland health assessed the previous year in the Ruamāhanga whaitua. These reports can be found on the GWRC website, under Annual Monitoring Reports.

4.2.10 Terrestrial Ecology Annual Report

The annual report for terrestrial ecology was also recently completed. Eighty-seven sites on an 8x8km grid have been monitored to date, and a regional picture of the state of terrestrial biodiversity is close to completion. In 2019/2020, the team will be returning to some of Year 1 sites and any changes that may have occurred over time will be recorded. A report that presents the data collected for the first four years is can be found on the GWRC website, under Annual Monitoring Reports.

4.3 Environmental Regulation

4.3.1 Featherston Wastewater re-consenting

Following constructive meetings with the South Wairarapa DC team around some complex planning, legal and technical issues, SWDC has requested the matter proceed to a hearing. The matter has been scheduled for a week long hearing starting on the 27 May 2019. The independent panel has formally set down the timetable for the production of officer reports, witness statements and expert conferencing.

4.3.2 A J Barton – groundwater take – appeal against conditions

A J Barton appealed a number of his conditions of consent relating to his groundwater takes. Following numerous exchanges, the production of technical reports (through joint conferencing of experts) and formal court assisted mediation, the final wording for conditions of Mr Barton's groundwater take consent was finally agreed upon by the parties. This has subsequently been filed with the Court – we are currently awaiting the Court's formal ratification of the wording. There was no award of costs which were to fall where they lie. Also of note is the fact that the technical reports produced also helped inform the Proposed Natural Resources Plan hearings.

4.3.3 Kintyre Meats groundwater take – appeal against conditions

Kintyre meats has appealed against a condition of their Category A groundwater take. The condition restricts the use of the take during times of low flow in the adjacent river due to the strong connectivity between groundwater and surface water in this area. Informal discussion between the parties has been unsuccessful and the matter is now the subject of court assisted mediation. The first mediation session with an independent mediator has been set for 25 February 2019.

4.3.4 Carterton Wastewater – mudfish relocation

A condition of the recent consent given to Carterton DC in relation to their wastewater treatment plant required an investigation and subsequent relocation of any mudfish found (in the area to be constructed for the new reservoirs). Mudfish are recognised as a species which are at risk/declining. Along with the Environmental Science department we have been working collaboratively with CDC and their ecological experts to ensure the methodology for capture and subsequent translocation into a new habitat is suitable and fit for purpose, and ensures the long term survival of the species at the site. The capture and relocation of the mudfish has now been completed with close to 1000 mudfish (much more than anticipated) being relocated to part of the adjacent wetlands. We are now continuing to work closely with CDC officers and their experts and construction team with regard to monitoring the site to ensure the health of the species is maintained.

4.3.5 Incident Response, Investigations and Enforcement

With the fine weather comes an increase in odour complaints. Duty Officers have received notifications about odour from a number of landfills and industrial sites since December. In line with new protocols we have developed for response to these incidents, work is being undertaken in partnership with the operators to determine if there is non-compliance on site and what the contributing factors are to the odour. The protocols are specific to each site and draw on previous years' experience of what has been effective in reducing odour.

It is also that time of year when people start their DIY projects. The Environmental Protection team focus is on providing an appropriate response to the different incidents we receive and investigate. We have had a number of notifications of discoloured streams (suspected to be paint) and discharges of paintwash into the stormwater networks. Officers have responded to each of these with a range of tools, investigating sources, educating householders, holding contractors accountable and spreading the “Save the Drain for Rain” message.



In December we instigated collaborative piece of work to investigate a minor, but persistent and repeated discharge of oils around the front of Aotea Quay. This brought GW Harbours, CentrePort, Wellington Water, Kiwirail and Mobil together in early January and we have collectively committed to tackling the issue. (See **Harbours Pollution Response** for progress)

4.4 Harbours

The summer has been somewhat mixed weather wise, which slowed the on water activity, as well as creating some other interesting situations.

4.4.1 Navigation aids

The Hinds point navigation aid work is still on going, Hutt CC have come back with some questions regarding the consent application. These are currently being addressed the consent will be resubmitted.

4.4.2 Pollution Response

In December we undertook our regular quarterly maintenance checks on the Maritime NZ oil spill response equipment we hold.

On 25 January, along with CentrePort staff, we took a look underneath Aotea Quay at the drains likely to be the source of the occasional but repetitive oil discharges. This followed a meeting of interested parties organised by Environmental Protection earlier in January. There is a concerted effort to identify and rectify these discharges. The under wharf inspection gave us a good lead for further investigation, additionally it highlighted some the earthquake damage that CentrePort is having to deal with.



4.4.3 Recreation

In December, along with Maritime NZ we carried out two “No Excuses” enforcement days, one in the Porirua/Kapiti are and another on Wellington Harbour. There was some enforcement action taken for failure to carry lifejackets or a dive flag, however generally the results were very positive in terms of bylaw compliance.

We supported Coastguard NZ’s Old4New lifejacket trade in program. This aims to get old, potentially unsafe lifejackets, out of use and upgraded to new lifejackets. The Old4New van travels the country and made four stops in the Wellington region. On those days they sold close to 160 new lifejackets. We have staff at each of their stops taking the opportunity to talk to the boaties and hand out safety information. We also act as a depot, holding stock for them to refill the van and helping to dispose of the unwanted jackets.



As well as supporting the purchase of new lifejackets we can also check the buoyancy of older lifejackets. This is a free service, usually arranged through

a boating club. This summer so far we have tested over 150 lifejackets. Of that number there have been only a few that were not up to standard.

In early January there was an incident between a rower and a swimmer near Point Jerningham lighthouse. Both parties got a fright from the incident and there was no serious injury to the swimmer. This highlighted the need for caution and remaining vigilant, if you are on the water or in the water. The rowing club reviewed what happened from their side and found a couple of things that could be improved and that was being shared with the other coaches and club.



Over summer we have been employing a security guard to manage issues on the Mana public boat ramp between the boats coming and going and swimmers in the water around the boats. Late last year we started marking out the launching area, this year we have refined this using plastic chain and removable stakes. This seems to have worked well for both parties. It is still not an ideal solution as it requires our intervention to make this work. We would still prefer to see the boat ramp relocated to separate these incompatible

activities.

On 9 January the security guard was alerted by shouting to a person who was unresponsive in the water. He helped drag the person out of the water and performed CPR until the person regained consciousness and then arranged an ambulance to get them to hospital, a very commendable effort, especially as it was his first day at that location. With help from our media team this and the story about the swimmer and rower were picked up by the media.



Kalitus Lihaga has first aid experience from his time as a volunteer in Samoa, which he employed to assist the young man, who was about 10- to 12-year-old, recovered. It's still unclear what caused the young man to be unconscious in the water.

On the afternoon of 28 January the harbour ferry saw a pink flamingo floating just off the north east side of Matiu/Somes Island. They picked this up, informed Beacon Hill and had a brief look as they carried on to Queens Wharf. The Maritime Police collected the bird and then spent some time searching the area between the island and Petone to ensure there was not a missing person.



The harbour can look deceptively flat in a northerly and each year there tends to be a few people caught out getting blown off the beach and unable to get back. Thankfully on this occasion the pink flamingo was on its own having escaped its owner on the beach and there was no-one in the water. We assisted by working with Comms to post and share this photo on social media to try and establish if there were missing persons or not.

4.4.4 General Safety

On 19 January a ship started dragging her anchor. This was picked up by the operator at Beacon Hill and the required notifications made. There was communication between Beacon Hill, CentrePort pilots and the ship. Language issues did not help and it was not until a pilot was on board did the ship finally starting moving north into clear water. While picking up her anchor, with the pilot on board, the ship came very close to the Point Jerningham lighthouse. The Pilot decided the conditions were not suitable to re-anchor and took the ship out of the harbour to drift in Cook Strait overnight. Early notification and action prevented a potentially very bad situation.

The cruise ship season is in full swing, there has been a significant increase in the number of visits in the last few years and next season is looking busy for Wellington already. As well as more ships the size and passenger capacity is also increasing. In early January, while in Christchurch, the Harbourmaster went to Akaroa with the Canterbury HM to observe their cruise ship operations where passengers are brought ashore by ships boats, known as tendering.



Late on the evening of Wednesday 23 January, a southerly front was coming up the south island. As it passed through Kaikoura it observed to be blowing 71 knots and gusting to 95 knots. That is 130 to 175 km/hr. This was significantly more than forecast and could have been problematic had it hit Wellington. CentrePort's MetService based weather information system has, in addition to weather information around the harbour, sites to the south and in Cook Strait to allow us to track weather changes. Heavy weather warnings were sent to shipping and the CentrePort Pilots and Beacon Hill staff were monitoring the approaching front. By the time it reached Cape Campbell about an hour later it had dissipated to the more expected 30-40 knots.

Kaikoura			
	Wind Dir/Speed 10m Avg (kt)	Max Gust 10m Max (kt)	Temperature 1m Avg (°C)
Jan 23 9:30 pm	S 73.0	93.0	14.2
9:38 pm	S 71.0	93.0	14.2
9:37 pm	SSW 71.0	93.0	14.5
9:36 pm	SSW 70.0	93.0	14.6
9:25 pm	SSW 66.0	92.0	14.7
Cape Campbell			
	Wind Dir/Speed 10m Avg (kt)	Max Gust 10m Max (kt)	Temperature 1m Avg (°C)
Jan 23 9:36 pm	N 27.0	32.0	19.1
9:37 pm	N 27.0	32.0	19.2

After a last minute schedule change due to weather we had a smaller, expedition type, cruise ship request permission to anchor near and land passengers on, Kāpiti Island. Due to a similar request, about two years ago (that did not go ahead), we had guidelines and restrictions available. These were quickly updated and the risks assessed. The ship provided us with their planning information and this meet our requirements to allow this to go ahead.

This year our Port and Harbour Code, Safety Management System is due to be reviewed. This is done by a peer review panel comprising two Harbourmasters, a Pilot and Maritime NZ representative, all from various other regions. This review will be taking place towards the end of May.

Additionally our Harbourmaster will be going to the Chatham Island in November to be part of a review panel there.

5. Parks

5.1 Across the network

In association with the wider GW Corporate radio system upgrade project, repeaters have been set up at three key high sites within GW Parks in the region – Mt Climie, Orongorongo and a temporary repeater at Mt Wainui (Akatarawa Forest). The system provides good coverage across the main areas of Parks operations and, with the advent of cross banded handheld sets, provides a critical health and safety control for field workers.

Parks maintenance has stepped into a new era, with the trial of an innovative combination of track maintenance machinery: a remote controlled mower and mini-tractor with reach-mowing attachment. The contractor has been working on a series of suitable tracks and bridleways. The trial targets the achievement of service standards for the public and the reduction of over-use type injuries affecting maintenance rangers – due to the reduced use of scrub-bars. The results so far are promising, including positive feedback from visitors.



**Left: Mini-tractor with reach trimmer at Cannon Pt walkway, Akatarawa Forest;
Right: Remote controlled mower at Horokiwi – Belmont Reg. Park**

New vehicle wraps have been designed and are currently being rolled out across the park ranger vehicles. There has been lots of positive comment with the new look. They showcase the types of activities in the parks and provide a call to action with the URL on the tailgate. To date five park ranger vehicles have been completed.



Eye-catching new Parks “mobile billboards”

Over the last several months Parks as run a beekeeping tender process for winter and summer sites across Pakuratahi, Kaitoke, Valley View and Puketiro Forests. We received five quality tenders, all from operators already operating on GW lands in Metro or Wairarapa. The successful tenderers were NZ Manuka and Gibbs Honeybees. The new agreements will guarantee increased annual revenue plus the opportunity to enhance that with a percentage share of Manuka honey harvests.



Typical hive site in plantation forestry area

5.2 Akatarawa Forest

The life of Perhams Road Bailey Bridge has been extended, with the installation of a mid-span culvert. The work will help shore up the eroding stream banks to help protect the bridge piled abutments, and prevent sediment from entering the stream.

The Pram track had a major overhaul with shaping, watertable works and metalling. The Pram track is one of most used tracks in the forest and the key link from Upper Hutt to Kapiti.



Culvert installation in progress below Perhams Road Bailey Bridge. Pram Track Upgrade

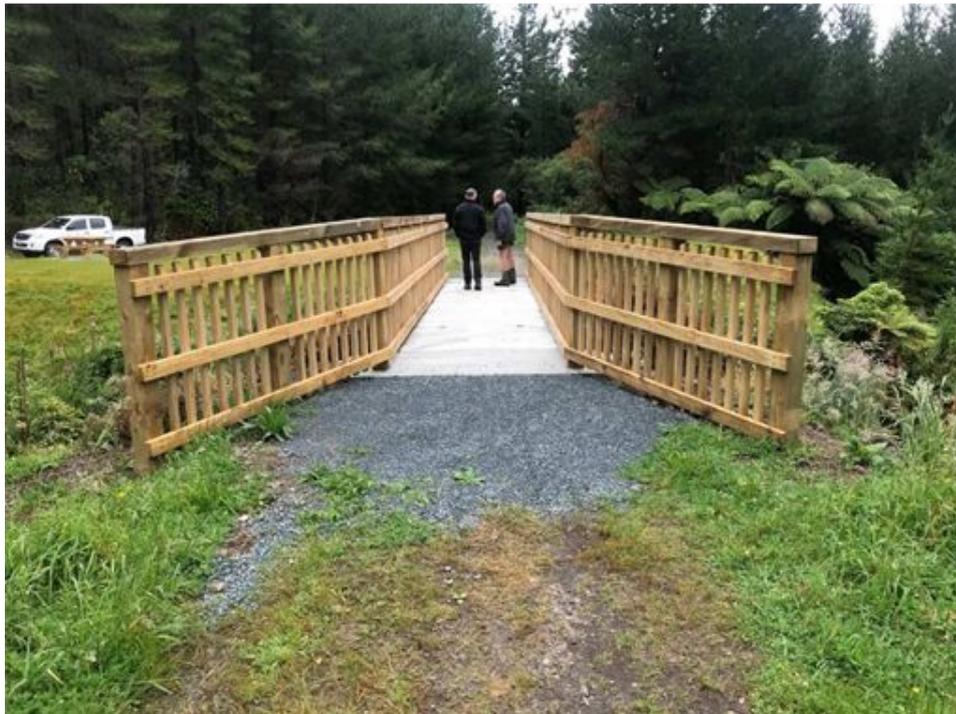
5.3 Pakuratahi Forest

Maymorn Forest tracks – these were reopened post harvesting just before Christmas and look like new. The network includes a new loop that was not used and over grown prior to harvesting.



Re-metalled track from Maymorn Ridge down to Gum Picnic Area

Martins #1 Bridge replacement on Station Drive between Tunnel Gully and Kaitoke is complete. The new precast concrete structure has a fully complying safety barrier high enough to protect cyclists on the Great Ride.



Martins #1 Bridge on the Station Drive section of the Great Ride.

Tunnel Gully toilet construction – is currently in the consenting phase. Ground works are expected to begin in February at the picnic area adjoining the Gums carpark site.

Tunnel Gully main entrance bridge – is under a loading restriction following the recent engineer inspection. These have been signposted. The decision to either upgrade or replace this bridge has been brought forward.

5.4 East Harbour Regional Park

(a) Baring Head Bridge

The old 1930's era bridge is no-longer - replaced by a new steel beam/concrete deck structure. The new bridge is located downstream from its predecessor, offering increased flood clearance.

Surveyors are in the process of updating the formal Right of Way for authorised vehicle users of the road. The completion of this project is significant for Parks, because it singlehandedly reduces the level of risk associated with the entire portfolio of assets – due the elimination of the old sub-standard structure. Visitors say they feel 'uplifted' on the new bridge, due to its height and views of the Wainuiomata River.



New bridge on right; old bridge location marked in blue on left



The newly built vehicle bridge at Baring Head, over Wainuiomata River.

5.5 Kaitoke Regional Park

Camping - It has been a busy summer so far with very consistent overnight numbers and a big Wellington Anniversary weekend. The camping infrastructure (water, toilets) has held up very well, demonstrating the value of the maintenance and upgrades over past years. The summer ranger and assistance from other Eastern Park rangers on Friday and Saturday nights, especially to help collect the camping fees has worked well. This task can take 2-4 hours on a busy night, however it is also a good opportunity to interact with the public.

Scour protection - This has been installed at two sites following flood/slip damage last year. A 40m bank of Farm Creek (at the main KRP campground) has been rip-rapped, along with a 20m section of the Pakuratahi River, immediately upstream of the steel truss bridge.



Farm Creek rip-rap protection.

Media coverage – We were delighted to receive excellent GW Parks coverage this summer on Maori TV. In January there was a great three minute segment on the Kaitoke Treasure Hunt starring our own Park Rangers Steve Edwards and Dion Ngatoro. It showcased kids out in the park hunting for and answering clues based around water and nature.





Maori TV coverage of Kaitoke Treasure Hunt, 13 January 2019

5.6 Wainuiomata

Fallen trees present opportunities as well as hazards! In December a large Rata fell across one of the main access roads in the Wainuiomata Water Catchment area. As it was conveniently located we offered it to Te Ati Awa for traditional carving purposes. At least 500 years old, the Rata is a hardwood and will be used to make different kinds of ceremonial weapons such as Rakau/quarter staff and Patu/cleavers.



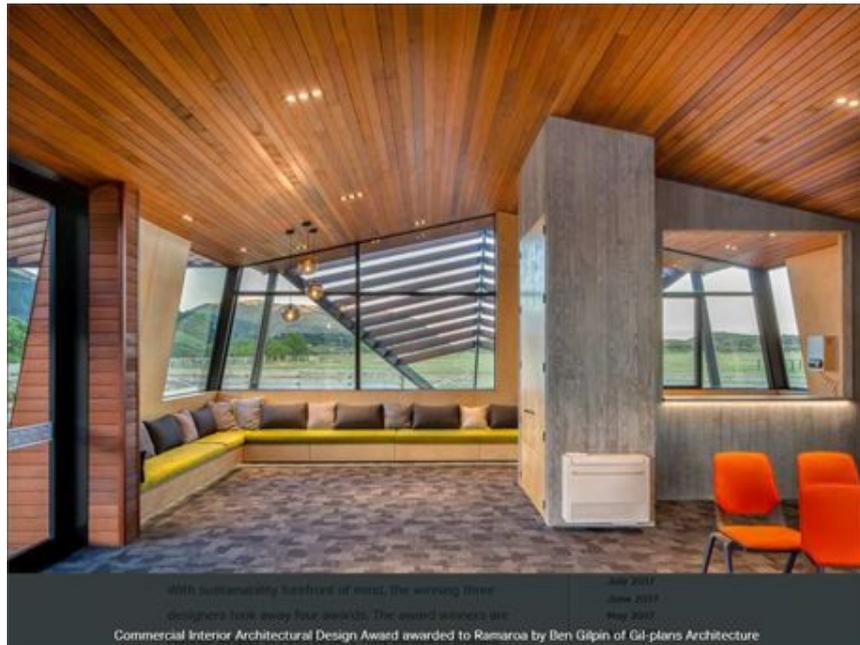
Large Rata being removed from Wainuiomata Catchment Road

5.7 Queen Elizabeth Park

Building design awards - The 'Ramaroa' meeting room complex – previously credited with two regional awards from Architectural Designers New Zealand - was one of 6 regional nominations for the national awards. It was narrowly pipped by a public library in Christchurch. Ramaroa received praise from architects attending the national awards for its character and quality of build and featured in the ADNZ industry magazine 'Defign'.



With sustainability features of wood, the winning three
designers took away two awards. The award winners are
July 2017
June 2017
May 2017
Commercial/Industrial Architectural Design Award awarded to Ramaroa by Ben Gilpin of Gilpin Architecture



Excerpts from the ADNZ magazine 'Defign' showcasing Ramaroa

Dung Beetles - Two species have been released onto farmed areas of Queen Elizabeth Park, Belmont Regional Park and Battle Hill Farm Forest Park. Another two species will be released as they become available later in March.



Release of the dung beetles watched with interest by the locals.

QEP Coastal Erosion Plan - The plan is being developed as the coastal edge at the southern end of Queen Elizabeth Park is vulnerable to erosion caused by storm events and climate change predictions. Based on predictions for coastal inundations, it identifies areas for infrastructure removal and replacements along with dune restoration opportunities.

The draft of this plan has been presented to Ngati Toa and the Paekakariki Community Board and a workshop held with internal departments. A few final amendments are being made to the draft which will be followed by a community drop in meeting in Paekakariki, in the Park and to Park stakeholder groups. Once we have received feedback on the draft the plan will be finalised and an implementation plan developed. The final plan will be attached to the Parks Network Plan draft when it is released, for formal public feedback and Council approval.

Koiwi discovery - A member of the public discovered a human skull in a section of eroded dune north of Whareroa Beach. This was notified to the police who applied the recently updated Accidental Discovery of Kōiwi protocol. In this way the find could be removed and reinterred in the same day following a karakia carried out by Te Atiawa kaumātua. All involved were very pleased that the protocol worked well in practice.

5.8 Belmont Regional Park

Transmission Gully – While all fencing work has been completed on mitigation planting sites west of the designation, it continues on land in the east. A recent site visit has seen work now start on fencing areas ahead of the 2019 planting season. Discussions continue around reconnecting track access once the road is complete. This work is expected to be finalised in the second half of 2019 as earthworks are finished.



Bridge 20 across Cannons Creek beginning the launch phase of construction

Connector Track between Hill Road and Old Coach Road - Construction on this 3km cycling/walking track is underway and is expected to be completed in late March.

Dry Creek Camping – This has been steady and below last summer's numbers, with a greater spread of European nationalities, and more Kiwis than in previous years. It is pleasing to see good behaviour overall and positive reviews for the site on Campermate.

As an interesting addition to the “service offering”, Lime scooters arrived at Dry Creek over the Xmas/New Year period and continue to come and go from the park entrance.

NZ Falcons - A pair of falcons has successfully nested at Dry Creek over the last 3 years, fledging chicks each year. While checking camper registrations one evening, staff were witness to a display of aerobatics by a parent and juvenile as they flew around the campers, landing in surrounding trees and grass with little concern about people.

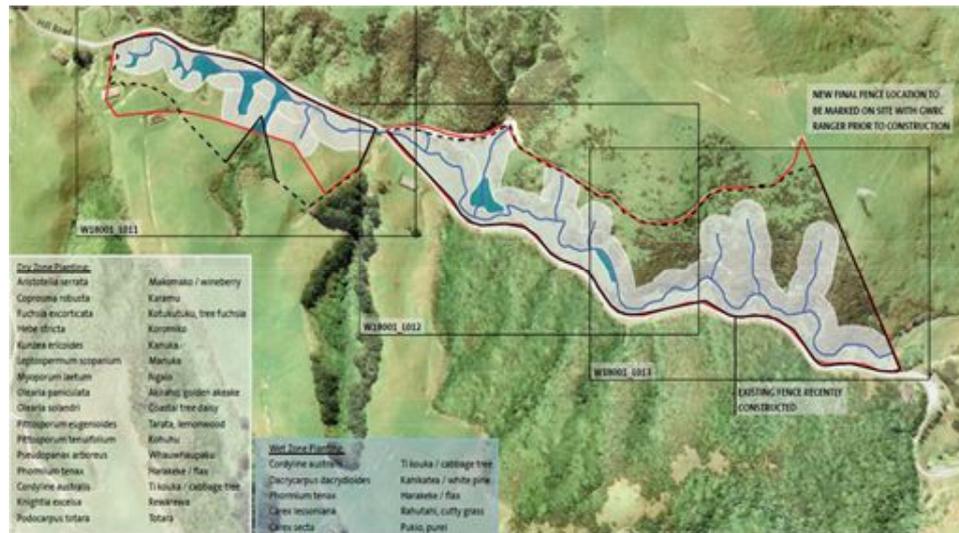


Dry Creek's resident falcon; Lime scooters parked up at the gate

Waipounamu (Kelson Heights) Subdivision mitigation planting – Working with the developer and our Consents team, Parks has made this area in Belmont Regional Park available to provide offset planting as mitigation for this new subdivision in Kelson.

Planning is underway with fencing and site preparation uphill from the Hill Road entrance. The plantings will be a mix of riparian and terrestrial, and will be done this coming winter. A 5 year maintenance programme forms part of the package that will enhance this entrance to the park.

This project is entirely funded by the subdivision developer and the outcomes and process are incorporated as conditions in the resource consent.



Mitigation Planting Plan for Hill Road

5.9 Battle Hill

Camping – It has been a steady season so far with visitors taking advantage of settled weather conditions. Behaviour has been good with many groups enjoying their annual Battle Hill experience.

In readiness for the summer season the annual gravel extraction of the swimming hole took place, a popular spectator pastime with many children being entertained with the digger at work. During the gravel extraction more than 50 tyres were recovered and taken to the tyre recyclers. It seems a dumping has taken place higher in the catchment and they have travelled through the system in floods and dropped out of the stream flow in the swimming hole.

Farm Day - Around 3500 people enjoyed this day, which was an increase on 2018. People enjoyed the ability to wander and enjoy cooking demonstrations, shearing, lamb weighing and working dog demonstrations, the first display having over 500 people viewing. Country Calendar were at the Park for the day as part of an episode they were filming on Dion and Ali Kilmister the Belmont licence holders and Wairarapa Farm Business of the Year. They filmed many of the activities on the day and Battle Hill should get some good coverage when the episode airs in March.



Crowds enjoy the butchery and cooking demonstration at Farm Day

Riding for the Disabled - The arena construction is nearing completion with an opening planned for March. Final ground works and interior fit out are well underway. Discussions continue with the National RDA office around a possible relocation for their office to the Battle Hill homestead building once the Wellington Branch move into their new building. The national RDA board have endorsed this potential move.

BBQ shelter - Mana Lions completed the BBQ shelter project prior to Xmas, the end result is being enjoyed by day visitors to the Park. Planning for the shelter began around 3 years ago with works entirely undertaken by club members, many of whom are retired trades and professional people.



Finished BBQ Shelter in the Dell

5.10 Whitireia

Pou carpark and viewing area - after 6 years of planning, including the management plan, archaeological and consenting processes, the carpark construction was completed prior to Xmas. A blessing was held prior to it being open to use on 22 December under calm and sunny conditions.

The final line markings are due to be completed along with traffic calming measures. Many people have begun to use the area and take in the views from the carpark or seats along the path to the Pou. This has been a major transformation of the site which was previously popular with boy racers.



Work almost complete, with line markings and traffic calming to be installed



Ngati Toa members and Councillor Brash enjoying a calm sunny day following the blessing

Kaitawa Point Gate – This was closed and locked pre-Xmas with access arrangements put in place for Ngati Toa members and dive organisations that use the site for training and educational purposes.

Concession agreements are now in place for these groups who until this point had been very difficult to track down. Through this process we have established positive dialogue and these groups now wish to become involved in beach clean-up events.



The newly locked Kaitawa Point gate with pedestrian and cycle access at the right

Aerial Spraying – Control of gorse, pampas and boneseed has been completed. Staff were approached during the operation by neighbours supportive of the work, noting the improvement in the parks appearance.



Whitireia aerial spraying in progress

5.11 Forestry

Five Year Market Review - Parks has engaged Mark Morice to value the annual rental rate GW receives from RMS for the plantation forests. This involved two days of driving around the Metro and Wairarapa forestry blocks.

Sale of Cutting Rights – GW was informed in November 2018 that RMS would be selling its forestry cutting rights both in NZ and Tasmania. GW has engaged legal firm Duncan Cottrill to assist with this process.

Metro Forests - Harvesting at Maymorn continued into January, so Parks had work to do around managing and communicating that to the public, as the Remutaka Cycle Trail runs through the forest. Prior to Christmas we were able to get further tracks in Maymorn opened again for public use, up to Maymorn Ridge and Mt Climie.



Cable harvesting hauler operating in Maymorn Forest (looking west)

Harvesting at Mangaroa commenced in early January with road lining and works to widen the entrance from Colletts Road. PF Olsen had also conducted an open day with a logging truck at the local school in late November to prepare the community.

Wairarapa – harvesting also continued in Stoney Creek with PF Olsen working closely with Land Management in the erosion prone areas. Land Management are currently preparing a Rehabilitation Plan for the forest.



Stoney Creek Forest

National Environmental Standard for Forestry - GW staff from Parks, Land Management and Environmental Regulation all attended a NES Forestry Workshop run by Southern Skies Consulting and hosted by Horizons Regional Council in Palmerston North on 29th November 2018. The workshop was well attended by Councils throughout NZ, including the Far North and Southland. The day also included a site visit to a John Turkington harvesting site to discuss on the ground implementation and assessments.



On site with Turkington Forestry just outside Palmerston North

6. The decision-making process and significance

No decision is being sought in this report.

7. Recommendations

That the Committee:

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

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