



## **ASSETS AND SERVICES COMMITTEE**

**Agenda 13 July 2022**

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### **NOTICE OF MEETING**

This meeting will be held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference, commencing at 12.30pm. All members participating via audio-visual conference will count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. This meeting will be live-streamed and will be available to view on our [YouTube channel](#).

### **MEMBERSHIP OF THE COMMITTEE**

Councillors Brian Jephson (Chair), Garrick Emms, Rebecca Fox, Pip Maynard, Alistair Plimmer and Mayor Alex Beijen.

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### **Open Section**

**A1.** Apologies

**A2.** Conflicts of interest

**A3.** Public participation

*As per standing order 14.17 no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.*

*Please note: Electioneering is not permitted in council meetings or on council premises – your cooperation is appreciated.*

*If electioneering is deemed to be taking place, the Chair of the meeting or council officers will bring your session to a close.*

**A4.** Actions from public participation

**A5.** Extraordinary business

**A6.** Minutes for Confirmation:

Pages 1-4

***Proposed Resolution:*** *That the minutes of the Assets and Services Committee meeting held on 1 June 2022 are a true and correct record.*

### **B. Decision Reports**

**B1.** Hinekura Road Landslide Report

Pages 5-12

*Stefan Corbett will speak to this report*

**B2.** Combined District Plan for Provision of Water Race Maintenance Report

Pages 13-18

*Charles Horrell (Boffa Miskell) and James Witham will speak to this report*

**B3.** Recommendations from Featherston Community Board Report Pages 19-39

**C. Information and Verbal Reports from Chief Executive and Staff**

**C1.** Partnerships and Operations Roding and Amenities Report Pages 40-64  
*Stefan Corbett will speak to this report*

**C2.** Partnerships and Operations Water Report Pages 65-236  
*Stefan Corbett and Colin Crampton (Wellington Water) will speak to this report*

**C3.** Action Items Report Pages 237-240

**D. Public Excluded**

**D1.** Confirmation of Public Excluded Minutes

*Distributed separately*

***Proposed Resolution:*** *That the public excluded minutes of the Assets and Services Committee meeting held on 1 June 2022 are a true and correct record.*

Report/General Subject Matter	Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
Public Excluded Minutes of the Assets and Services Committee Meeting held on 1 June 2022	Good reason to withhold exists under section 7(2)(b)(ii)	Section 48(1)(a)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	Section 7(2)(b)(ii)



**ASSETS AND SERVICES COMMITTEE  
Minutes from 1 June 2022**

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**Member's Present:** Councillors Brian Jephson (Chair), Garrick Emms, Pip Maynard, Alistair Plimmer (via Zoom) and Mayor Alex Beijen.

**Also in Attendance:** Councillors Pam Colenso, Colin Olds and Brenda West.

**Staff In Attendance:** Harry Wilson (Chief Executive Officer), Stefan Corbett (Group Manager Partnership and Operations), Bryce Neems (Amenities and Waste Manager), Tim Langley (Roading Manager), Gary O Meara (Water Consultant) and Amy Andersen (Committee Advisor).  
Tonia Haskell and Adam Mattsen (Wellington Water Limited).

**Conduct of Business:** This meeting was held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference. All members participating via audio-visual conference were counted for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. This meeting was live-streamed and is available to view on our [YouTube channel](#).  
The meeting was held in public under the above provisions from 12:31pm to 2:44pm except where expressly noted.

**Public Forum:** Charlotte Harding.

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**Open Section**

- A1. Apologies**  
*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2022/20) to accept apologies from Cr Fox.  
(Moved Cr Maynard/Seconded Cr Emms)* Carried
- A2. Conflicts of Interest**  
There were no conflicts of interest declared.

**A3. Public Participation**

Ms Harding, representing the community group working on the Martinborough Pump Track project, spoke in support of Item B1. Ms Harding outlined how the track could benefit user groups, benefits for the Martinborough community and tourists, how the track could be developed over time and enhancing links with other community facilities.

Ms Harding, supported by Mr Neems, responded to members' questions about car parking, budget and costs, funding sources, opening hours, location/size of the space and futureproofing.

Members commended the work that has been completed to date on the project.

**A4. Actions from Public Participation**

Actions from public participation were discussed in Item B1.

**A5. Extraordinary Business**

There was no extraordinary business.

**A6. Minutes for Confirmation**

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2022/21)* that the minutes of the Assets and Services Committee meeting held on 20 April 2022 are a true and correct record.

*(Moved Mayor Beijen/Seconded Cr Jephson)*

Carried

**B Decision Reports**

**B1. Martinborough Pump Track Report**

Mr Neems spoke to matters outlined in the report. In particular, Mr Neems provided updates on maintenance and planned additions of amenities which support the development of the pump track.

Mr Neems noted that fundraisers would assist with car park development costs.

Members noted the support of the Martinborough Community Board.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2022/22)* to:

1. Receive the Martinborough Pump Track Report.

*(Moved Cr Maynard/Seconded Cr Emms)*

Carried

2. Recommend to Council that the Martinborough Pump Track Project Community Group be given approval to work with Council officers to construct a Bike Pump Track at the western end of Considine Park.

3. Recommend to Council to approve the Pump Track Development Plan.

4. Recommend to Council to delegate to the Chief Executive the authority to approve a pump track detailed design plan, timeline and construction start date. *(Moved Mayor Beijen/Seconded Cr Plimmer)*

Carried



**C Information and Verbal Reports from Chief Executive and Staff**

**C2. Partnership and Operations Water Report (Item Moved)**

Tonia Haskell and Adam Mattsen (Wellington Water), supported by Mr Corbett, responded to members' questions regarding the MBBR trial, costs and emergency plans for power outages (use of generators), timely response to complaints and the quality of drinking water in Martinborough and the timeframe of the Tauherenikau pipeline options report; this is now expected in mid-June.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2022/23) to receive the Partnership and Operations Water Report.*

*(Moved Cr Maynard/Seconded Cr Jephson)*

Carried

**C1. Partnership and Operations Roothing and Amenities**

Mr Corbett spoke to matters outlined in the report. In particular, Mr Corbett addressed roading and the recent emergency response to the Cape Palliser Road, the Ecoreef installation, projects completed and community development initiatives.

Members acknowledged and thanked the roading team and Fulton Hogan for their support on the Cape Palliser Road following the recent storm.

Mr Corbett, supported by Mr Langley and Mr Neems responded to members' questions relating to Ruamahanga and collaborative partnerships for roading in the district, footpath access and upgrades in Featherston, progress of the Tauherenikau Bridge funding application, Greytown Wheels Park development and timeframes, timeframes for the Carkeek project and the Welcoming Communities programme coordinator role and impending recruitment for this.

Members acknowledged the work of the Community Development Coordinator in successfully obtaining funding for the Welcoming Communities programme.

Mr Neems noted the Recycling trends and park bins getting filled quickly.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2022/24) to:*

1. Receive the Partnership and Operations Amenities and Roothing Officers' Report.

*(Moved Cr Emms/Seconded Cr Jephson)*

Carried

2. Action 254: Schedule Matariki funding application as an agenda item for February 2022 meeting.

**C3. Action Items Report**

Officers responded to members requests for updates on Actions 161, 15, and 162.

*ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2022/25) to receive the Action Items Report.*

*(Moved Mayor Beijen/Seconded Cr Plimmer)*

Carried

**D Public Excluded**

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<b>Report/General Subject Matter</b>	<b>Reason for passing this resolution in relation to the matter</b>	<b>Ground(s) under Section 48(1) for the passing of this Resolution</b>
Council’s Lease/Licence Property Portfolio Report	Good reason to withhold exists under section 7(2)(b)(ii)	Section 48(1)(a)

This resolution (A&S2022/26) is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

<b>Reason for passing this resolution in relation to the matter</b>	<b>Ground(s) under Section 48(1) for the passing of this Resolution</b>
The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	Section 7(2)(b)(ii)

*(Moved Cr Maynard/ Seconded Cr Plimmer)*

Carried

Meeting adjourned at 1:57pm

Meeting reconvened at 2:07pm

The meeting closed at 2:44pm.

**Confirmed as a true and correct record**

.....(Chair)

.....(Date)

## AGENDA ITEM B1

### HINEKURA ROAD LANDSLIDE

#### **Purpose of Report**

To update Councillors on the landslide damage to Hinekura Road and gain initial budget approvals to a) continue work on new road alignment and design, and b) continue a programme of maintenance and improvement to the Admiral Hill route to Hinekura, and to fund a community-led effort to create a temporary farm track to reconnect the Hinekura community to the road on the Martinborough side.

#### **Recommendations**

Officers recommend that the Council:

1. *Receive the Hinekura Road Landslide Report.*
2. *Recommend to Council that it approves the use of up to \$500,000 unbudgeted capital expenditure to allow Management to continue work on new roading alignment and design.*
3. *Recommend to Council that it Approve the use of up to \$300,000 from the Rural Road Reserve to continue the maintenance and improvement of the alternative route to Hinekura via Admiral Hill, and to support the creation of a temporary farm track built by private landowners to reconnect the Hinekura community to the road on the Martinborough side.*
4. *Note that \$20,000 emergency unbudgeted expense from Council operating expenditure has been approved by the Chief Executive to establish the Hinekura Road Relief Fund.*
5. *Note the rebuild of the Hinekura Road will be a capital project that is anticipated to be loan funded over a 30 year term (the average life of a rural road).*

#### **1. Executive Summary**

Over 500 metres of Hinekura Road was destroyed by a large landslide on 14 June 2022. Geotechnical advice from WSP confirmed the landside was 500 metres long, 80 metres wide and approximately 500,000 cubic metres in volume. The landslide has travelled over 80 metres down the valley and is still active. The existing road alignment is unusable, and the old road cannot be remediated.

The priority is to explore alternative alignments for a new road, which will run through the private property of at least two landowners. Close collaboration with the landowners involved will be imperative to the success of the project. WSP, an international engineering consultancy that we have worked with for two years on Hinekura Road issues, has provided some suggested alignment options using desktop data and drone footage. We now seek approval for budgets to assign the work of confirming alignments and designing a new road to WSP. This is only the first stage. Once verification, planning, land stability investigation, consenting and design is completed, and a final road design is ready, we will return to Council for further instructions.

In tandem with the ongoing effort to confirm and design a new permanent road, we seek approval to support a community initiative to create a temporary farm track suitable for 4WD and light vehicles to reconnect the existing route to Martinborough from Hinekura. This initiative will be led by local landowner Don McCreary and has the backing of a majority of the Hinekura community. A temporary farm track would alleviate much of the anxiety, stress, and additional expense that the Hinekura community is experiencing because of the road closure. It would avoid most users having to use the much longer and more complex alternative road route via Admiral Hill. It would provide emergency access to Martinborough should the Admiral Hill route be closed.

## **2. Background**

### **2.1 Maintaining the alternative route via Admiral Hill and working on new alignments**

Damage to the existing road is significant and the landslide is still active and dangerous to cross. Specialist advice is that the current alignment of the road is not feasible. That is, reinstating the road is very unlikely to be possible.

Alternative access to Hinekura via the Admiral Hill route is presently open to all vehicles. We have several crews on the road improving manoeuvrability, visibility, and traction. Road conditions will be carefully monitored, and improvements made where needed. Further work on signage, metalling, safety features and control of stock may be required. We will do our best to keep the road safe and open, but the reality is that this section of road may close temporarily due to flooding, snow, slips or other reasons. Road conditions at night and/or in heavy weather may be challenging for some drivers, particularly if they are driving an extra 2-3 hours each time they commute.

WSP engineers are investigating two alternative alignments for the road (please refer to WSP maps at Appendix one). WSP has been working with landowners to leverage local knowledge of the land and to build on their preliminary assessment. Gradient, stability, ease of build, and expense, are all important factors in considering the most optimal route. The project team will need to collaborate closely with landowners to be successful.

We seek Council approval for up to \$500,000 to cover the first phase of work, which consists of:

- a) Hiring a Project Manager to lead the work stream
- b) Monitoring the existing site using remote sensors, rain gauges etc
- c) Optioneering the new alignment to determine best fit
- d) Completion of the engineering design and producing plans and estimates

This first stage of the project will produce a verified engineering design that we can use for tendering purposes. The reality is that this process, plus the build stage, will take many months. It will however be very important not to rush the verification process. Our ambition is to provide a new road that is resilient and open to all traffic types. Land stability investigations must be thorough as landslips are characteristic of this part of the Wairarapa. WSP has done some surveys of the area using drones and photogrammetry, which reveal evidence of many old slips.

## **2.2 Road maintenance and Temporary farm track**

We seek Council approval to use up to \$300,000 from the Rural Road Reserve for

- a) Repairs and maintenance of the Admiral Hill alternative route
- b) To fund on a grants basis the construction of a temporary farm track by private landowners to allow residents to access Martinborough more safely and quickly, to ease stress on the community while the new road is being planned and built.

Maintenance and improvements to the Admiral Hill route will be ongoing through the Winter months. We have already spent \$65,000 in a matter of weeks. It is vital that the route is kept in good repair to avoid any possibility of accidents. The route must remain open to avoid a serious emergency arising whereby the Hinekura community becomes landlocked.

Private landowners on behalf of the community intend to create a farm track suitable for 4WD and light vehicles that will temporarily reconnect the closed section of road. This initiative is well supported by the Hinekura community. We are still confirming details, but early costings suggest a total cost under \$70,000, covering hire of heavy machinery, materials, and specialist labour. This temporary farm track would ease the stress being caused by the alternative route, which is considered unsafe by many residents and adds 2-3 hours to the roundtrip Hinekura/Martinborough. We consider the initiative is a much needed one that people will use for a significant period, including through Winter. It would be a vital lifeline for emergency use if the Admiral Hill Road route closed for any reason.

Council could offer the financial support on a grant basis and on the understanding that it accepts no responsibility for the standard or safety level of the temporary farm track. The landowner will have to construct the track to the best standard possible and will remain liable for any safety issues that occur on their land by people using it.

The funding would be provided contingent on the landowners receiving any necessary consents and approvals from the GWRC. Furthermore, we will need to ensure that in the construction of the farm track there is no impediment to the construction of the permanent road. Council will need to be satisfied that this is a justifiable use of public money, bearing in mind the serious economic and social impacts of the road closure on the 33 households in Hinekura.

### **2.3 Support to the community**

During a Hinekura Road Community meeting on 29 June 2022 we launched the Hinekura Road Relief Fund (the Fund) which, using \$20,000 of Council funding, is providing immediate support to residents who are impacted by the road closure. We are partnering with the East Coast Rural Support Trust to administer and deliver the Fund. During the meeting we received numerous requests for more assistance across education, transport, training, accommodation, wage assistance, household costs, and animal health/welfare issues. We continue to work with support organisations to ensure a wraparound service is provided to the community. We will be monitoring the pattern of spending for the Fund and will report on progress.

## **3. Discussion**

It is not yet possible to accurately estimate how much the feasibility, design and build of a new road will cost, however it is reasonable to expect it to be within the range of \$2-5m. The benefits of rebuilding the road in broad terms are that: the Hinekura Community is reconnected to the Martinborough ward, restoring long held and valuable education, social, cultural and business ties; there is an operable route out of Hinekura if the other route fails for any reason; and prevention of the degradation of the Hinekura community and economy.

Waka Kotahi have approved our initial application for \$200,000 of emergency works funding - being \$100,000 for works to date in FY 2021/22 and \$100,000 towards future works and design. Waka Kotahi management have visited the site with us to better understand our situation. Further funding applications will be made once costs firm up.

Stage two of the project will be to build the new road using the feasibility and engineering design. We intend to progress to this stage as soon as possible.

### **3.1 Consultation**

None required. We have engaged carefully with the Hinekura community on the content of this report.

### **3.2 Legal Implications**

None at present.

### **3.3 Financial Considerations**

Note the requests for unbudgeted expenses in this report are outside the Annual Plan and Long Term Plan budgets.

## **4. Supporting Information**

### **4.1 Long Term Plan - Community Outcomes**

The recommendation to reconnect the damaged section of Hinekura Road is essential to maintaining the current level of social and economic activity in the Hinekura region. Not providing the road would impact the vibrancy and resilience of that community. There would be a deficit in the provision of education to approximately 10 school age children in the community. Lack of access to the Martinborough side restricts the ability to join social activities, sports, to access farm labour, educate children, do business (transport products and animals). Permanent closure of the land could affect land prices in the area, and potentially lead to people leaving the community. Healthy & Economically Secure People

### **4.2 Treaty of Waitangi**

Not applicable.

## **5. Appendices**

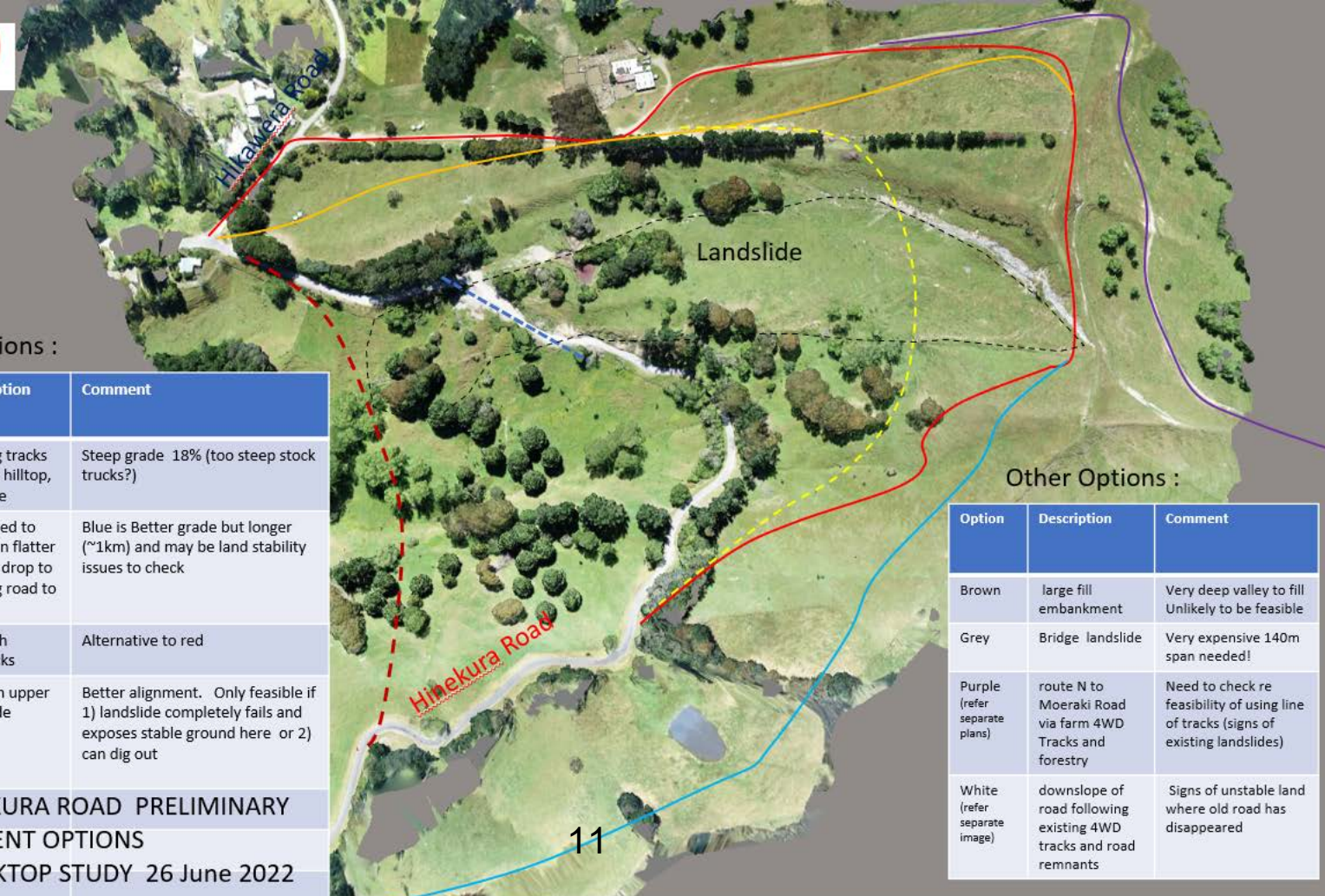
Appendix 1 – WSP maps of possible new alignments for the road

Contact Officer: Stefan Corbett, Group Manager Partnerships and Operations

Reviewed By: Harry Wilson, Chief Executive Officer

# **Appendix 1 – WSP maps of possible new alignments for the road**





Main Options :

Option	Description	Comment
red	Existing tracks to near hilltop, traverse	Steep grade 18% (too steep stock trucks?)
Light blue	As for red to top then flatter longer drop to existing road to east	Blue is Better grade but longer (~1km) and may be land stability issues to check
Orange	Through paddocks	Alternative to red
Yellow	through upper landslide	Better alignment. Only feasible if 1) landslide completely fails and exposes stable ground here or 2) can dig out

Other Options :

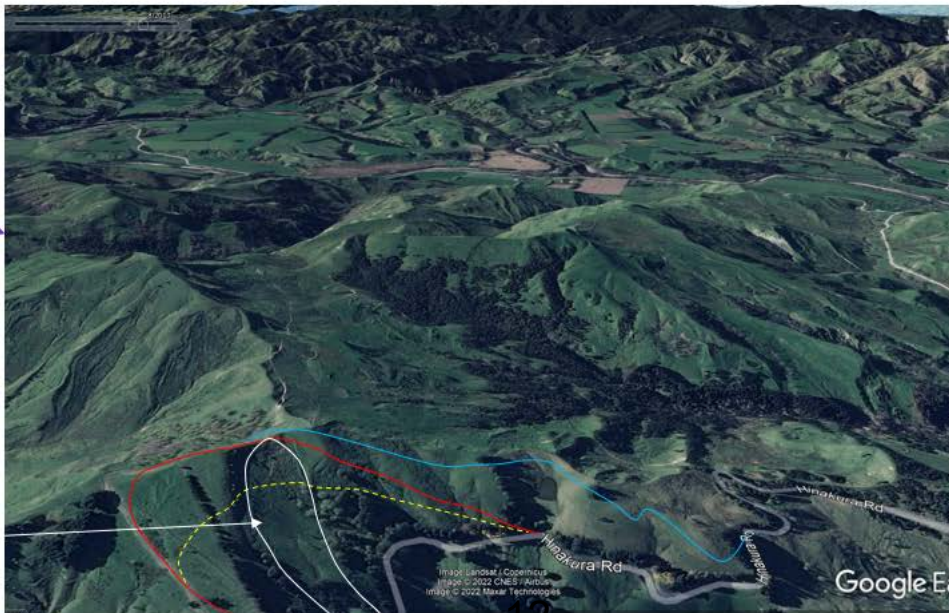
Option	Description	Comment
Brown	large fill embankment	Very deep valley to fill Unlikely to be feasible
Grey	Bridge landslide	Very expensive 140m span needed!
Purple (refer separate plans)	route N to Moeraki Road via farm 4WD Tracks and forestry	Need to check re feasibility of using line of tracks (signs of existing landslides)
White (refer separate image)	downslope of road following existing 4WD tracks and road remnants	Signs of unstable land where old road has disappeared

# Indicative Realignment route positions

Moeraki Road

Purple  
(back)  
route

1673  
Hinekura Rd  
Landslide



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**AGENDA ITEM B2**

**COMBINED DISTRICT PLAN PROVISION FOR WATER RACE  
MAINTENANCE**

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**Purpose of Report**

To inform Councillors of the proposed approach for the draft Combined District Plan for enabling maintenance of water races and to seek feedback on this approach.

**Recommendations**

Officers recommend that the Council:

1. *Receive the Combined District Plan Provision for Water Race Maintenance Report;*
2. *Provide feedback on the proposed approach for the draft Combined District Plan; and*
3. *Note that any feedback will be reported back to the Combined District Plan Joint Committee.*

**1. Executive Summary**

Through the review of the Wairarapa Combined District Plan, the appointed Joint Committee is currently considering provision for maintenance and access to water races. An approach of largely bringing across status quo from the operative Combined District Plan has been proposed.

The provisions of the Wairarapa Combined District Plan (WCDP) are required to be reviewed at least once every 10 years. The WCDP was made Operative in 2011 and is due for, and is undergoing, review.

The WCDP manages the use of land adjoining the water races, along with the Greater Wellington Council who implement the National Environmental Standard for Freshwater which similarly sets the management of activities adjoining waterways.

The Joint District Plan Committee (the Joint Committee), the groups of two elected members from the three Wairarapa councils (and an independent chair) has sought feedback from the Water Race Committee on the proposed approach and seeks feedback.

This paper outlines the current approach to setbacks from water races within the operative district plan and the current bylaws and provides an evaluation of this approach with recommendations for the draft plan.

## **2. Background**

Council services two stock water races, the Moroa Race near Greytown and the Longwood Race near Featherston, which intake water from the Waiohine and Tauherenikau rivers respectively, to provide stock drinking water to surrounding farmland.

The Moroa Race is 240km long and services 8500ha of farmland. The Longwood Race is much shorter at 40km and services 1500ha of farmland. The races traverse through a number of private and public pieces of land and are located over both rural and urban land (Greytown). The full extent of the races is shown in **Appendix 1**.

The Council must undertake regular repair and maintenance of the water races to ensure the races can effectively operate. This is generally undertaken with small scale machinery but could require an excavator with sufficient access along at least one side of the water race.

Outside the district plan, there are two current bylaws that relate to each water race:

Featherston Longwood Water Race Bylaw 1936; and

Moroa Water Race Bylaw 2007.

These bylaws identify a number of regulations for the use of water from the water race, any activity associated with the use of water from the races and any activities within the margins of water races. Among other things, the bylaws restrict the placement of buildings within 5 metres of the Moroa Water Race and 10 metres from the Longwood Water Race without written approval of the Council.

The district plan also plays a role in ensuring the Council can continue to maintain the races by the regulating activities in close proximity to the water races that may obstruct (in particular structures) the Council in undertaking maintenance works.

The Operative Plan has required a 25-metre setback for structures from any “significant waterbody”, and a 5-metre setback for all other waterbodies. The significant waterbodies listed are primary lakes and rivers that contain high natural values and does not include water races meaning that the setback requirement is effectively 5-metres.

Through the district plan review, we are considering the appropriateness of this setback and other associated provisions. This paper provides our evaluation and recommendations for draft provisions for the district plan review. Feedback is sought from the Joint Committee. This feedback will be reported back to the appointed Joint Committee and will assist in informing on the provisions for the draft Combined District Plan.

### **3. Discussion**

It is understood that a typical maintenance is undertaken with light machinery, but could require an excavator to track along the side of the water race to clear a blockage etc.

Structures and buildings can create obstructions to access and depending on their locality and position in relation to the water race, can preclude access all together.

Much of the land that the water races traverse is rural land where buildings and obstructions to maintenance/access are sparse. The highest risk for setbacks is where the water races traverse through existing and future urban areas with building densities greater and more likely that buildings will be located in closer proximity to waterbodies. This would largely be Moroa Race where it traverses through Greytown.

Setting an appropriate setback must balance providing reasonable provision to access the water races and undertake maintenance with enabling individuals' to reasonably develop their land.

In reviewing the current setback, we considered other districts and the setbacks that are applied. Generally, a 5-metre<sup>1</sup> or 10-metre<sup>2</sup> setback is applied where the district services water races. Bylaws are largely relied upon for providing this setback and district plans look to compliment the bylaw provisions.

The current 5-metre setback is consistent with this, and Council officers are not aware of any implementation issues associated with the current setback approach. In addition, provision can also be made for access to a water race at the time of subdivision, should a property look to subdivide land that is directly adjacent to a water race.

Regardless of the district plan provisions, the current Bylaws provide a high level of protection of the Council's ability to access and maintain the water races.

#### **3.1 Consultation**

Consultation and engagement for the Wairarapa District Plan is being undertaken in accordance with an approved consultation and engagement plan. This has included targeted engagement with sector groups, such as Federated Farmers, Greater Wellington, iwi and environmental advocacy groups. There has been no specific feedback on setbacks from water races.

Formal feedback from the community will be sought at the time of the draft plan, including any setbacks, which is expected to be released in September 2022.

<sup>1</sup> Central Otago District Council, Selwyn District Council, Christchurch City Council

<sup>2</sup> Waimakariri District Council

### **3.2 Legal Implications**

There are legal implications in relation to the statutory requirements of a district plan and its ability to manage land use and development in the margins of water races under the Resource Management Act 1991.

Any setback or other regulatory provision must be reasonable and proportionate to the resource management issue.

### **3.3 Financial Considerations**

There are no applicable financial considerations.

## **4. Conclusion**

Based on a review of the current provisions, it is determined that the current bylaws enable the Council to effectively manage the placement and positioning of buildings and structures within the margins of their water races.

For the draft plan, it is recommended that the provisions continue to compliment this through a 5-metre setback and ability to provide for access through any subdivision consent remains for the draft district plan.

## **5. Appendices**

Appendix 1 – Map of South Wairarapa Water Races

Contact Officer: Charles Horrell, Consultant Planner (Boffa Miskell) and James Witham, Planning Manager

Reviewed By: Stefan Corbett, Group Manager Partnerships and Operations

# **Appendix 1 – Map of South Wairarapa Water Races**



# South Wairarapa Water Races

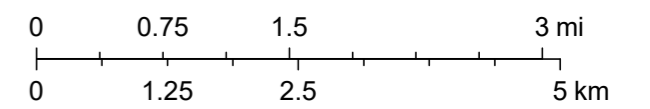


Legend:

— Longwood

— Moroa

1:72,224



GW Strategy Group, Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



# ASSETS & SERVICES COMMITTEE

13 JULY 2022

## AGENDA ITEM B3

### RECOMMENDATIONS FROM FEATHERSTON COMMUNITY BOARD

#### Purpose of Report

To provide an opportunity for members to consider recommendations received from the Featherston Community Board.

#### Recommendations

Officers recommend that the Committee:

1. *Receive the Recommendations from Featherston Community Board Report.*
2. *To consider the recommendations from the Featherston Community Board.*
3. *To recommend to Council to approve the Nuku-Pewapewa Pou Project, subject to agreement from relevant mana whenua and the Māori Standing Committee.*

Recommendations from Assets and Services Committee	Resolution Number
4. Recommend to the Assets and Services Committee to approve the Nuku-Pewapewa Pou Project subject to agreement of the project from relevant mana whenua and the Māori Standing Committee.	FCB 2022/21

#### 1. Background

The reports to the Featherston Community Board meeting relating to the recommendations in this report can be found here: [Featherston Community Board Agenda](#)

The report relating to recommendation (FCB 2022/21), was considered by the Featherston Community Board at their meeting on the 28 June 2022. Item 8.1 Rangatira Nuku-Pewapewa Pou Project Report.

The Featherston Community Board has agreed that the project aligns with the Clifford Square Management Plan.

Although verbal approvals have been sought and given, there is some urgency in gaining the appropriate formal approvals as the grant funding given towards the project has an expiry date.

## **2. Appendices**

Appendix 1 - Rangatira Nuku-Pewapewa Pou Report

Contact Officer: Suzanne Clark, Property Portfolio Advisor

Reviewed By: Stefan Corbett, Group Manager Partnership and Operations

**Appendix 1 - Rangatira Nuku-  
Pewapewa Pou Project Report, 28 June  
2022**

# FEATHERSTON COMMUNITY BOARD

28 JUNE 2022

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## AGENDA ITEM 8.1

### RANGATIRA NUKU-PEWAPEWA POU PROJECT

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#### **Purpose of Report**

To seek a recommendation of approval from the Featherston Community Board for the Nuku-Pewapewa Pou Project.

#### **Recommendations**

Officers recommend that the Featherston Community Board:

1. *Receive the Rangatira Nuku-Pewapewa Pou Report.*
2. *Agree that the Nuku-Pewapewa Pou Project aligns with the Clifford Square Management Plan.*
3. *Notes the Memorandum of Understanding between Greytown Trails Trust and South Wairarapa District Council.*
4. *Recommends to the Assets and Services Committee to approve the Nuku-Pewapewa Pou Project subject to agreement of the project from relevant mana whenua.*

#### **1. Background**

Clifford Square is a Recreation Reserve under the Reserves Act 1977 and is subject to the Clifford Square Reserve Management Plan.

The Greytown Trails Trust wish to erect a Pou on the outside of the Mini Fell Railway Track and within the Village Green Amenity Area of Clifford Square (refer Appendix 1) and are liaising with the Featherston Community Board as per section 2.2.1 of the Reserve Management Plan.

This report describes the Pou project and its alignment with the Clifford Square Reserve Management Plan. A draft Memorandum of Understanding has been included in this report as required by the Management Plan. Council officers are seeking a recommendation from the Community Board to the Assets and Services Committee for project approval.

## 2. Discussion

Developments within reserve areas must be consistent with and meet the values and vision of its adopted reserve management plan, or alternatively a proposal needs to be agreed by Council and then go through a period of public engagement. The Pou project is assessed against the Clifford Square Management Plan in the following sections, and specific requirements of the Plan then follow.

### 2.1 Project Alignment with the Clifford Square Management Plan

The vision for Clifford Square is for:

*“A central public meeting place, information and cultural centre for Featherston, Gateway to the Wairarapa, with enhanced open space, historic and cultural features for recreation and leisure opportunities.”*

The Reserve is split into five distinct Amenity Areas that guide and control the use and development based on their primary use. The Playground and Village Green area is the Amenity Area where the Pou is proposed for installation. The Village Green area is described as having a grassed open space that caters for events or informal recreation and a proposed Miniature Railway Track. It is clear within the Plan that any development should not be detrimental to this vision. It is also clear that the community want the Reserve to be used for a range of cultural, recreation and leisure activities including community events.

Relevant Development Design Criteria for the Village Green area requires:

- The Village Green to be left as a predominantly open space area for large-scale activities and events and for informal games.
- To improve the visual connection of these areas with other parts of the Reserve.
- Integration of the Mini Fell Railway Station and track into the Village Green area ensuring minimal interruption to the open space character and recreation opportunity.

Council officers also consider that although the proposed project was not specifically contemplated in the Management Plan, the Pou is consistent with the Management Plan for the following reasons:

- It will not impinge on the open space character of the Village Green.
- It is being placed to recognise the start of the regional cycle trail and therefore one purpose of the Pou is for recreation.
- A second purpose of the Pou is to recognise a Māori leader of significance to Featherston thus creating a historical and cultural link and consistency with the Plan.
- As it marks the start of the regional trail, the Village Green could potentially host future cycling events, which would be consistent with the Plan.
- It creates an informal link to the Heritage Precinct, helping to connect the five unconnected areas of the Reserve.

Therefore, as the proposed project is not a major addition or facility, and is consistent with the Management Plan, engagement as outlined in the Plan is appropriate. Permission needs to be obtained from the Featherston Community Board, Māori Standing Committee, the Assets and Services Committee and finally Council. Specific permissions will be sought from mana whenua as well as other stakeholders.

## **2.2 Project to have a Memorandum of Understanding**

The Clifford Square Management Plan requires that a Memorandum of Understanding (MOU) is developed with the Greytown Trails Trust that covers at a minimum:

- Project definition
- Responsibilities of the stakeholders
- Channel of communication for resolving conflict

### **2.2.1. Project Scope and Definition**

A **Pouwhenua** or **pou whenua** is a carved wooden post created to mark territorial boundaries or places of significance. Pou whenua tell a story. They are significant to Māori, representing their contributions to the cultural heritage of New Zealand. They acknowledge the association between the people and the land.

This project is for the permanent installation of a Pou in Clifford Square at the location indicated on the map in Appendix 1. The intention is for the Pou to be based on Ngāti Kahungunu Rangatira Nuku-pewapewa and for it to mark the starting point of the regional cycle trail.

Rangatira Nuku-pewapewa has links to Pāpāwai, and Te Ara ([www.teara.govt.nz](http://www.teara.govt.nz)) records the following historical account.

*“While Nuku-pewapewa was away from Wairarapa, the district was invaded again, this time by the Taranaki peoples Te Āti Awa, Ngāti Tama and Ngāti Mutunga. After the defeat of the Wairarapa people at Pēhikatea about 1833, the majority went north to Nukutaurua. Although the accounts which have been preserved are conflicting, it is most likely that Nuku-pewapewa heard of the fresh invasion from refugees arriving at Nukutaurua, and began to plan to expel the invaders.*

*Although he was warned not to go, Nuku-pewapewa led a Wairarapa force of 200 to Maungaraki, a range south-east of present day Masterton. He was accompanied by Te Hapūku, leading a force of 400 Heretaunga men. The leaders climbed a hill at night and saw the innumerable fires of their enemies. Except for a few, led by Hoeroa of Ngāti Te Ūpokoiri, the Heretaunga forces withdrew. In spite of this defection, Nuku-pewapewa took by surprise the pā at Tauwhare-rata (near present day Featherston), where Te Wharepōuri, the leader of Te Āti Awa, was living.”*

Featherston stands on part of the Moroa and Tauwharenikau blocks. There was a pā situated near Featherston, which was occupied by Ngāti Awa who were later defeated by Ngāti Kahungunu. There is an established historical link between the proposed design of the Pou and the current day Featherston township.

### 2.2.2. Project Design

Ed Riwai has been contracted to carve the Pou and envisages that it will be mounted on a concrete plinth, lit by LED lighting powered by a solar panel, and protected with an open bar anti-climb security fence.

The solar panel is small and will be mounted on top of the Pou. The LED lights are small and along a string and easily conform to Dark Sky requirements.

The Pou will be just over 3m high, and the enclosure will be 2m<sup>2</sup> and 1.5m high. There will be no maintenance requirement within the enclosure and there will be a concrete mowing strip outside the security fence.

Initial concept drawings are attached as Appendix 2.

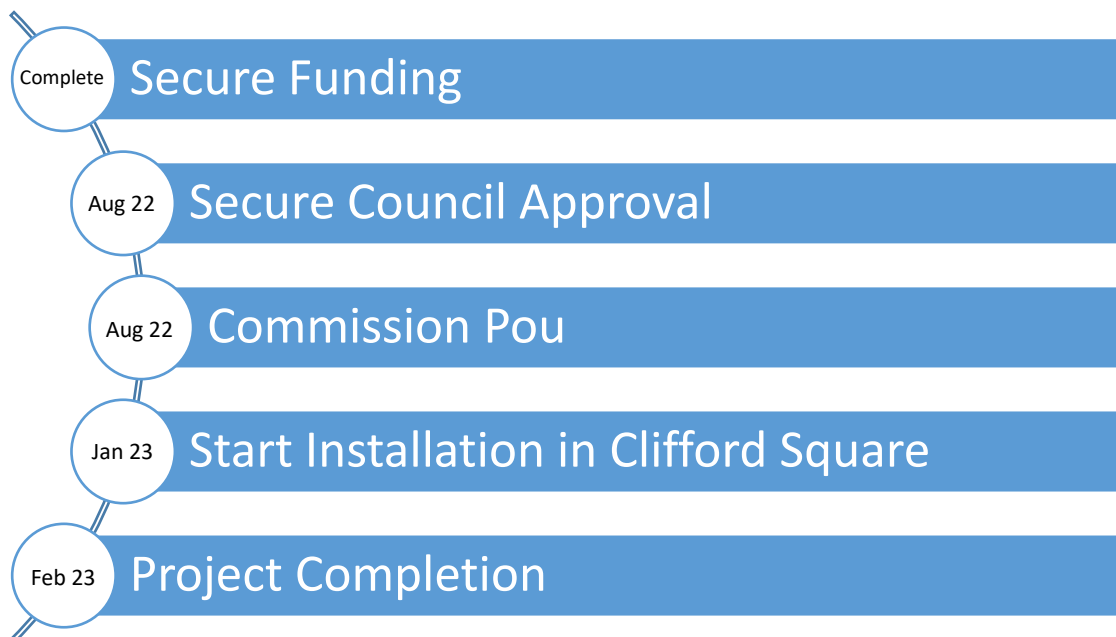
Council's Roading Manager has reviewed the location and proposed dimensions and considers that it will not obstruct the view of drivers exiting Birdwood Street.

### 2.2.3. Responsibilities and Conflict Resolution

Stakeholder responsibilities and the process for conflict resolution are included in a draft MOU included within Appendix 3.

### 2.2.4. Project Timeline

The key milestones for the project are:



The project is expected to take a total of 10 days to install.





### 2.2.5. Funding

Greytown Trails Trust have sufficient funding for the project to proceed. Generous grants have been received from Eastern and Central Community Trust and the Ministry of Business Innovation and Employment (MBIE) to fully cover project procurement and installation. A contingency fund of 10% fund has been included within the project

budget. A fixed price offer has been received from MK Design of Cambridge, Waikato for the design, assembly and delivery to site, and therefore the project will not be subject to rising prices.

### 2.3 Significance and Engagement

Council officers have assessed the proposal as having low significance and therefore engagement does not need to follow the procedures identified within the Significance and Engagement Policy for formal consultation. The Policy criteria has been included in Appendix 4.

Criteria	Impact			Explanation
	Low	Medium	High	
Importance to South Wairarapa				<b>Difficult to reverse:</b> Once installed, the Pou could be physically and culturally difficult to move, however there is no reduction in service levels and no change to activity groups.
Community Interest				Provided that iwi and hapu are engaged prior to work being commissioned, the project is expected to be supported by the public and is deemed consistent with the Management Plan.
Consistency with Policy				Decision aligns with community outcomes, policies and plans.
Capacity and Capability Impact				Negligible impact on Council's capital and operational expenditure and resources as the project development is community funded.

Provided there is agreement that the project is consistent with the Clifford Square Management Plan, no public engagement is required. The persons who are affected by or interested in this matter are Ngati Kahungunu, Papawai Marae, Pae Tu Mokai o Taurira as well as Council's various governance bodies. Other organisations that may have an interest are the Five Towns Trails Network and the Cross Creek Railway Society.

#### 2.3.1. Mana Whenua

Greytown Trails Trust were informally advised by a staff member of Ngati Kahungunu to seek approvals from Papawai Marae and Pae Tu Mokai o Taurira and then to go through Council's Māori Standing Committee for approval. Papawai Marae and Pae Tu Mokai o Taurira have given their consent to the proposed Pou project. At the Māori Standing Committee meeting of the 21 June, members were also supportive of the Pou. It is expected that the Māori Standing Committee will formally approve the project on the 2 August.

Community Board approval should be subject to the correct mana whenua approvals being obtained.



### **2.3.2. *Affected or Interested Parties***

The Five Towns Trails Network are aware of the Pou proposal and are supportive as there is strategic alignment with the Wairarapa Five Towns Trails Network Master Plan; specifically supporting trail users access to Nature and Culture.

Cross Creek Railway Society are the primary users of the Village Green and their approval will be sought prior to final project sign off.

### **2.4 Options**

The Featherston Community Board can support the project as outlined, support the project with conditions, or not support the project.

### **2.5 Media and Communications**

Council officers will prepare a News and Notices item announcing the project once Council approval has been given.

### **2.6 Legal Implications**

There are no legal implications.

### **2.7 Financial Considerations**

This project is not being funded by Council budgets. Greytown Trails Trust have sourced 100% of the funding and have a 10% contingency fund.

Thought has been given to ensuring that ongoing maintenance for the project will be minimal and Council officers do not anticipate the need to increase operational budget to maintain an additional asset at this stage. The tree on the corner of Birdwood Street will require regular trimming as it gets bigger so separate spaces can be kept for the Pou and the tree. It is expected that this cost will be absorbed into operational budgets.

## **3. Conclusion**

Council officers commend the Greytown Trails Trust and members of the community who have spear headed the Pou project and are delighted to seek approval from the Community Board for a significant project that is in keeping with the vision for Clifford Square at no cost to the ratepayer. Greytown Trails Trust has a track record of delivering community projects at no cost to the ratepayer, including the Greytown to Woodside Trail and the Tauherenikau Cycle Bridge which is still under development.

Community Board approval of the project is sought subject to agreement from mana whenua.

#### **4. Appendices**

Appendix 1 – Proposed Pou Project Location

Appendix 2 – Pou Concept Drawings

Appendix 3 – draft Memorandum of Understanding

Appendix 4 – Significance and Engagement Policy Assessment Criteria

Contact Officer: Bryce Neems, Amenities and Waste Manager

Reviewed By: Stefan Corbett, Group Manager Partnership and Operations

# **Appendix 1 – Proposed Pou Project Location**



# **Appendix 2 – draft Memorandum of Understanding**

**Memorandum of Understanding**  
*between*  
**South Wairarapa District Council**  
*and the*  
**Greytown Trails Trust Incorporated**

**1. Purpose of Memorandum of Understanding**

The purpose of this Memorandum of Understanding (MoU) is to record the principles that the parties expect to underpin their ongoing relationship and to describe, in general terms, the process that the parties intend to follow to give effect to the arrangement.

**2. Project Scope and Definition**

**A Pouwhenua** or **pou whenua** is a carved wooden post created to mark territorial boundaries or places of significance. Pou whenua tell a story. They are significant to Māori, representing their contributions to the cultural heritage of New Zealand. They acknowledge the association between the people and the land.

This project is for the permanent installation of a Pou in Clifford Square at the location indicated on the diagram in Appendix 1. The intention is for the Pou to be based on Ngāti Kahugunu Rangatira Nukupewapewa and for it to mark the starting point of the regional cycle trail.

Rangatira Nuku-pewapewa has links to Pāpāwai and Te Ara ([www.teara.govt.nz](http://www.teara.govt.nz)) records the following historical account.

*“While Nuku-pewapewa was away from Wairarapa, the district was invaded again, this time by the Taranaki peoples Te Āti Awa, Ngāti Tama and Ngāti Mutunga. After the defeat of the Wairarapa people at Pēhikatea about 1833, the majority went north to Nukutaurua. Although the accounts which have been preserved are conflicting, it is most likely that Nuku-pewapewa heard of the fresh invasion from refugees arriving at Nukutaurua, and began to plan to expel the invaders.*

*Although he was warned not to go, Nuku-pewapewa led a Wairarapa force of 200 to Maungaraki, a range south-east of present day Masterton. He was accompanied by Te Hapūku, leading a force of 400 Heretaunga men. The leaders climbed a hill at night and saw the innumerable fires of their enemies. Except for a few, led by Hoeroa of Ngāti Te Ūpokoiri, the Heretaunga forces withdrew. In spite of this defection, Nuku-pewapewa took by surprise the pā at Tauwhare-rata (near present day Featherston), where Te Wharepōuri, the leader of Te Ati Awa, was living.”*

Featherston stands on part of the Moroa and Tauwharenikau blocks. There was a pa situated near Featherston, which was occupied by Ngāti Awa who were later defeated

by Ngāti Kahugunu. There is an established historical link between the proposed design of the Pou and the current day Featherston township.

Ed Riwai has been contracted to carve the Pou and envisages that it will be mounted on a plinth, lit by LED lighting powered by a solar panel, and protected with a security fence. The lighting will necessarily conform to Dark Sky requirements.

### **3. Responsibilities**

#### ***Greytown Trails Trust Will:***

- Undertake all the required engagement necessary for approvals.
- Secure appropriate approvals before commissioning the project.
- Secure full funding for the project.
- Work with the carver to complete the design and then coordinate delivery.
- Work with Council officers to ensure installation of the Pou and surrounds is undertaken in accordance with Council's standards and requirements including Dark Sky lighting requirements.
- Provide updates to Council officers for the purposes of communications to residents about the project.

#### ***Council will:***

- Facilitate the governance and operational approvals process.
  - Ensure all required engagement and governance approvals have been sought and given.
  - Ensure that the design is compatible with the proposed location.
- Ensure full project funding is available before ground is broken in the Reserve.
- Oversee the Pou installation into the Village Green Amenity Area of Clifford Square.
- Accept ownership of the Pou once installation has been completed to Council officer's satisfaction and in accordance with the Project Scope.
- Be responsible for ongoing maintenance.

### **4. Conflict Resolution**

Council and Greytown Trails Trust have agreed to work collaboratively with one another for the benefit of the community.

To minimise conflict arising, all necessary approvals will be sought and received from the Featherston Community Board, Māori Standing Committee, iwi and hapu, the Assets and Services Committee, and Council prior to the project being commissioned. Any concerns raised during engagement will be addressed by the Greytown Trails Trust prior to commissioning the project.

The parties will ensure that they meet their responsibilities as outlined in this MOU.

The South Wairarapa District Council Chief Executive's decision in any operational matter will be final.

## **5. Costs**

The Greytown Trails Trust are responsible for funding the project.

## **6. Communications**

The address for service for the Council is:

The Amenities and Waste Manager  
South Wairarapa District Council  
PO Box 6  
Martinborough 5711  
Email: [amenities@swdc.govt.nz](mailto:amenities@swdc.govt.nz)

The address for service for Greytown Trails Trust is:

John Bushnall  
Greytown Trails Trust  
Email: [REDACTED]

## **7. Term of Agreement**

This agreement commences on the date on which the document is executed, and if the execution is over a period of days, on the day on which the last party executes. The agreement ends when the Pou is handed over to Council.

## **8. Variations to this Agreement**

Variations may be made to this agreement by the mutual consent of all parties. Variations are to be recorded in writing.

## **9. Termination**

This agreement may be terminated at any time by the written agreement of all of the parties.

## **10. Liability**

Neither party shall be liable to the other for any costs, liability, damages, loss, claims or proceedings of whatever nature arising out of this Memorandum and neither party shall be liable to the other for any loss of profit, loss of business or consequential loss of that party, howsoever caused.

The parties also agree that it is not the intention for any of the Terms and Conditions of this Agreement to be legally binding on either or both parties.

## **11. Signed as an Agreement by the Partners**

Agreement has been signed on the date recorded below (effective date) by the Chief Executive of the participating organisations (or nominee) or an authorised member of the Greytown Trails Trust:



Signed for (name of organisation) by (name of authorised person to sign and title)

Signature

Signed for (name of organisation) by (name of authorised person to sign and title)

Signature

**12. Date of Agreement**

Date –

# Appendix 3 – Pou Concept Drawings



# **Appendix 4 – Significance and Engagement Policy Assessment Criteria**

## Schedule 1 – Criteria and factors for assessing significance

<b>Criteria</b>  <i>When a decision is assessed as high on two or more criteria it is likely to be highly significant</i>	<b>Key factors to consider in assessment of significance rating</b>	
<i>Degree of significance</i> High ←————→ Low		
<b>Importance to South Wairarapa</b>	<ul style="list-style-type: none"> <li>• Creates or ceases an activity group</li> <li>• Large reduction in levels of service</li> <li>• Irreversible or difficult to reverse</li> </ul>	<ul style="list-style-type: none"> <li>• No change to an activity group</li> <li>• Little or no change in levels of service</li> <li>• Easily reversed</li> </ul>
<b>Community Interest and impact on affected parties</b>	<ul style="list-style-type: none"> <li>• High level of prior public interest or the potential to generate interest or controversy</li> <li>• Large division in community view on the decision</li> <li>• A moderate impact on a large proportion of the community or high impact on a moderate proportion</li> <li>• Large impact on specific group(s) of the population (e.g. Maori, youth, town) or individuals</li> </ul>	<ul style="list-style-type: none"> <li>• Low level of prior public interest or low chance of generating interest or controversy</li> <li>• General consensus in community view on the decision</li> <li>• Low impact on a limited number of individuals</li> <li>• No particular group of the population or individual affected</li> </ul>
<b>Consistency with existing policies and strategies</b>	<ul style="list-style-type: none"> <li>• Decision is substantially inconsistent with current policies and strategies</li> <li>• Decision is inconsistent with community outcomes</li> <li>• Is a new direction from a prior decision</li> </ul>	<ul style="list-style-type: none"> <li>• Decision is highly consistent with current policies and strategies</li> <li>• Decision aligns with community outcomes</li> <li>• Is a logical step from a prior decision</li> </ul>
<b>Impact on Council’s capacity and capability</b>	<ul style="list-style-type: none"> <li>• High capital or operational expenditure</li> <li>• Large impact on Council’s overall resources and rating level or debt</li> <li>• High impact on the Council being able to perform its role</li> </ul>	<ul style="list-style-type: none"> <li>• Low capital or operational expenditure</li> <li>• Small impact on Council’s overall resources and rating level or debt</li> <li>• Low impact on the Council being able to perform its role</li> </ul>

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**AGENDA ITEM C1**

**PARTNERSHIPS AND OPERATIONS REPORT ON ROADING AND AMENITIES**

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**Purpose of Report**

To update Councillors on roading and amenities activity within the Partnerships and Operations group.

**Recommendations**

Officers recommend that the Committee:

1. *Receive the Partnerships and Operations Report on Roading and Amenities.*

**1. Group Manager Commentary**

COVID continues to affect the delivery of programmed outcomes. Fulton Hogan has 9 staff absent from their Masterton depot this week, and Carterton District Council was forced to close its offices due to the ill health of staff. Supply delays are frustrating the timely delivery of projects and price increases are affecting pricing.

The response to the landslide at Hinekura Road has dominated the time of the roading team, as we plan for a new alignment of the road, make improvements to the alternative route via Admiral Hill, explore funding options, and respond to community requests.

The roading team was within 1% of their budget target of \$4m in what has been a busy and challenging financial year.

**2. SWDC Roading Report**

**2.1 Supply Implications**

Supply and delivery implications are not only impacted by Covid but also the growth in the construction sector. The growth is creating a demand in competition for all products driving supply chain delays and increased costs, there is no sign that this demand for products is going to abate. Covid 19 absenteeism is also impacting on delivery outputs and cashflow delays.

**2.2 Hinekura Road**

Following the landslide in June, initial response was initiated on Moeraki, Ngakonui and Wainuioru Roads, works included:

- Maintenance metaling
- Vegetation control
- Daylighting for visibility improvements

An initial funding request has been approved by Waka Kotahi for emergency works for \$200,000 (\$100,000 for both 2021/22 and 2022/23 years). This funding has allowed for initial response to the landslide and for ongoing investigation and testing for the proposed realignment.

### 2.3 Emergency Works

Throughout the financial year there were three climatic events which activated a funding request to Waka Kotahi for additional funding under emergency works. The requests have been approved in full. They cover immediate and initial response and reinstatement back to conditions prior to the event. The reinstatement requests are to be funded in 2022/2023 year.

- A) A storm event in February 2002 damaged the local road network and triggered a request based on the initial cost of \$150,000 for 2021/2022 year which \$144,277 has been spent and a reinstatement cost of \$172,179 requested for 2022/23 financial year.
- B) A coastal swell event in April 2002 damaged Cape Palliser Road coastal protection infrastructure and triggered a request based on the initial cost of \$84,010 for 2021/2022 year which \$81,854 has been spent and a reinstatement cost of \$771,562 requested for 2022/23 financial year.
- C) A second Coastal swell event in May 2002 again damaged Cape Palliser Road coastal protection and roading and drainage infrastructure and triggered a request based on the initial cost of \$24,240 for 2021/2022 year which \$18,109 has been spent and a reinstatement cost of \$334,134 requested for 2022/23 financial year.

### 2.4 Outputs

The report covers the period of works completed up to the end of June 2022, being 100% of the 2021/2022 financial year. The percentages shown below are based on works completed to date on Waka Kotahi financially assisted annual budget. Works in several maintenance categories are seasonal so the spend will reflect this variance.

A brief commentary describing key achievements during June 2022 noting key completed works are noted under each work category below.

#### 2.4.1. OPEX

- Sealed Road Pavement Maintenance spend is 94% on Local Roads and 121% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.  
  
192.543 of sealed roads inspected and faults loaded into RAMM  
24 sealed potholes were identified.
- Unsealed Road Pavement Maintenance spend is 102% on Local Roads and 129% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.
- 67.191 km of unsealed roads inspected, and faults loaded into RAMM  
109.323km of unsealed roads graded
- Drainage Maintenance spend is 91% on Local Roads and 172% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.  
98 culverts were inspected  
77.51km of streets mechanically swept

318.214 km of rural roadside drains sprayed

- Structural Maintenance spend is 131% on Local Roads and 21% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.

20 bridges were inspected.

Rip Rap rock is currently being delivered to Cape Palliser Road for strengthening of existing rock revetments

- Environmental Maintenance spend is 98% on Local Roads and 92% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.

497.252km of rural berms mowed

314.996km of roadside furniture sprayed

- Minor Events spend is 135% on Local Roads and 250% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.

Expenditure is due to response to weather events in the year to date. If further budget is required, it will be reallocated from other Maintenance cost codes.

An additional funding request has been Made to Waka Kotahi under emergency works and has yet to be approved

- Traffic Services spend is 10% on Local Roads and 153% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.  
Annual remark of roadmaking has been completed.

- Cycle Path Maintenance spend is 5% on Local Roads in relation to Waka Kotahi annual budgets allocation.

Spraying and mowing adjacent to the Western Lake Road Cycle path have been completed from Environmental Maintenance budget.

- Footpath Maintenance spend is 92% on Local Roads in relation to Waka Kotahi annual budgets allocation.  
Works have been completed allowing focus to shift to renewals in the new year.

- Rail Level Crossing Warning Device Maintenance spend is 155% on Local Roads in relation to Waka Kotahi annual budgets allocation.  
Direct cost from KiwiRail. Over budget due to lightning strike at Woodside lights

- Network and asset management spend is 98% on Local Roads and 105% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.  
Four traffic counters were installed and count data added to RAMM.  
General and Engineers Bridge inspection have been completed by WSP consultants and reports are being developed.

#### **2.4.2. CAPEX**

- Unsealed Road Metaling spend is 86% on Local Roads and 132% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.  
2419.2 m3 of maintenance metal applied
- Sealed Road Resurfacing spend is 105% on Local Roads and 91% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.



Works were completed by early February and design is impacted by the short supply of various grades of sealing chip.

Special Purpose Road resealing is complete with remarking now claimed.

- Drainage Renewals spend is 101% on Local Roads and 135% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.
- Pavement Rehabilitation spend is 94% on Local Roads in relation to Waka Kotahi annual budgets allocation.

Western Lake Road sites have been completed and outputs have been reduced due to budget constraints

- Traffic Service spend is 98% on Local Roads and 19% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.
- Structural components renewals spend is 33% on Local Roads and 0% on Special Purpose Road in relation to Waka Kotahi annual budgets allocation.
- Footpath Renewals spend is 103% on Local Roads in relation to Waka Kotahi annual budgets allocation.  
Fox, Revans and Bell Streets in Featherston concrete renewals have been completed and Revan Street from Railway line to Royal Hotel is outstanding which will be Asphalt and carried over to next year.

#### **2.4.3. Footpath and Kerb and Channel extensions**

Works have commenced in Greytown along Wood and Massey Streets with positive feedback from residents. The Wood Street extension provides connectivity to the Hewson Lane development and safe walking access to a Bus Stop. Massey street provides connectivity between McMaster and Jellicoe Street and walking access to a bus stop on Massey Street, also the opportunity was taken to narrow an over width street to current design standards.

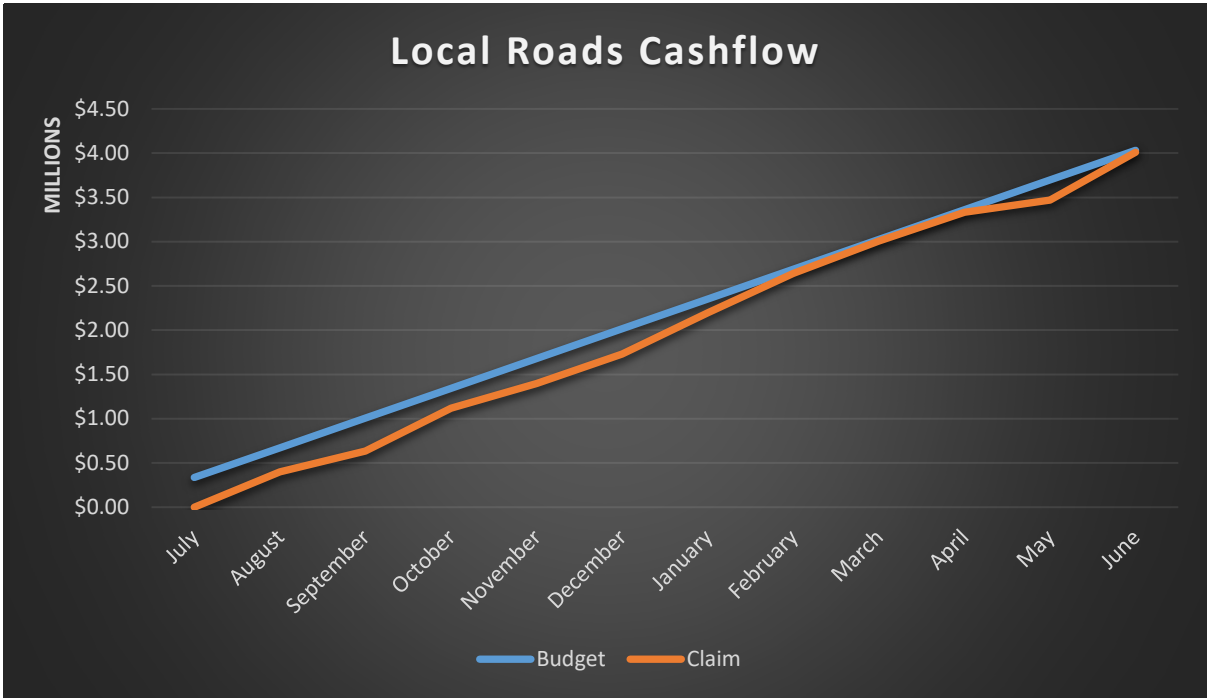
Kerb and Channel was extended on Watt Street Featherston from Harrison St to Churchill Crescent, contributions for kerb and channel extension had previously been taken as part of a subdivision consent as road stormwater had run into the subdivided property.

Works underway to extend footpaths and kerb and channel in Wallace Street Featherston and Regent Street Martinborough.

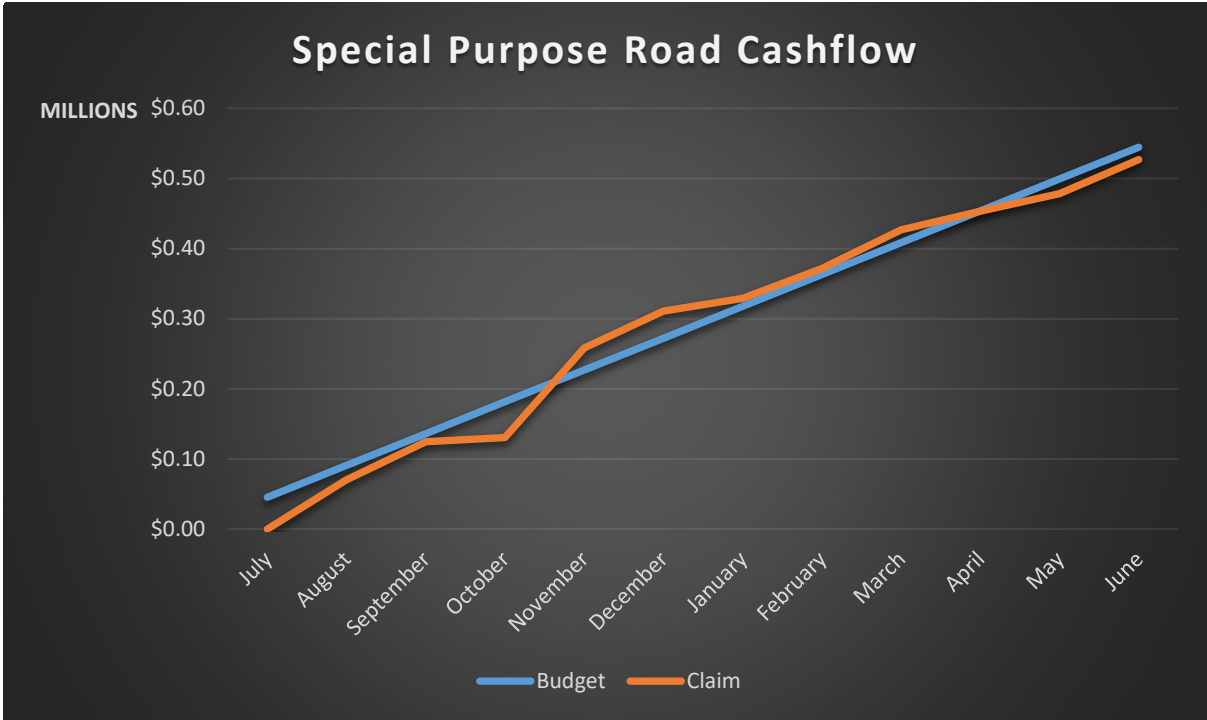
Bidwills Cutting Footpath extension is programmed for July to coincide with the school holidays.

## **2.5 Tracking summary of OPEX and CAPEX to 30 June 2022**

Approved Waka Kotahi Budget \$4,032,000 year to date spend \$4,010,432 =99.5%

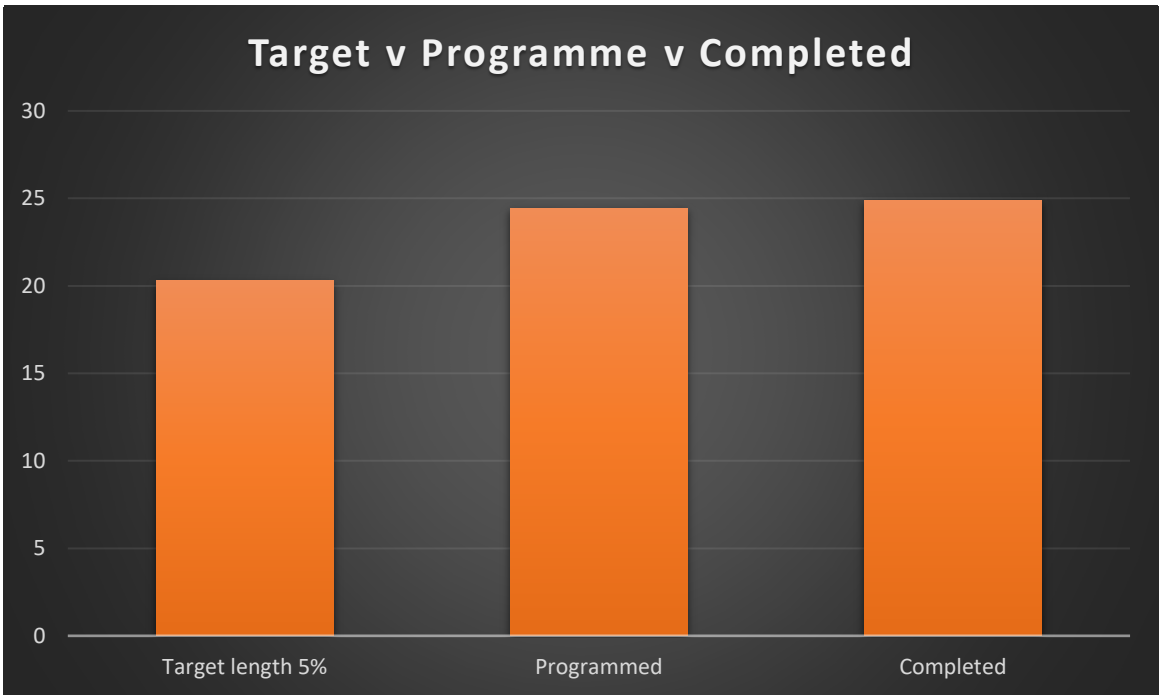


Approved Waka Kotahi Budget \$544,500 year to date spend \$526,582 =**96.7%**

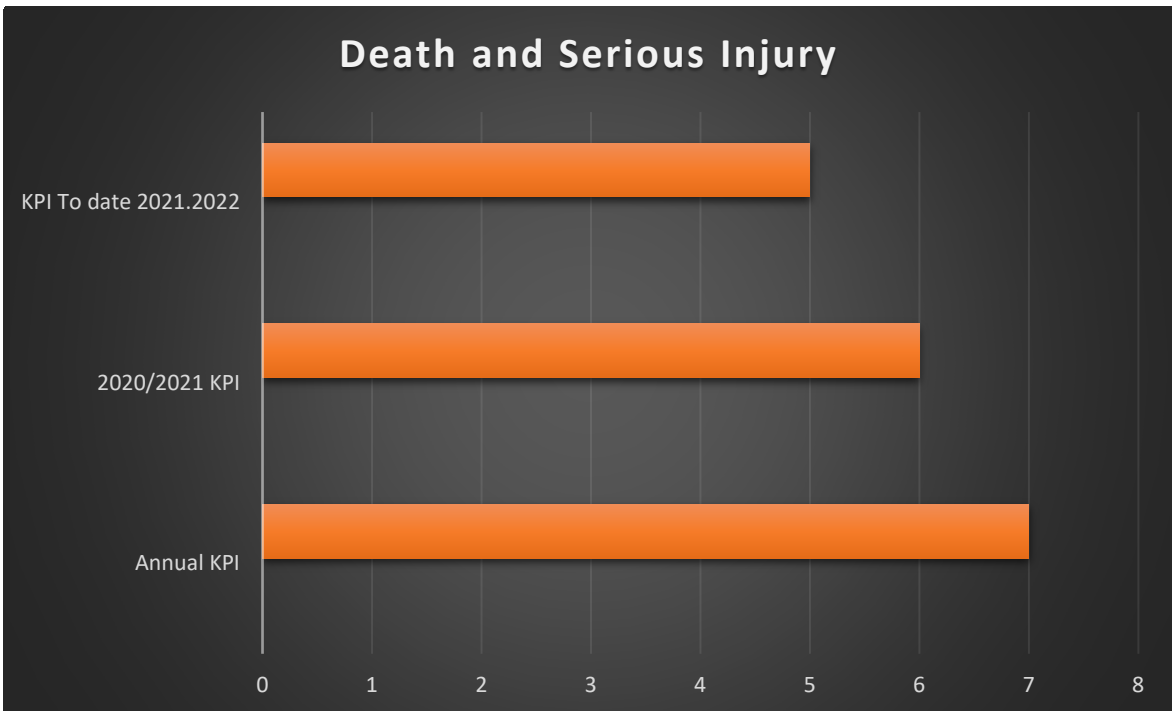


**2.6 Key Performance Indicators (Year to date reporting)**

- 5% of sealed roads are resealed each year subject to availability of NZTA subsidy
- Length of sealed network 405.7 km 5% equates to 20.3 km. 24.89 km complete.

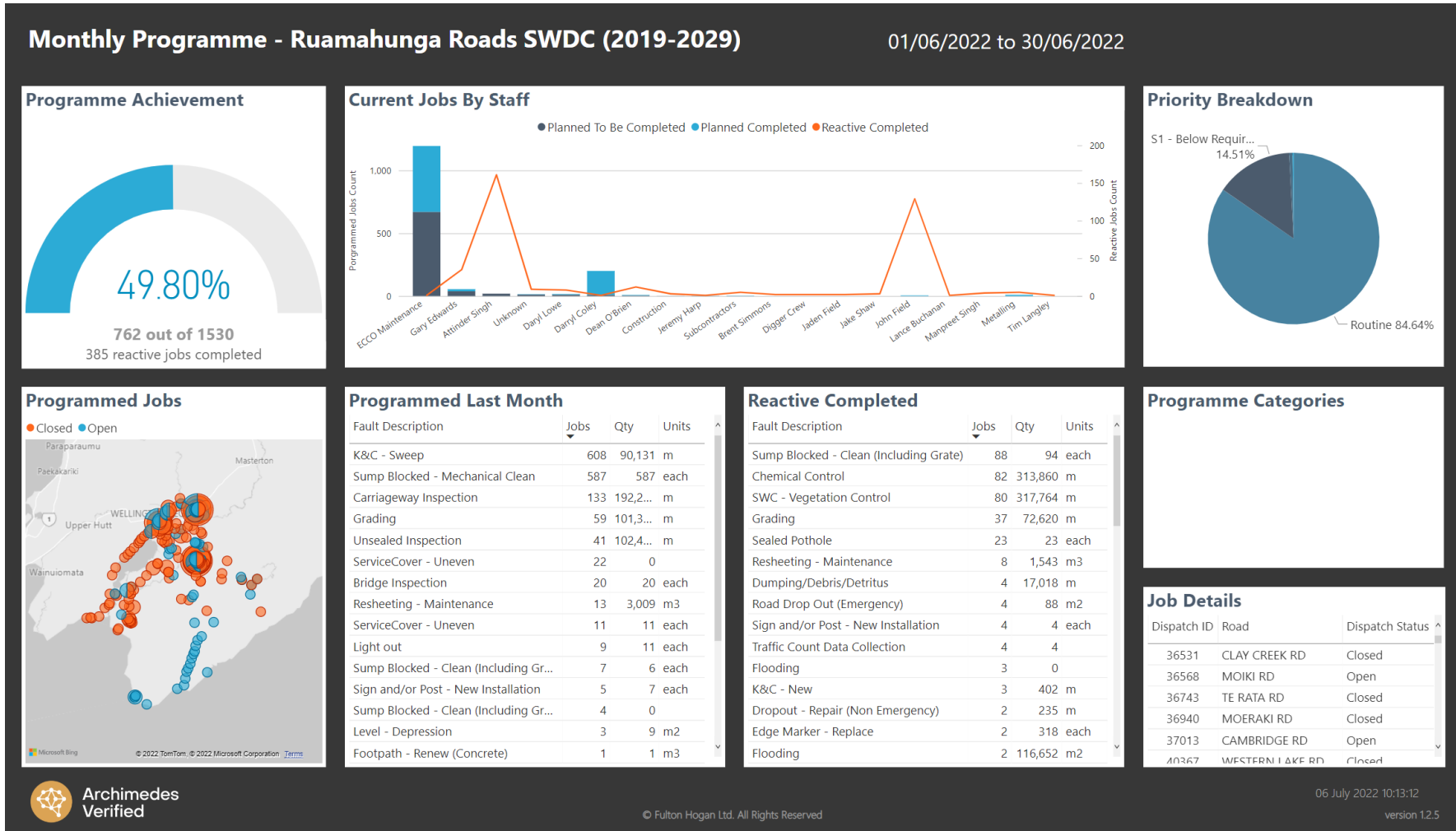


- Change in number of fatalities and serious injury crashes on the local road network from previous year. Performance target is < 7.
- The data below has been extracted for Waka Kotahi Crash Analysis System. Generally, there a time lag from the accident to data being uploaded to the system.



## 2.7 Fulton Hogan Monthly reporting on Ruamahanaga Roads Contract

### 2.7.1. Achievement Dashboard



## 2.8 Waka Kotahi Communities at risk registrar

The Communities at Risk Register has been developed by the Transport Agency to identify communities of road users that are over-represented in terms of road safety risk. The register highlights personal risk to road users by ranking communities by local authority area based on areas of concern.

### 2.8.1. *Collective Risk (or Crash Density)*

Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road, as described in the equation below. (Collective Risk can also be described as the Crash Density).

$$\text{Collective Risk} = \frac{(\text{Fatal crashes} + \text{serious injury crashes}) / \text{number of years of data}}{\text{Length of road section (excl urban sections)}}$$

Collective Risk highlights which road links have a high number of fatal and serious crashes on them – which can be used to help determine where the greatest road safety gains can be made from investment in engineering. Collective risk is perhaps of most interest to the road controlling authorities as this highlights where infrastructure improvements are most likely to be cost effective. It is also of interest to NZ Police from an enforcement perspective.

Because Collective Risk is measured in terms of the number of crashes per kilometre, you would generally expect that those with higher traffic volumes would have a higher Collective Risk. However, all risk cannot be eliminated through infrastructure improvements alone. The driver or rider must always share responsibility for a safe road system. The Risk Maps strengthen the connection between infrastructure and personal responsibility by highlighting sections of road where safety improvements are warranted, but also where drivers and riders may need to take extra care to minimise their risk.

### 2.8.2. *Personal Risk (or Crash Rate)*

Personal Risk is a measure of the danger to each individual using the state highway being assessed, as described in the equation below:

$$\text{Personal Risk} = \frac{(\text{Fatal crashes} + \text{serious injury crashes}) / \text{number of years of data}}{\text{Distance travelled} / \text{number of years of data}}$$

Unlike Collective Risk, Personal Risk takes into account the traffic volumes on each section of state highway. Personal Risk shows the likelihood of a driver or rider, on average, being involved in a fatal or serious road crash on a particular stretch of road. Personal Risk is of most interest to the public, as it shows the risk to road users, as individuals. A risk aware driver or rider will be better informed and more able to modify their behaviour to respond to the conditions. Personal Risk is typically higher in more difficult terrain where traffic volumes and road standards are often lower. In many cases infrastructure improvements on these roads are unlikely to be cost effective and other Safe System interventions such as safer road use and safe speeds need to be explored.

All deaths and serious casualties

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
13	Waioa District		16	9	NORTHLAND	190
11	Gisborne District		49	3	AUCKLAND	632
11	Waikato District		26	7	WAIKATO	420
10	Kaipara District		35	6	BAY OF PLENTY	197
10	Ōtorohanga District		14	8	TARANAKI	91
10	Far North District		85	7	MANAWATŪ-WHANGANUI	193
9	Masterton District		19	11	GISBORNE	49
9	South Waikato District		37	8	HAWKE'S BAY	120
9	Buller District		17	6	WELLINGTON	211
9	Whanganui District	1 STDEV	28	6	TASMAN NELSON MARLBOROUGH	101
8	Ōpōtiki District		13	7	WEST COAST	42
8	Stratford District		11	5	CANTERBURY	340
8	Taranua District		24	6	OTAGO	177
8	South Taranaki District		28	7	SOUTHLAND	92
8	Horowhenua District	0.5 STDEV	32			
8	Teupo District		51	6	NATIONAL	2,876
7	Auckland Rural South		66			
7	Whakatane District		33			
7	New Plymouth District		51			
7	Auckland Rural North		77			
7	Hastings District		65			
7	Westland District		16			
7	Dunedin City		72			
7	Tasman District		43			
7	South Wairarapa District		10			
7	Matamata-Piako District		51			
7	Manawatu District		33			
7	Palmerston North City		37			
7	Invercargill City		28			
7	Gore District		11			
7	Whangarei District		70			
7	Rotorua District		52			
7	Southland District	MEAN	52			
7	Waikato District		28			
7	Nelson City		28			
6	Rangitikei District		23			
6	Western Bay Of Plenty District		52			
6	Clutha District		24			
6	Waimate District		11			
6	Ruspehu District		15			
6	Carterton District		6			
6	Hurunui District		24			
6	Marlborough District		31			
6	Hauraki District		27			
6	Central Hawkes Bay District		13			
6	Thames-Coromandel District		24			
6	Waikato District		92			
6	Wellington City		73			
6	Grey District		10			
5	Napier City		26			
5	Central Otago District		24			
5	McKenzie District		11			
5	Upper Hutt City		16			
5	Kawerau District		1			
5	Hamilton City		60			
5	Waipa District		38			
5	Kapiti Coast District		26			
5	Timaru District		28			
5	Christchurch City		138			
5	Selwyn District		51			
5	Hutt City		36			
5	Waimakariri District		31			
5	Auckland Urban South		177			
5	Auckland Urban West		53			
5	Porirua City		25			
4	Queenstown-Lakes District		29			
4	Tauranga City		47			
4	Ashburton District		22			
4	Kaikoura District		5			
4	Auckland Urban Central		188			
2	Auckland Urban North		86			
	Auckland Gulf Islands		5			
	Chatham Islands Council		1			

## Young drivers (of light vehicles aged 16-24yrs)

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
35	Kaipara District		11	24	NORTHLAND	53
23	Whanganui District		9	11	AUCKLAND	179
22	Buller District		3	15	WAIKATO	113
22	Far North District		23	12	BAY OF PLENTY	52
21	Gore District		4	16	TARANAKI	24
20	Ōtorohanga District		4	17	MANAWATŪ-WHANGANUI	56
20	Horowhenua District		9	15	GISBORNE	9
20	Central Otago District	1 STDEV	8	14	HAWKE'S BAY	31
19	Taranaki District		7	12	WELLINGTON	50
19	Southland District		18	12	TASMAN NELSON MARLBOROUGH	21
18	Taupo District		15	16	WEST COAST	8
18	Clutha District		9	9	CANTERBURY	84
18	Invercargill City		10	16	OTAGO	54
18	Ōpōtiki District		3	19	SOUTHLAND	33
18	Masterton District		4			
18	Waitaki District		8	12	NATIONAL	768
18	Heureki District		9			
17	Stratford District		3			
17	New Plymouth District		15			
17	Westland District	0.5 STDEV	3			
16	Manawatu District		10			
16	Western Bay Of Plenty District		15			
16	Central Hawkes Bay District		4			
16	Whakatane District		9			
16	Auckland Rural South		19			
16	Thames-Coromandel District		6			
15	Waikato District		6			
15	Kapiti Coast District		9			
15	Whangarei District		19			
15	Auckland Rural North		20			
15	GISBORNE DISTRICT		9			
15	Waimate District		3			
15	Dunedin City		22			
14	South Waikato District		8			
14	Tasman District		10			
14	Rotorua District	MEAN	16			
14	Wairoa District		2			
14	Hastings District		17			
14	Rangitikei District		6			
14	Palmerston North City		12			
14	South Taranaki District		6			
13	Timaru District		9			
13	Nelson City		6			
13	Napier City		8			
12	Carterton District		2			
12	Matamata-Piako District		12			
12	Hurunui District		5			
12	Waipa District		11			
12	Ruapehu District		4			
12	Waikato District		25			
11	South Wairarapa District		1			
11	Christchurch City		43			
10	Auckland Urban West		16			
10	Hamilton City		19			
10	Queenstown-Lakes District		6			
10	Upper Hutt City		4			
10	Marlborough District		5			
10	Auckland Urban South		55			
10	Ashburton District		6			
9	Porirua City		7			
9	Waimakariri District		7			
9	Hutt City		8			
9	Wellington City		15			
8	Grey District		2			
7	Selwyn District		10			
7	Auckland Urban Central		45			
6	Tauranga City		10			
6	Auckland Urban North		25			
4	Mackenzie District		1			
0	Kaikoura District		0			
0	Kawerau District		0			
	Auckland Gulf Islands		0			
	Chatham Islands Council		0			

Alcohol and/or drugs

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
4	Ōtorohanga District		5	2	NORTHLAND	47
3	Gisborne District		11	1	AUCKLAND	123
3	Kaipara District		9	2	WAIKATO	75
3	Far North District		23	1	BAY OF PLENTY	36
3	Waikato District		6	2	TARANAKI	18
2	Waioa District		3	1	MANAWATŪ-WHANGANUI	33
2	Horowhenua District		7	3	GISBORNE	11
2	Masterton District		4	1	HAWKE'S BAY	18
2	South Taranaki District		6	1	WELLINGTON	30
2	Waimate District	1 STDEV	3	1	TASMAN NELSON MARLBOROUGH	17
2	Taupo District		12	1	WEST COAST	7
2	Stratford District		2	1	CANTERBURY	59
2	Hauraki District		7	1	OTAGO	27
2	Western Bay Of Plenty District		13	1	SOUTHLAND	13
2	Whakatane District		7			
2	Whangarei District	0.5 STDEV	15	1	NATIONAL	519
2	Manawatu District		7			
2	Buller District		3			
1	New Plymouth District		10			
1	Taranua District		4			
1	Auckland Rural South		13			
1	Invercargill City		6			
1	Auckland Rural North		15			
1	Ōpōtiki District		2			
1	Palmerston North City		7			
1	Whanganui District		4			
1	Dunedin City		13			
1	South Waikato District	MEAN	5			
1	Rotorua District		9			
1	Southland District		9			
1	Grey District		2			
1	Rangitikei District		4			
1	Marlborough District		6			
1	Tasman District		7			
1	Westland District		2			
1	Waimakariri District		7			
1	Waikati District		4			
1	Central Otago District		4			
1	Matamata-Piako District		7			
1	Hastings District		9			
1	Auckland Urban South		37			
1	Auckland Urban West		11			
1	Waikato District		16			
1	Hurunui District		4			
1	Thames-Coromandel District		4			
1	Napier City		4			
1	Timaru District		5			
1	Nelson City		4			
1	Hutt City		6			
1	Christchurch City		27			
1	Selwyn District		8			
1	Porirua City		4			
1	Waipa District		6			
1	Mackenzie District		2			
1	Upper Hutt City		2			
1	Kawerau District		0			
1	South Wairarapa District		1			
1	Kapiti Coast District		3			
1	Hamilton City		8			
1	Auckland Urban Central		31			
1	Central Hawkes Bay District		2			
1	Wellington City		8			
1	Queenstown-Lakes District		4			
1	Clutha District		2			
1	Rupehu District		1			
1	Carterton District		1			
1	Ashburton District		3			
0	Auckland Urban North		14			
0	Tauranga City		5			
0	Kaikoura District		0			
0	Gore District		0			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			



Speed (too fast for the conditions)

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
4	Gisborne District		18	3	NORTHLAND	57
4	Masterton District		7	1	AUCKLAND	149
3	Far North District		28	2	WAIKATO	103
3	Buller District		6	2	BAY OF PLENTY	51
3	Waioa District		4	2	TARANAKI	20
3	Waikato District		7	2	MANAWATU-WHANGANUI	44
3	Whangarei District		9	4	GISBORNE	18
3	South Waikato District		11	2	HAWKE'S BAY	27
3	Kaipara District		10	2	WELLINGTON	49
2	Whakatane District		11	1	TASMAN NELSON MARLBOROUGH	22
2	Westland District	1 STDEV	5	2	WEST COAST	13
2	Ōpōtiki District		3	1	CANTERBURY	65
2	South Taranaki District		7	1	OTAGO	35
2	Taupo District		14	1	SOUTHLAND	18
2	Ōtorohanga District		3			
2	Palmerston North City	0.5 STDEV	11	1	NATIONAL	672
2	Whangarei District		19			
2	Stratford District		2			
2	Gore District		3			
2	Horowhenua District		7			
2	Carterton District		2			
2	Auckland Rural South		16			
2	Hauraki District		8			
2	Western Bay Of Plenty District		13			
2	Nelson City		7			
2	Rotorua District		13			
2	Hastings District		15			
2	Mackenzie District		3			
2	Kawerau District	MEAN	0			
2	Tasman District		10			
2	New Plymouth District		11			
2	Mata-mata-Piako District		10			
1	Auckland Rural North		16			
1	Hutt City		11			
1	Waipā District		11			
1	Hurunui District		7			
1	Central Otago District		6			
1	Auckland Urban West		15			
1	Auckland Urban South		51			
1	Taranaki District		4			
1	Manawatu District		6			
1	Dunedin City		12			
1	Waikato District		22			
1	Invercargill City		5			
1	Thames-Coromandel District		5			
1	Waimate District		2			
1	South Wairarapa District		2			
1	Southland District		10			
1	Porirua City		7			
1	Central Hawkes Bay District		2			
1	Napier City		6			
1	Clutha District		4			
1	Rangitikei District		4			
1	Waikato District		5			
1	Upper Hutt City		3			
1	Christchurch City		32			
1	Queenstown-Lakes District		7			
1	Ruapehu District		3			
1	Grey District		2			
1	Hamilton City		12			
1	Wellington City		13			
1	Marlborough District		5			
1	Timaru District		5			
1	Ashburton District		5			
1	Tauranga City		10			
1	Kapiti Coast District		4			
1	Selwyn District		6			
1	Auckland Urban Central		32			
1	Waimakariri District		4			
0	Auckland Urban North		17			
0	Kaikōura District		1			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			

## Urban intersections

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
8	Waioa District		2	3	NORTHLAND	16
7	Ōpōtiki District		1	2	AUCKLAND	187
7	Waimate District		1	3	WAIKATO	43
6	Waikato District		1	3	BAY OF PLENTY	28
6	Waikati District		4	4	TARANAKI	15
5	Horowhenua District		4	4	MANAWATŪ-WHANGANUI	27
5	Buller District		2	4	GISBORNE	6
5	Ruapehu District		1	4	HAWKE'S BAY	20
5	Invercargill City		12	2	WELLINGTON	51
5	Stratford District	1 STDEV	1	3	TASMAN NELSON MARLBOROUGH	15
4	Whanganui District		7	3	WEST COAST	3
4	Dunedin City		22	2	CANTERBURY	83
4	Taranua District		2	3	OTAGO	30
4	New Plymouth District		11	3	SOUTHLAND	13
4	Matamata-Piako District		4			
4	GISBORNE District	0.5 STDEV	6	2	NATIONAL	542
3	Wellington City		26			
3	Manawatu District		2			
3	Hastings District		10			
3	South Taranaki District		3			
3	Hauraki District		2			
3	South Waikato District		2			
3	Marlborough District		4			
3	Waikato District		7			
3	Christchurch City		74			
3	Palmerston North City		10			
3	Auckland Urban South		67			
3	Waipae District		5			
3	Far North District		4			
3	Kaipara District	MEAN	2			
3	Carterton District		1			
3	Napier City		8			
3	Rotorua District		9			
3	Hutt City		12			
3	Nelson City		8			
3	Rangitikei District		1			
3	Whangarei District		10			
2	Taupo District		3			
2	Tasman District		3			
2	Gore District		1			
2	Grey District		1			
2	Kawerau District		0			
2	Auckland Urban Central		71			
2	Auckland Rural North		3			
2	Central Otago District		1			
2	Hamilton City		19			
2	Upper Hutt City		3			
2	Masterton District		2			
2	Tauranga City		14			
2	Kapiti Coast District		4			
2	Whakatane District		2			
2	Auckland Rural South		4			
2	Auckland Urban West		15			
2	Westland District		0			
2	Ashburton District		2			
2	Selwyn District		3			
2	South Wairarapa District		0			
2	Timaru District		3			
1	Thames-Coromandel District		2			
1	Queenstown-Lakes District		3			
1	Ōtorohanga District		0			
1	Porirua City		3			
1	Waimakariri District		2			
1	Auckland Urban North		25			
1	Western Bay Of Plenty District		1			
1	Southland District		0			
1	Central Hawkes Bay District		0			
0	Clutha District		0			
0	Hurunui District		0			
0	Kaikoura District		0			
0	Meckenzie District		0			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			

Rural intersections

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
3	Palmerston North City		5	1	NORTHLAND	13
3	Hamilton City		6	1	AUCKLAND	32
2	Selwyn District		20	1	WAIKATO	51
2	Central Hawkes Bay District		5	1	BAY OF PLENTY	17
2	Invercargill City		3	1	TARANAKI	10
2	Manawatu District		9	1	MANAWATŪ-WHANGANUI	23
2	Carterton District		2	1	GISBORNE	2
2	Auckland Rural South		13	1	HAWKE'S BAY	12
2	Waimakariri District		9	1	WELLINGTON	16
2	Timaru District		6	1	TASMAN NELSON MARLBOROUGH	8
2	Upper Hutt City		3	0	WEST COAST	1
2	South Waikato District		6	1	CANTERBURY	50
2	Matamata-Piako District	1 STDEV	10	1	OTAGO	17
1	New Plymouth District		6	1	SOUTHLAND	12
1	South Taranaki District		3			
1	Tararua District	0.5 STDEV	3	1	NATIONAL	265
1	Waikato District		5			
1	Horowhenua District		4			
1	Auckland Rural North		11			
1	Whakatane District		4			
1	Hutt City		3			
1	Southland District		8			
1	Nelson City		1			
1	Ashburton District		4			
1	Stratford District		1			
1	Clutha District		3			
1	Hastings District		6			
1	Tasman District	MEAN	4			
1	Western Bay Of Plenty District		7			
1	Waimate District		2			
1	Waipa District		5			
1	Whanganui District		1			
1	Kapiti Coast District		3			
1	Waikato District		13			
1	Hurunui District		3			
1	Far North District		7			
1	Christchurch City		6			
1	Ōtorohanga District		1			
1	Masterton District		1			
1	Whangarei District		5			
1	Rotorua District		4			
1	South Wairarapa District		1			
1	Thames-Coromandel District		2			
1	Marlborough District		3			
1	Ōpōtiki District		1			
1	Gisborne District		2			
1	Dunedin City		3			
1	Central Otago District		3			
1	Napier City		1			
1	Teupo District		3			
1	Hauraki District		2			
1	Rangitikei District		2			
1	Kaipara District		1			
1	Queenstown-Lakes District		3			
1	Gore District		1			
1	Porirua City		2			
0	Ruspehu District		1			
0	Waitomo District		1			
0	McKenzie District		1			
0	Westland District		1			
0	Wellington City		1			
0	Tauranga City		1			
0	Waioire District		0			
0	Auckland Urban North		3			
0	Kaikoura District		0			
0	Auckland Urban West		1			
0	Auckland Urban South		4			
0	Grey District		0			
0	Buller District		0			
0	Auckland Urban Central		1			
0	Kawerau District		0			
	Auckland Gulf Islands		0			
	Chatham Islands Council		0			

All intersections

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
4	Invercargill City		15	1	NORTHLAND	29
3	Palmerston North City		15	1	AUCKLAND	219
3	Whanganui District		8	1	WAIKATO	96
3	Dunedin City		25	1	BAY OF PLENTY	45
2	Christchurch City		79	2	TARANAKI	25
2	New Plymouth District		17	2	MANAWATU-WHANGANUI	52
2	Hamilton City		26	2	GISBORNE	8
2	Selwyn District		22	2	HAWKE'S BAY	32
2	Manawatu District		11	2	WELLINGTON	66
2	Carterton District	1 STDEV	2	2	TASMAN NELSON MARLBOROUGH	24
2	Horowhenua District		8	1	WEST COAST	5
2	Nelson City		10	1	CANTERBURY	134
2	Waikato District		9	1	OTAGO	47
2	Wellington City		28	2	SOUTHLAND	23
2	Hutt City		15			
2	Central Hawkes Bay District		5	2	NATIONAL	808
2	Napier City		9			
2	Matamata-Piako District		15			
2	South Waikato District		8			
2	Gisborne District		8			
2	Upper Hutt City		6			
2	Stratford District		2			
2	Auckland Rural South	0.5 STDEV	17			
2	Auckland Urban South		71			
2	South Taranaki District		6			
2	Hastings District		16			
2	Taranaki District		3			
2	Waimakariri District		11			
2	Timaru District		9			
2	Kawerau District		0			
2	Rotorua District		13			
1	Waioa District	MEAN	2			
1	Ōpōtiki District		2			
1	Auckland Urban Central		72			
1	Whangarei District		15			
1	Waitemata District		3			
1	Masterton District		3			
1	Auckland Rural North		15			
1	Whakatane District		6			
1	Waipa District		10			
1	Auckland Urban West		16			
1	Tauranga City		16			
1	Marlborough District		7			
1	Kapiti Coast District		7			
1	Tasman District		7			
1	Far North District		11			
1	Waikato District		20			
1	Ashburton District		6			
1	Southland District		8			
1	Gore District		2			
1	Kaipara District		3			
1	Buller District		2			
1	Western Bay Of Plenty District		8			
1	Thames-Coromandel District		4			
1	Waikato District		2			
1	Hauraki District		4			
1	Grey District		2			
1	Taupo District		6			
1	South Wairarapa District		1			
1	Ōtorohanga District		1			
1	Porirua City		5			
1	Clutha District		3			
1	Central Otago District		4			
1	Queenstown-Lakes District		6			
1	Hurunui District		3			
1	Auckland Urban North		28			
1	Rangitikei District		3			
1	Ruapehu District		2			
0	Westland District		1			
0	Mackenzie District		1			
0	Kaikoura District		0			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			

Rural road loss of control and/or head-on (speed zones >70km/hr)

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
12	Waiores District		13	7	NORTHLAND	110
12	Gisborne District		29	2	AUCKLAND	117
9	Waikato District		19	5	WAIKATO	217
8	Kaipara District		22	3	BAY OF PLENTY	83
8	Ōtorohanga District		9	6	TARANAKI	39
7	Stratford District		7	5	MANAWATŪ-WHANGANUI	89
7	Buller District		12	12	GISBORNE	29
7	Masterton District		8	6	HAWKE'S BAY	56
7	Far North District		54	3	WELLINGTON	40
7	South Waikato District	1 STDEV	23	4	TASMAN NELSON MARLBOROUGH	42
7	Whanganui District		10	6	WEST COAST	29
7	Gore District		8	3	CANTERBURY	114
6	Westland District		13	4	OTAGO	81
6	Taupo District		35	5	SOUTHLAND	49
6	Taranua District		15			
6	South Waikato District		7	4	NATIONAL	1,094
6	Whakatane District		19			
6	Clutha District		19			
6	Auckland Rural South	0.5 STDEV	39			
6	South Taranaki District		14			
5	Whangarei District		34			
5	Auckland Rural North		47			
5	Hastings District		32			
5	Horowhenua District		15			
5	Rotorua District		22			
5	Ōpōtiki District		7			
5	Tasman District		23			
5	Southland District		35			
5	Thames-Coromandel District		13			
5	Hurunui District		17			
5	Mata-mata-Piako District		27			
4	Ruapehu District	MEAN	11			
4	Waikato District		15			
4	Rangitikei District		15			
4	Waitemate District		7			
4	Mackenzie District		8			
4	Central Otago District		17			
4	Timaru District		15			
4	New Plymouth District		17			
4	Nelson City		5			
4	Manawatu District		17			
4	Western Bay Of Plenty District		29			
4	Grey District		5			
4	Hauraki District		16			
4	Palmerston North City		6			
4	Central Hawkes Bay District		7			
4	Waipa District		21			
4	Dunedin City		18			
4	Invercargill City		5			
4	Marlborough District		14			
3	Waikato District		46			
3	Hamilton City		7			
3	Kaikoura District		3			
3	Napier City		4			
3	Waimakariri District		14			
3	Carterton District		2			
3	Selwyn District		23			
3	Kapiti Coast District		8			
3	Queenstown-Lakes District		12			
2	Ashburton District		11			
2	Upper Hutt City		4			
2	Christchurch City		15			
1	Hutt City		4			
1	Auckland Urban West		4			
1	Tauranga City		5			
1	Porirua City		3			
1	Wellington City		5			
1	Auckland Urban South		12			
1	Auckland Urban North		8			
0	Auckland Urban Central		7			
0	Kawerau District		0			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			

Motorcyclist involved

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 5yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 5yr AVG DSI
286	Waioa District		3	164	NORTHLAND	33
279	South Waikato District		4	108	AUCKLAND	141
244	Stratford District		3	125	WAIKATO	70
226	Buller District		4	101	BAY OF PLENTY	37
221	Kaipara District		7	164	TARANAKI	16
215	Ōtorohanga District		3	122	MANAWATŪ-WHANGANUI	32
213	Taranua District		6	143	GISBORNE	6
200	Westland District		4	143	HAWKE'S BAY	22
193	Waikato District		4	134	WELLINGTON	47
192	Masterton District		4	152	TASMAN NELSON MARLBOROUGH	24
184	Auckland Rural North	1 STDEV	19	197	WEST COAST	11
165	Grey District		3	71	CANTERBURY	53
158	Far North District		14	80	OTAGO	23
156	Tasman District		9	83	SOUTHLAND	12
154	Nelson City		7			
152	Thames-Coromandel District		7	105	NATIONAL	531
152	Whanganui District		5			
148	Rotorua District	0.5 STDEV	11			
147	Whakatane District		6			
146	Marlborough District		8			
144	Auckland Rural South		13			
144	Hastings District		13			
143	Gisborne District		6			
142	Wellington City		18			
138	Ōpōtiki District		2			
131	Hauraki District		6			
131	South Taranaki District		4			
129	Manawatu District		6			
127	Palmerston North City		7			
122	Upper Hutt City		4			
118	Invercargill City	MEAN	5			
118	New Plymouth District		9			
112	Whangarei District		12			
111	Tauranga City		13			
107	Porirua City		6			
107	Waikato District		17			
101	Taupo District		7			
100	Rangitikei District		4			
100	Waimate District		2			
98	Central Otago District		4			
96	Christchurch City		30			
96	Auckland Urban Central		48			
95	Hutt City		6			
95	South Waikato District		4			
94	Dunedin City		9			
91	Kapiti Coast District		4			
90	Auckland Urban West		11			
88	Matamata-Piako District		6			
87	Waikato District		4			
87	Hamilton City		10			
84	Hurunui District		4			
82	Waipa District		6			
82	Auckland Urban South		30			
80	Horowhenua District		3			
79	Napier City		4			
77	Timaru District		4			
75	Southland District		6			
73	Queenstown-Lakes District		5			
68	Waimakariri District		5			
67	Selwyn District		7			
63	Central Hawkes Bay District		2			
62	Western Bay Of Plenty District		5			
58	Rangitikei District		1			
57	Gore District		1			
50	Auckland Urban North		18			
50	Mackenzie District		1			
48	Kaikoura District		1			
47	Clutha District		2			
46	Ashburton District		3			
43	Carterton District		0			
0	Kawerau District		0			
	Auckland Gulf Islands		2			
	Chatham Islands Council		0			

Cyclist involved

2021 Register

PERSONAL RISK DSI/Mhrs	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/Mhrs	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
20	New Plymouth District		4	15	NORTHLAND	4
17	Invercargill City		2	6	AUCKLAND	49
17	Napier City		3	6	WAIKATO	13
17	Southland District		1	7	BAY OF PLENTY	12
16	Stratford District		0	16	TARANAKI	6
16	Kaipara District		1	4	MANAWATŪ-WHANGANUI	7
15	Whangarei District		2	3	GISBORNE	3
14	Hastings District		4	9	HAWKE'S BAY	7
13	Far North District		2	5	WELLINGTON	26
13	South Waikato District		1	3	TASMAN NELSON MARLBOROUGH	10
12	Auckland Urban Central		25	7	WEST COAST	2
12	Tauranga City	1 STDEV	7	4	CANTERBURY	36
11	Whanganui District		3	7	OTAGO	11
11	Ōpōtiki District		0	14	SOUTHLAND	3
11	South Taranaki District		1			
10	Queenstown-Lakes District		3			
10	Waipa District		2	6	NATIONAL	192
9	Dunedin City		7			
9	Waikato District	0.5 STDEV	1			
9	Wellington City		17			
8	Hamilton City		6			
8	Gore District		0			
7	Carterton District		1			
7	Matamata-Piako District		1			
7	Palmerston North City		3			
7	Christchurch City		28			
7	Auckland Urban North		10			
7	Westland District		1			
7	Grey District		1			
7	Taupo District	MEAN	1			
7	Rotorua District		2			
6	Buller District		0			
6	Auckland Urban West		5			
6	Whakatane District		1			
6	South Wairarapa District		1			
6	Mackenzie District		0			
6	Western Bay Of Plenty District		1			
5	Waimate District		0			
5	Taranaki District		0			
5	Kapiti Coast District		2			
5	Waikato District		2			
5	Horowhenua District		1			
4	Timaru District		2			
4	Nelson City		5			
4	Hauraki District		0			
4	Auckland Rural North		1			
4	Hutt City		3			
3	Auckland Urban South		7			
3	Masterton District		1			
3	Central Otago District		0			
3	Auckland Rural South		1			
3	Waitomo District		0			
3	Selwyn District		2			
3	Thames-Coromandel District		0			
3	Kaikoura District		0			
3	Central Hawkes Bay District		0			
3	Marlborough District		3			
3	GISBORNE DISTRICT		3			
2	Porirua City		1			
2	Waimakariri District		2			
2	Manswatu District		0			
2	Tasman District		3			
2	Clutha District		0			
1	Hurunui District		0			
1	Ashburton District		1			
1	Upper Hutt City		0			
0	Kawerau District		0			
0	Ōtorohanga District		0			
0	Rangitikei District		0			
0	Ruspehu District		0			
0	Weiroa District		0			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			

Pedestrian involved

2021 Register

PERSONAL RISK DSI/Mhrs	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/Mhrs	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
11	Ōpōtiki District		2	4	NORTHLAND	14
6	Whakatane District		4	2	AUCKLAND	112
5	Mackenzie District		1	3	WAIKATO	34
5	Whangarei District		8	5	BAY OF PLENTY	23
5	Stretford District		1	3	TARANAKI	7
5	Hauraki District		2	2	MANAWATŪ-WHANGANUI	17
5	Gore District		1	2	GISBORNE	5
5	Far North District		5	3	HAWKE'S BAY	9
5	Waioea District		1	1	WELLINGTON	35
4	Waikato District		1	1	TASMAN NELSON MARLBOROUGH	9
4	Western Bay Of Plenty District	1 STDEV	4	1	WEST COAST	1
4	South Waikato District		2	2	CANTERBURY	32
4	Rotorua District		5	2	OTAGO	22
4	Hamilton City		13	3	SOUTHLAND	5
4	Whangenui District		4			
4	Waikato District	0.5 STDEV	6	2	NATIONAL	326
3	Thames-Coromandel District		2			
3	Waiteki District		3			
3	Dunedin City		15			
3	New Plymouth District		5			
3	Tauranga City		8			
3	Hastings District		5			
3	Horowhenua District		3			
3	Kaikoura District		0			
3	Matamata-Piako District		3			
3	Napier City		3			
3	Ōtorohanga District		1			
3	Taranua District		1			
3	Kaipara District		1			
3	Palmerston North City		6			
3	Southland District		2			
2	Auckland Urban Central	MEAN	43			
2	Invercargill City		2			
2	Taupo District		2			
2	Queenstown-Lakes District		4			
2	Christchurch City		25			
2	GISBORNE District		5			
2	South Taranaki District		1			
2	Grey District		1			
2	Rangitikei District		1			
2	Auckland Urban South		34			
2	Buller District		0			
2	Nelson City		4			
2	Carterton District		1			
2	Masterton District		3			
2	Auckland Urban West		11			
2	Central Hawkes Bay District		0			
2	Manawatu District		1			
2	Auckland Urban North		19			
2	Ruaupahu District		0			
1	Waipa District		2			
1	Marlborough District		3			
1	Clutha District		1			
1	Wellington City		16			
1	Auckland Rural South		3			
1	Upper Hutt City		3			
1	Tasman District		2			
1	Waimate District		0			
1	Waimakariri District		2			
1	Selwyn District		2			
1	Timaru District		1			
1	Auckland Rural North		2			
1	Kapiti Coast District		3			
1	Hutt City		6			
1	Westland District		0			
1	Porirua City		2			
0	Hurunui District		0			
0	Central Otago District		0			
0	Ashburton District		1			
0	Kawerau District		0			
0	South Wairarapa District		0			
	Auckland Gulf Islands		0			
	Chatham Islands Council		0			





# Fatigue

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
2	Waikato District		4	1	NORTHLAND	14
2	Waikato District		2	0	AUCKLAND	22
2	Waikato District		2	1	WAIKATO	41
1	Taupo District		7	0	BAY OF PLENTY	14
1	South Waikato District		1	0	TARANAKI	3
1	Ōtorohanga District		1	0	MANAWATŪ-WHANGANUI	12
1	South Waikato District		4	1	GISBORNE	4
1	Hurunui District		4	1	HAWKE'S BAY	10
1	Gisborne District	1 STDEV	4	0	WELLINGTON	8
1	Buller District		2	0	TASMAN NELSON MARLBOROUGH	7
1	Rotorua District		6	1	WEST COAST	4
1	Kaipara District		3	1	CANTERBURY	18
1	Westland District		2	0	OTAGO	10
1	Tasman District		4	0	SOUTHLAND	7
1	Taranua District	0.5 STDEV	2			
1	Waipa District		5	0	NATIONAL	174
1	Matamata-Piako District		5			
1	Far North District		5			
1	Whangarei District		6			
1	Waimate District		1			
1	Rangitikei District		2			
1	Southland District		5			
1	Hastings District		5			
1	Whanganui District		2			
1	Auckland Rural North		6			
1	Waikato District		10			
1	Waikato District		2			
1	Masterton District		1			
1	Western Bay Of Plenty District		5			
0	Thames-Coromandel District	MEAN	2			
0	Manawatu District		3			
0	Ashburton District		3			
0	Grey District		1			
0	Central Hawkes Bay District		1			
0	Ruapehu District		1			
0	Stratford District		1			
0	Gore District		1			
0	Whakatane District		2			
0	Hauraki District		2			
0	Clutha District		1			
0	Central Otago District		1			
0	Invercargill City		2			
0	Napier City		2			
0	South Taranaki District		1			
0	Dunedin City		3			
0	Timaru District		1			
0	Porirua City		2			
0	Waimakariri District		2			
0	Marlborough District		1			
0	Kapiti Coast District		2			
0	Nelson City		1			
0	New Plymouth District		2			
0	Hutt City		2			
0	Selwyn District		2			
0	Queenstown-Lakes District		1			
0	Palmerston North City		1			
0	Auckland Rural South		2			
0	Horowhenua District		1			
0	Ōpōtiki District		0			
0	Auckland Urban South		6			
0	Mackenzie District		0			
0	Christchurch City		4			
0	Auckland Urban West		1			
0	Auckland Urban Central		5			
0	Tauranga City		1			
0	Hamilton City		1			
0	Upper Hutt City		0			
0	Wellington City		1			
0	Auckland Urban North		2			
0	Carterton District		0			
0	Kawerau District		0			
	Auckland Gulf Islands		0			
	Chatham Islands Council		0			

Older road users ( those aged 75yrs and older)

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
18	Mackenzie District		2	9	NORTHLAND	15
16	Nelson City		6	7	AUCKLAND	48
16	Kawerau District		0	8	WAIKATO	32
15	Gisborne District		4	9	BAY OF PLENTY	19
15	Invercargill City		5	9	TARANAKI	7
15	Carterton District		1	7	MANAWATŪ-WHANGANUI	17
15	Masterton District		3	15	GISBORNE	4
14	Upper Hutt City		3	7	HAWKE'S BAY	10
14	Ōpōtiki District		1	10	WELLINGTON	22
13	South Taranaki District		3	10	TASMAN NELSON MARLBOROUGH	12
13	Ōtorohanga District		1	8	WEST COAST	4
12	Napier City	1 STDEV	5	8	CANTERBURY	36
12	Westland District		2	7	OTAGO	16
11	Waikato District		2	9	SOUTHLAND	8
11	Selwyn District		4			
11	Auckland Rural North		7			
11	Hamilton City		6	7	NATIONAL	251
10	South Waikato District		3			
10	Horowhenua District	0.5 STDEV	5			
10	Kapiti Coast District		6			
10	Dunedin City		7			
9	Far North District		6			
9	Rangitikei District		1			
9	Kaipara District		3			
9	Waiteki District		4			
8	Christchurch City		18			
8	Whangarei District		7			
8	Tasman District	MEAN	4			
8	Whanganui District		3			
8	Western Bay Of Plenty District		6			
8	Waimate District		2			
8	Hutt City		3			
8	Stretford District		1			
8	Haureki District		3			
8	Manawatu District		3			
7	Waikato District		5			
7	Tauranga City		7			
7	Waimakariri District		4			
7	Grey District		1			
7	Wellington City		4			
7	New Plymouth District		4			
7	Ashburton District		3			
7	Southland District		3			
7	Taranua District		2			
7	Buller District		1			
6	Central Hawkes Bay District		1			
6	Auckland Urban West		3			
6	Queenstown-Lakes District		1			
6	Matamata-Piako District		4			
6	Waipa District		4			
6	Auckland Urban Central		15			
6	Auckland Rural South		3			
6	Hastings District		4			
6	Palmerston North City		3			
6	Central Otago District		2			
6	Wairoa District		0			
5	Rotorua District		2			
5	Whakatane District		2			
5	Auckland Urban South		8			
5	Hurunui District		2			
5	Auckland Urban North		11			
5	Thames-Coromandel District		2			
4	Marlborough District		2			
4	South Wairarapa District		1			
4	Gore District		1			
4	Timaru District		2			
4	Porirua City		1			
4	Taupo District		2			
3	Clutha District		1			
3	Rangitikei District		1			
1	Kaikoura District		0			
	Auckland Gulf Islands		0			
	Chatham Islands Council		0			

Restraints (seatbelt not worn)

2021 Register

PERSONAL RISK DSI/100MVKT	Ranking Territorial Authority	Standard Deviation	COLLECTIVE RISK 3yr AVG DSI	PERSONAL RISK DSI/100MVKT	Road Safety Regions	COLLECTIVE RISK 3yr AVG DSI
2	Waikato District		2	1	NORTHLAND	25
2	Far North District		14	0	AUCKLAND	44
2	Gisborne District		7	1	WAIKATO	39
1	Taranaki District		4	1	BAY OF PLENTY	16
1	Kaipara District		4	1	TARANAKI	9
1	Masterton District		3	1	MANAWATŪ-WHANGANUI	18
1	Ōtorohanga District		2	2	GISBORNE	7
1	Taupo District		8	1	HAWKE'S BAY	12
1	South Waikato District		5	0	WELLINGTON	14
1	Waimate District	1 STDEV	2	0	TASMAN NELSON MARLBOROUGH	7
1	Whakatane District		4	1	WEST COAST	3
1	South Taranaki District		3	1	CANTERBURY	28
1	Waikato District		2	1	OTAGO	14
1	Horowhenua District		4	1	SOUTHLAND	8
1	Auckland Rural South		8			
1	Kaikoura District	0.5 STDEV	1	1	NATIONAL	243
1	Buller District		1			
1	Ruapehu District		2			
1	Waikato District		3			
1	Carterton District		1			
1	Central Otago District		3			
1	Gore District		1			
1	Tasman District		4			
1	Hastings District		6			
1	New Plymouth District		5			
1	Stratford District		1			
1	Rangitikei District		2			
1	Ōpōtiki District		1			
1	Whangarei District	MEAN	6			
1	Southland District		5			
1	Manawatu District		3			
1	Kawerau District		0			
1	Western Bay Of Plenty District		5			
1	Rotorua District		4			
1	Waikato District		9			
1	Mackenzie District		1			
1	Whanganui District		2			
1	Auckland Rural North		6			
1	Palmerston North City		3			
1	Ashburton District		3			
1	Waipa District		3			
0	Waikariri District		3			
0	Dunedin City		5			
0	Hutt City		3			
0	Invercargill City		2			
0	Westland District		1			
0	Thames-Coromandel District		2			
0	Napier City		2			
0	Clutha District		2			
0	Hauraki District		2			
0	Central Hawkes Bay District		1			
0	Matamata-Piako District		3			
0	Timaru District		2			
0	Selwyn District		4			
0	Auckland Urban South		13			
0	Kapiti Coast District		2			
0	Christchurch City		10			
0	Hurunui District		1			
0	Auckland Urban West		4			
0	Upper Hutt City		1			
0	Grey District		0			
0	Wellington City		4			
0	Marlborough District		1			
0	Hamilton City		3			
0	South Wairarapa District		0			
0	Nelson City		1			
0	Auckland Urban Central		9			
0	Queenstown-Lakes District		1			
0	Tauranga City		2			
0	Porirua City		1			
0	Auckland Urban North		3			
	Auckland Gulf Islands		1			
	Chatham Islands Council		0			

### 3. Amenities

Reporting from the amenities team for this period is abbreviated due to staff absences/vacancies.

#### 3.1 Housing for Seniors

We have had two tenants transfer to other SWDC units as more suited. Sadly, we had a death recently in one of the Cecily Martin flats and this unit is currently being assessed for maintenance work. Another tenant from Featherston will be transferring to Martinborough mid-July.

#### 3.2 Pain Farm and Cottage

Both properties are well maintained by the occupants. The grounds are cared for by our contractor and are in good order.

#### 3.3 Other Projects

- **Wheels Park Greytown:** RFP went out on Friday 1st July to Five Companies that had expressed an interest in the project. Closes 1st August.
- **Greytown pavilion upgrade:** The pavilion is going to be delayed for 18 months due to the uncertainty of building costs currently. With building material continuously rising it was agreed that this will be placed on hold. Part of the project was to upgrade the changing rooms in the swimming pool to include showers and more toilets so that when the pavilion was started changing rooms were still available. This project will still go ahead, and the council will use CAPEX to cover most of the costs once we see the quote. Again, this will be determined by cost in this changing economy.
- **Featherston Skatepark:** After several delays, this is now scheduled to go ahead after the July school holidays.

#### 3.4 Cemeteries

Cemetery activity and burials have been steady.

Purchases of burial plots/niches 01/06/2022 to 30/06/2022

	Greytown	Featherston	Martinborough
Niche		1	
In-ground ashes Beam	1		1
Burial plot	3		
Services area			
<b>Total</b>	<b>4</b>	<b>1</b>	<b>1</b>

Ashes interments/burials 01/06/2022 to 30/6/2022

	Greytown	Featherston	Martinborough
Burial	1		
Ashes in-ground			1
Ashes wall	1		
Services Area			
Disinterment			
<b>Total</b>	<b>2</b>		<b>1</b>

### 3.5 Swimming Pools

Swimming pools are closed and are undergoing repairs and maintenance. Pools will reopen last week of November 2022.

### 3.6 Waste Management

#### 3.6.1. Transfer Stations

All stations are tidy. Still waiting on Eftpos integration, this has been approved, waiting on Earthcare/SWDC Finance confirmations.

Battery recycling – Carterton and Masterton are trialling battery recycling boxes at supermarkets, if goes well should be rolled out in South Wairarapa.

New signs are available with Te Reo and English for recycling stations. Cost to be advised.

#### 3.6.2. Martinborough

A large amount of waste taken to landfills could be recycled or reused, and the recycling area at the transfer station gets a lot of contamination. One option could be new more prominent signage advising what is allowed.

The stockpile of metal is being cleared, and options being discussed are whether to use containers to collect metal as they have in Featherston.

Netting and back plates in need of major repair, insurance claim being processed by Masterton Council.

#### 3.6.3. Coastal

Recycling pods are working well. Though the issue with homeowners filling bins with household items continues. Earthcare recently did a day in the area educating on proper disposal of household rubbish.

The information below is for May 2022, Totals from kerbside collections and transfer stations in the Wairarapa.

Glass	Recycling	Yellow Bags	Total bag weight to landfill
53,6400KG	44,470KG	4073	28,530KG

#### 3.6.4. Kerbside collections

100% of the recycling is being processed locally. Overall contamination levels are gradually reducing. Glass jars and bottles were collected but a large number have lids, lids are not recycled at Masterton yet.

Contact Officer: Stefan Corbett Group Manager, Partnership and Operations

Reviewed by: Harry Wilson, CEO

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## AGENDA ITEM C2

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### PARTNERSHIPS AND OPERATIONS WATER REPORT

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#### **Purpose of Report**

To update Councillors on activity and progress within the three waters operations and capital projects.

#### **Recommendations**

Officers recommend that the Committee:

1. *Receive the Partnerships and Operations Water Report*
2. *Recommend to Council that option 3 or 4 is confirmed as the long-term solution for the Tauherenikau pipeline with funding to be sourced via a long-term loan.*
3. *Note WWL advice on FY 22/23 and 23/24 budgets including risks attached to as yet unfunded capital projects.*
4. *Note the reset of the Featherston Wastewater Treatment plan has been completed and a new Project Plan issued for your consideration.*

#### **1. Water Manager Commentary**

I want to note the work of the Wellington Water Limited Capital Projects team, who delivered an intensive programme of work for us in FY21/22. They are forecasting to deliver the programme on budget of \$5.8m. Over the past 12 months they have completed a new 8 mega litre treated water reservoir at the Waiohine Water Treatment Plant (WTP), installed an automatic chlorination dosing system at Pirinoa WTP, renewed the sewer at the Memorial Park swimming pool and sports building, commenced a smart meter trial in Greytown, undertaken Boar Bush concrete reservoir remedial work, and upgraded the Papawai Road wastewater pipeline, to name a few!

#### **2. Wellington Water operational performance**

Rainfall in June saw a jump in the number of service requests for flooding in Featherston, some of which are due to leaf litter causing blocked road sumps. The recent rain also filled the Harrison St stormwater gravel-pit causing stormwater to overflow down Harrison Street. Fitzherbert Street wastewater main in Featherston was again affected by groundwater infiltration causing wastewater overflows to a small number of residents. Sucker trucks have been required to manage in both situations.

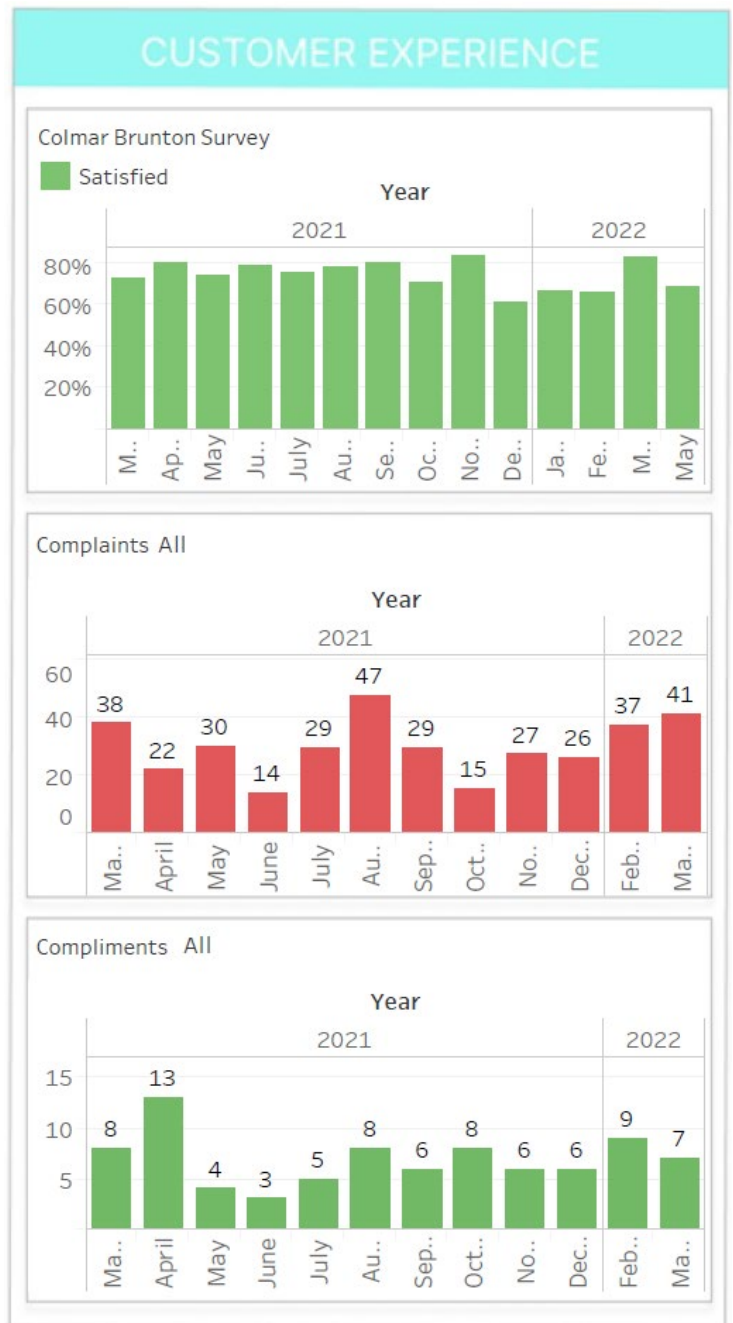
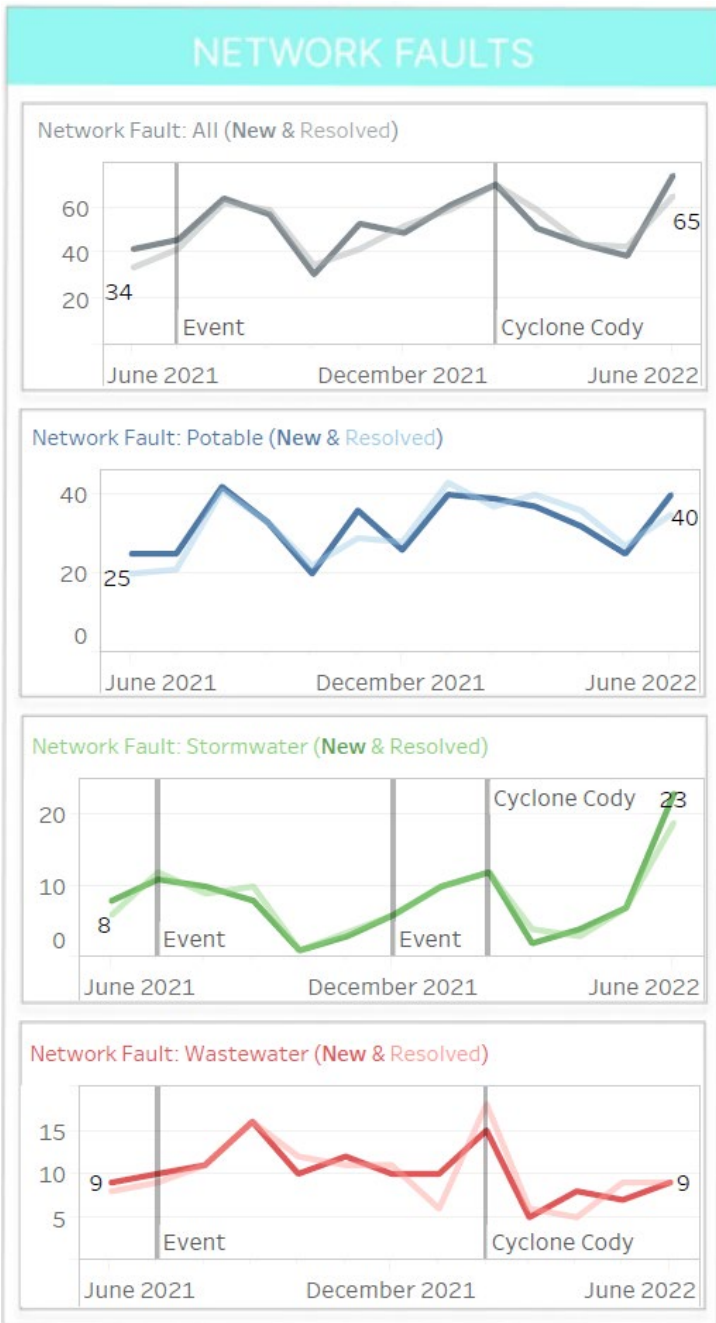


Figure 1. SWDC Customer service request dashboards, June 2022



## **2.1 Operational response events**

### **2.1.1. *Lightning strike Waiohine water treatment plant***

On Sunday 12<sup>th</sup> June the water treatment plant automatically shutoff due to a lightning strike causing damage to electrical components and control instrumentation.

- Water supplied to the Featherston and Greytown communities remained safe to drink, as supplied from the treated water reservoir.
- As a precaution, Wellington Water asked the community to moderate their water usage.
- The operational teams needed to go through all electrical equipment on site to assess the scale of the damage and implement repairs.

The water treatment plant was brought back into full operating service on Wednesday 22<sup>nd</sup> June.

### **2.1.2. *Boar Bush Gully Road slip risk***

Wellington Water previously raised concerns over a slip which occurred on Boar Bush Road that has the potential to impact on the water main that fills the Boar Bush concrete reservoir and the main supply line from the reservoir to Featherston.

- Potholing works and a location survey of the pipeline indicates that the pipe is within 1m of the slip face.
- The risk of failure of this asset is considered high, due to two separate pipes which have also been eroded in the same area.
- Wellington Water have made SWDC aware of this risk, for urgent road stabilising works necessary to prevent ongoing erosion.

SWDC has commissioned an engineering assessment that will provide us with remediation options and an estimate of costs. This could take a number of weeks as the company is also working on urgent aspects of the Hinekura Road rebuild. We anticipate that funding will be drawn from the Rural Road Reserve and based on previous experience, may be in the order of \$300,000.

In the interim Wellington Water has contingency plans in place and will be able to react to any failure quickly to minimise the impact on customers.



Figure 2 Boar Bush Gully Road slip, May potholing and water main location

### **2.1.3. Longwood Water Race perched intake**

Wellington Water identified over the weekend of the 25<sup>th</sup> June that no water was flowing in the Longwood water race.

- Investigations found that the Tauherenikau river rock weir had fallen away due to recent flood events
- This had caused the intake to become perched, not allowing water to into the intake
- This affected all users on the Longwood Water Race

A contractor was brought in to top up the rock weir, and water was restored on Thursday 30<sup>th</sup> June.





*Figure 3 Longwood race intake rock weir being reinstated*

### **3. Water Capex delivery programme**

Financial Year 2021-22 has been a busy year for the CAPEX team. They are forecasting to deliver FY21-22 capex programme on budget (\$5.8m). There have been some significant highlights delivered, including:

- New 8 mega litre treated water reservoir storage resilience, Waiohine WTP
- Installation of an automatic chlorination dosing system at Pirinoa WTP
- Sewer renewal of the Memorial Park swimming pool and sports building
- Commencement of a smart meter trial in Greytown, funded through the government stimulus package
- Boar Bush concrete reservoir remedial work, reducing contamination risk to Featherston drinking supply
- Upgrade to the Papawai Road wastewater pipeline, reducing overflows and accommodating Greytown population growth
- Completion of the asset condition assessments programme for the very high criticality assets
- New electrical surge protection installed at all water and wastewater treatment plants

Please refer to Appendix 2, Wellington Water monthly capex reports for more detail.

#### **3.1 Capital budgets for 22/23 and 23/24 Financial Years**

Please refer to Appendix 3 for advice to South Wairarapa District Council from WWL regarding the three waters services capital expenditure plan for the financial years 2022/23 and 2023/24. Capital expenditure for 2022/23 is \$5.3m which is confirmed in the recently adopted Annual Plan. The advice from WWL highlights some risks around capital items that are not funded in 2022/23 and 2023/24 and we are providing this information in full for complete visibility prior to the forthcoming local government elections. The main concerns lie around the following:

- The Greytown and Martinborough Wastewater Treatment Plants are currently under investigation by GWRC and require capital to at least begin planning and implementation towards compliance to avoid potential prosecution.
- Any work required Taumata Arowai may require for SWDC Drinking Water Treatment Plants.
- The Donald Street Pumping station and rising main renewal which is one step towards alleviating the public health risks for the catchment around Fitzherbert and Waite Street, Featherston.
- Tauherenikau Pipe replacement (see below).

We will be working with WWL on any reprioritisation of the 2023/24 budget that might be required to ensure our highest priority items are funded.

### **3.2 Tauherenikau river pipeline permanent solution**

Please refer to the slide pack regarding long term options for the Tauherenikau pipeline repair, and the more detailed Design Report dated 15 June (refer to Appendix 4).

The temporary fix has a limited timeframe of 1-2 years, however it is impossible to be precise, as it is exposed to impact damage from high flows and rocks. The failure mechanisms are:

1. Recent repair breaks again -joints are the weakest point
2. Gets hit by a rock or high flows during a storm and breaks the pipe
3. Storm events undermine the support and the pipe breaks
4. Long term -corrosion leads to deterioration of the wall thickness and the pipe breaks

Options 3 and 4 are the closest fit in terms of affordability, low/zero maintenance, and resilience. Any solution will mean loan funding as this is a considerable unbudgeted expense. We note all water related debts will transfer to the Water Services Entity on 1 July 2024 under the 3W reform model.

We seek a recommendation that we progress option 3 or 4 to Council as a preferred solution, funding to be sourced from a long-term loan.

### **3.3 Reset of the Featherston Wastewater Treatment Plant**

Management has been working with WWL to reset this project, which has suffered from significant delays over the past 24 months. The project has been recalibrated and several steps taken to improve momentum and performance, including the following:

1. Reset of operational governance and communications/reporting with more cognisance of SWDC perspective and needs
2. SWDC representative will be included at all levels of the project (Project Team, Steering Group and Operational Governance)
3. Inclusion of a mana whenua liaison at operational governance level
4. More programme leadership on WWL's side with a senior manager from WWL picking up more of the liaison and leadership with officers and council
5. More oversight and performance management on the SWDC side. This will be a primary focus of the newly appointed SWDC Principal Adviser (water transition)
6. More collaboration between the WWL and GHD Project Leads to improve alignment/momentum

WWL have produced a comprehensive revised Project Management Plan for Council (refer to Appendix 5).

#### **4. Appendices**

Appendix 1 – Wellington Water SWDC Major Projects Monthly Report, May 2022

Appendix 2 – Wellington Water SWDC CAPEX Programme Update, May 2022

Appendix 3 – WWL Advice to SWDC Regarding Three Waters Services CAPEX Delivery Plan for the Financial Years 2022/23 and 2023/24 (Y2&3 CDP)

Appendix 4 – Tauherenikau Pipeline Repair, Detailed Design and Long-Term Solutions, July 2022

Appendix 5 – Featherston Water Treatment Plant, Project Management Plan, July 2022

Contact Officer: Stefan, Group Manager Partnerships and Operations

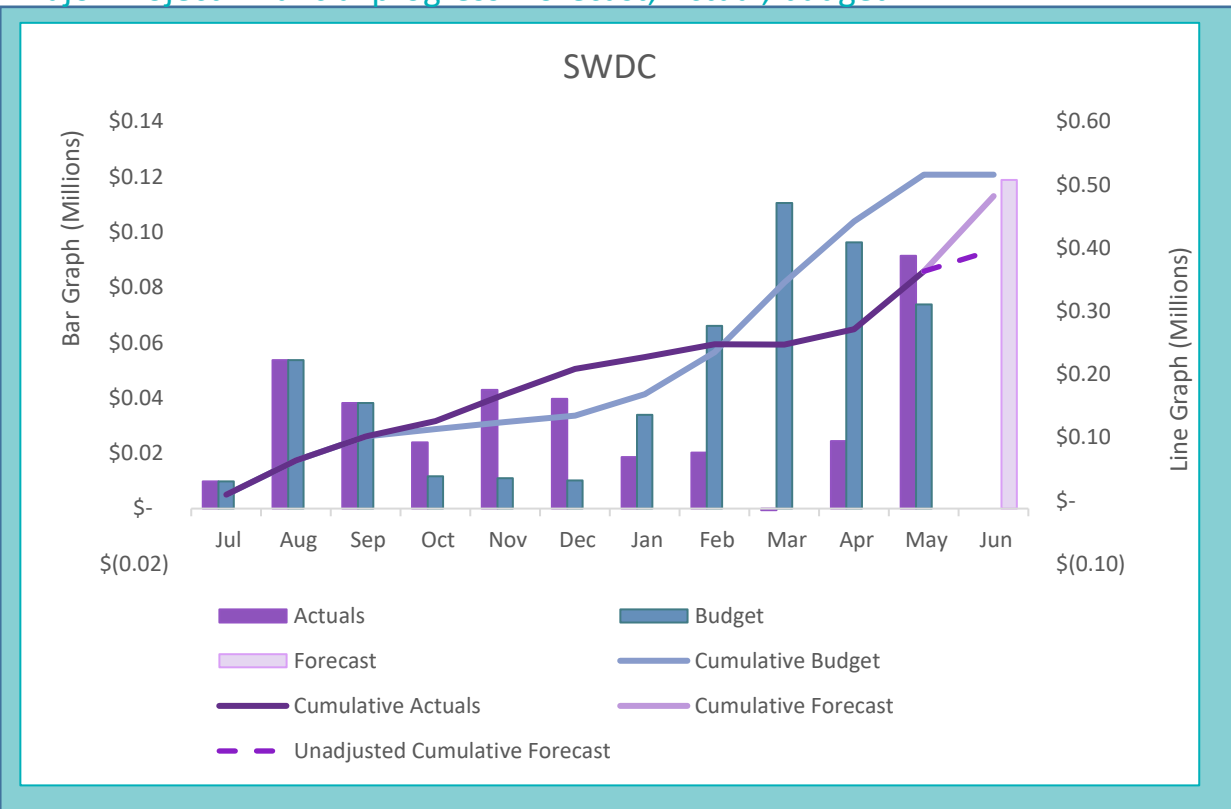
Reviewed by: Harry Wilson, Chief Executive Officer

**Appendix 1 – Wellington Water SWDC  
Major Projects Monthly Report, May  
2022**

## Regional summary:

We are through the worst of covid and are managing its impacts, mainly cost for delays and materials. We have a number of strategically important projects in construction, or in the award phase in the region which means great progress on outcomes. SWDC's two major projects are in the planning phase and largely unaffected by Covid. The Featherston WWTP will be discussed at a public meeting in June.

## Major Project Financial progress: Forecast; Actual, budget



## Risk profile

	H,S,Q,E	Stakeh.	Risk	Finance	Prog.	Rating
Featherston WWTP Upgrade	Green	Yellow	Red	Red	Red	Red
Tauherenikau River Crossing	Green	Green	Green	Red	Green	Green

## Programme

PROJECT	Cost Estimate	2020		2021		2022		2023			2024	
		LTP	Curr Level	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Featherston WWTP Upgrade	3m \$0.5M L4			Concept								
Tauherenikau River Crossing	0 \$5m L0					To be discussed						

Project	Objectives	Commentary
Featherston WWTP Upgrade  <b>*Priority Ranking 6</b>	Upgrade of wastewater treatment plant to meet likely improved discharge conditions.  This objective is twofold: 1. An affordable solution that enables a consent for 5 – 10 years 2. A long term solution for Featherston that meets environment outcomes	<b>Phase 1 - Short Term Consent</b> <ul style="list-style-type: none"> <li>Noted GWRC's expectation of a hearing in February 2022. WWL drafted the response for SWDC, that we will be well progressed by then, but unlikely to be progressed to that stage.</li> <li>MBBR trial results are coming in. The process is being adjusted to accommodate the WWTP conditions, for example low alkalinity is being balanced by adding bi-carbonate soda</li> <li>Paper issued to SWDC ahead of SWDC transition workshop to decide whether to bring the project in house to SWDC (planned for early June)</li> <li>Consenting strategy, environmental monitoring and project management plan all underway to be completed in June</li> <li>Meeting was held with Rangitane o Wairarapa to discuss short term consent plan</li> </ul> <b>Phase 2 – Long Term Consent</b> <ul style="list-style-type: none"> <li>No project activity. Need to discuss with officers how we meet the GWRC requirement to keep this moving while not distracting from the short-term consent process</li> <li>There has been issues around progress raised by the public following comments by Council. A public meeting is scheduled for late June which WWL will attend with SWDC officers with agreed messaging</li> </ul>
Tauherenikau River Crossing	Identify long term preferred option for crossing the Tauherenikau River	<ul style="list-style-type: none"> <li>An options assessment (MCA) workshop was completed in May. Additional lines of enquiry were identified in the MCA workshop which has delayed the report by 2 weeks</li> <li>Report expected to be issued to SWDC in mid-June to outline process and preferred option. A date to discuss with council will be agreed shortly</li> <li>Meeting held with Rangitane o Wairarapa to discuss project and options being considered</li> <li><b>* Note – the project is currently unfunded, we need to discuss and agree the ideal timing of the project and construction with the Council</b></li> </ul>



## Overall Programme Summary:

We are closely managing budgets as they get close to being expended, and some funds will move between workstreams to ensure that we make maximum use of the available funding.

Project	Commentary	H,S,Q,E	Stakeholder	Risk	Finance	Prog.	Rating
1. Capital renewals	The construction of these watermain renewals in Fox Street in Featherston commenced as scheduled in September 2021 and 302m of 630DPE watermain and 421m of 1800DPE watermain was completed. During regular QA some defects in the construction have been identified and the team has worked with the contractor, this was successful, and all site works were completed, and Practical Completion issued in March 2022. Final project close out is in progress.	🟢	🟢	🟢	🟡	🟢	🟢
2. Asset conditions assessment	Physical assessment of five SWDC reservoirs has been completed with the remaining two at the Waiohine WTP to be assessed this week (ending 3/6). The reservoir conditions are generally average from a structural perspective - there are however contamination vulnerabilities that need to be addressed and these are being placed in the forward works programme as a matter of priority. Physical inspection of the water treatment plant and pipe assets is complete. There remain challenges in accessing the potable water pressure mains for assessment for a number of reasons, ePulse testing was progressed as workaround in two locations. Whatever works remain uncompleted at this point will be put into the forward works programme however future assessments will be constrained by historically limited opex budgets. The Tauherenikau River pipe crossing leak has been repaired. There have been two recent breaks in the Boar Bush reservoir outlet main and this confirms the desktop study condition assessment of 5 (very poor rating) - status unchanged. Once we've finished the work we intend to present to councils on detailed findings for their assets and how this will influence the forward works programme.	🟢	🟢	🟡	🟢	🟡	🟡
3. Maintenance	May spend was for planned and reactive maintenance. See the Stimulus Funding Programme financial dashboard for more detail.	🟢	🟢	🟢	🟡	🟢	🟡
4. Asset management systems and processes and 5. Data and technology systems	We are planning how we will continue the momentum stimulus funding has given us in this space, building on the work completed so far. How much we can do will be dependent on funding available, but we now have: - A Cyber Partner in place, the first steps in our cyber roadmap complete or underway and a plan of what we need to do next. This is resulting in increased system resilience and improved protection from cyber-attack. - Good progress in the asset data space, improving the completeness and quality of the asset data we have, and the processes and base resources to continue this work. This supports the efficiency and effectiveness of our asset management processes and will enable us to handover the data Entity C needs to ensure continuity of service and investment. - With our focus on core business for the next two years we will be targeting continued improvements to our asset management processes that make an immediate difference to our efficiency. - The development of Source Water Risk Management Plans, as required under the Water Services Act 2021, is on track to deliver by end June 2022. Technical assessment of source water management areas is complete, and the results formed the basis for the recently concluded engagement phase. The outputs of these engagement workshops will now be turned into documentation that can be incorporated into the Drinking Water Safety Plans.	🟢	🟢	🟡	🟡	🟡	🟡
6. Leakage management	6.3 Proof-of-concept trial for smart household water meters to identify network or private leaks: The installation of the smart meters is now completed, however due to the supply chain issue, the 50 units of vibration sensors will not arrive in time for installation. WWL has proactively ordered and installed additional 50 base meters. This means we will have the intended number of participants, but the vibration sensor trial will be deferred. The trial will assess the ways in which smart water metering technology can help residents better manage their water usage and assist in detecting potential water leaks at private properties. The team is currently working on meter data integration as well as meter communication issues - around 10% smart meters are transmitting no or poor data, this could be due to a combination of deployment and network issues. Meter supplier's local technician and Vodaphone have been engaged to provide technical support. Due to Stimulus Fund cease after June, WWL is exploring revenue to fund the project beyond June, as the trial is scheduled to complete by December 2022.	🟢	🟡	🟢	🟡	🟡	🟡
7. Water safety priorities	7.1 Reservoir Repairs – no reservoir roof maintenance is planned in SWDC 7.2 Reservoir cleaning: we have purchased a remote-operated cleaning drone and mobile clarifier, and it is in use. Significant savings of time, cost and water loss are already evident. Project is complete. 7.3 Real time monitoring: no work on this project in SWDC 7.4 Audit Programme. Programme is continuing largely on an opportunity basis with the assistance of head office NMG staff where possible. There are limitations around access to plants/operators due COVID protocols, actual cases and their operational workloads. Audits of environmental management and investigations, largely remotely, into the Boar Bush and Newlands boil water incidents and Ruamahanga bore incident are nearing completion. Further work is being programmed out to the end of June when the contract ends. Beyond contract end in June, an outline audit programme and estimated resourcing is under preparation for management consideration Process Writing. completed 7.5 Chlorine Trailer – The trailer has been manufactured. 7.6 Bypass study – the draft report has been completed and it is currently under review by WW senior engineer. 7.7 Chlorine analyser for the Pirinoa WTP: work was completed in January to design and deliver a chlorine analyser.	🟢	🟢	🟢	🟢	🟢	🟢
8. Capital projects	Boar Bush reservoir: The decommissioning of the contact tank and reconfiguration of the pipework is complete.	🟢	🟢	🟢	🟡	🟢	🟢
9. Regional Water Reform Project aka Preparation for reform (Note: this is led by councils, not by WWL)	Review and analysis of information from DIA has continued to be a major focus, along with trying to align with other councils in the Entity C area to support consistent information. Collateral has been developed to help explain the reforms process, key issues and potential next steps including workshop packs, public information and sections of council reports.  Numerous meetings have been held with Wellington region councils, councils across the entity C area and with DIA. An ongoing challenge has been to get clarity of information from DIA or opportunities to help co-design the timeframes and process for the reforms to inform resource planning within councils. To mitigate this issue, the WWL and shareholder councils have agreed to establish a transition structure and plan to work through key transition keys and tasks. This provides a strong counterfactual to test the NTU work programme as it becomes more clear, or to help DIA to co-design this process. The plan is outcomes focused in relation to customers, staff and efficient use of resources through the transition process. Further funding will be required from DIA to support this transition work over the next 2 years.  The team has coordinated the work of PCC, GWRC and WWL on the commercial and legal information request from DIA and supported a number of discussions in relation to the better off funding.  A number of key updates have been expected through May including timing and process for the Bill, a clear forward work programme, details of funding support for councils and the role and key tasks for the Local Transition Team (LTT).  Based on the forward work programme, the focus will be on two workstreams: - Policy - review and input into: Public information on Bill / reforms; Select Committee process; Further legislation; Economic regulation policy and legislation. - Transition and programme coordination: Due diligence and data collection processes; Transition planning for WWL; Engagement with DIA, the National Transition Unit and the proposed working groups; Iwi / Māori engagement; Wider engagement across entity C; Support for better off funding request processes; Workforce engagement and change process for the WSE.	🟢	🟢	🟢	🟢	🟢	🟢

# **Appendix 2 – Wellington Water SWDC CAPEX Programme Update, May 2022**

## Executive summary:

The total programme remains on track to spend the full year 21-22 budget. Two significant contracts for construction next financial year remain the focus for award in Q4. Supplier materials cost escalations continue to be experienced, in particular on the recent tendered contracts. Wellington Water's annual planning process has also been re-evaluating SWDC's water priority projects, with a focus for investment efforts in drinking water compliance and wastewater treatment plant consent compliance. This will likely see changes to the types of projects in years 2 and 3 of the LTP capex delivery programme.

## Monthly updates of significance:

### Construction Completed:

- No construction sites were completed in the month of May.

### Construction Underway:

- Greytown Papawai Rd pipeline upgrade (wastewater). Practical completion forecast to be issued Q4.
- Featherston Waiohine WTP treated water reservoir (water). The project team continue to work to close out remaining items post-commission.

### Contracts Awarded:

- Greytown Memorial Park WTP upgrades (water). Contract has been awarded to Brian Perry Civil. Project team are working through the required enabling works prior to scheduling a start date for construction.

### In Procurement:

- Featherston Donald St pump station renewal (wastewater). Tender review process underway, where contract award remains forecast for Q4. Construction start date will be scheduled around funding availability within the LTP.

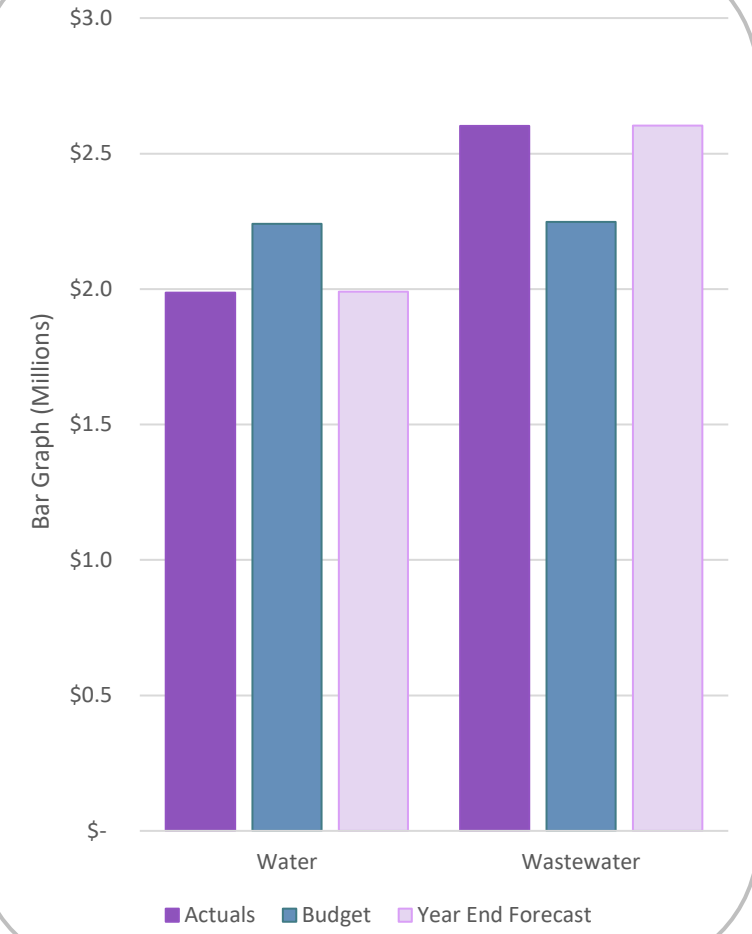
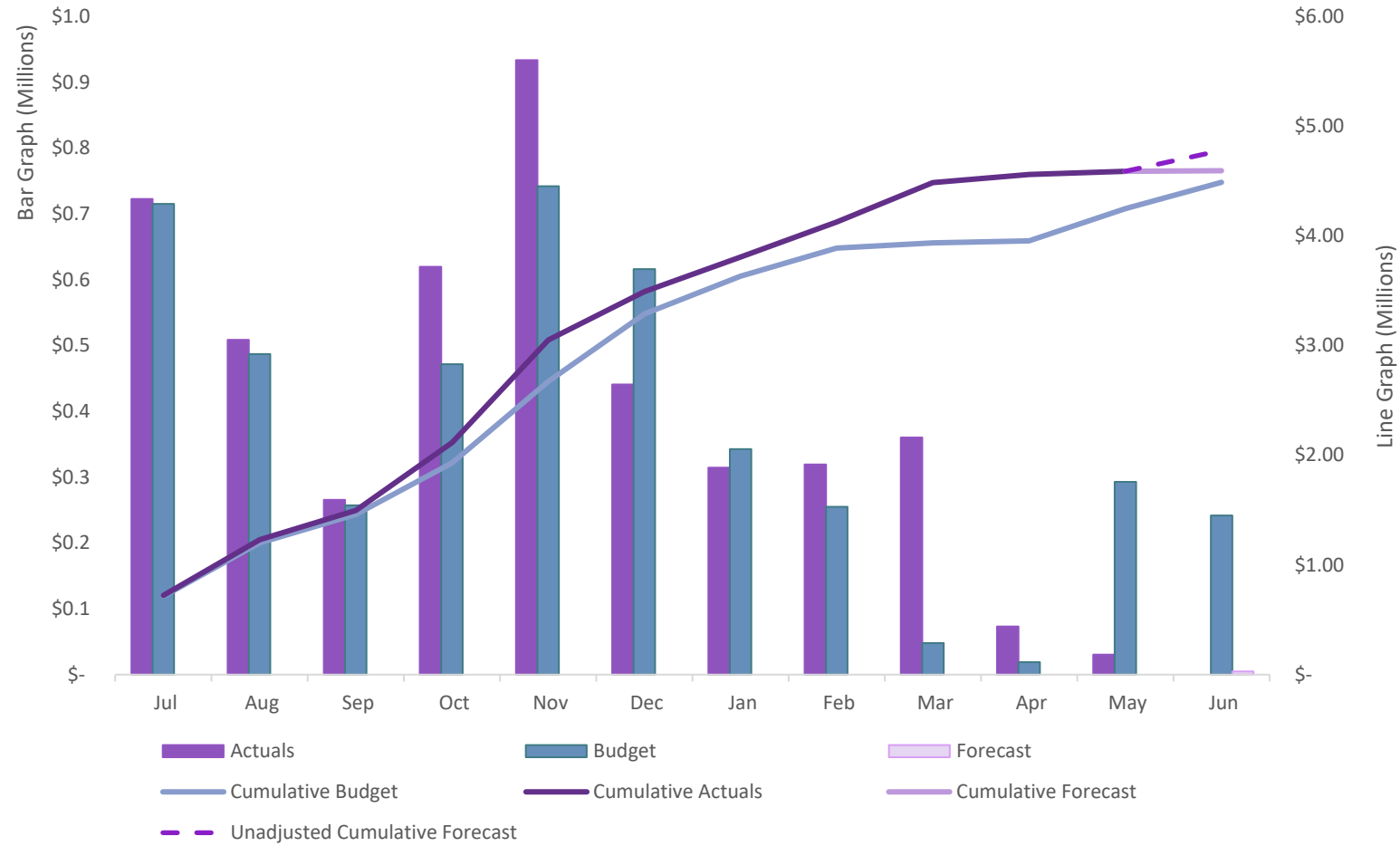
### Design Development:

- Featherston Waiohine WTP stage 3 upgrades (water). Includes the pH dosing system upgrade. Design activities and contract award within FY22-23.

## Top Risks and Issues :

Risk Description	Mitigation / comments
The Memorial Park WTP upgrade project may experience a delay in commencing construction	Contract has been awarded to Brian Perry Civil however the project team have a number of enabling works to complete prior to construction commencing. Outstanding snags need closing out at the Waiohine TWR to ensure drinking water supply can continue whilst Memorial Park WTP is turned off for upgrades
A reduction of available clean fill tips in the Wellington region for excavation material which could see large cost escalations	The are now only two clean fill tips in the region due to others either being filled up or being unable to comply with their consent conditions. This is likely to result in cost escalations should a regional solution not be found. Contractors in the short term are trying to manage the situation however this is also affecting productivity.
Donald Street pump station is at risk of failure due to poor condition which would require a temporary generator and pump system whilst an urgent renewal is undertaken	The draft year 2 & 3 capex programme includes the recommended renewal of this pump station. Tendering activities are currently underway, where scheduling of construction will be able to occur upon securing budget.
Issue Description	Mitigation / Comments
A number of snag items post commissioning of the treated water reservoir at the Waiohine WTP have caused delays in completing stage 2 delivery	Work continues on closing out the remaining operational items for the TWR which have been challenging due to the hybrid of old and new infrastructure.
Reinstatement issues along Pah Rd, Papawai	The asphalt reinstatement in some areas have experienced slumping following large rain events. These areas have been repaired by the contractor however one area remains a concern and may be related to groundwater movements. The project team have collaborated with the SWDC Roding team to identify an acceptable solution.

*Total Programme spend by month*



**Appendix 3 – Wellington Water Advice  
to SWDC Regarding Three Waters  
Services CAPEX Delivery Plan for the  
Financial Years 2022/23 and 2023/24  
(Y2&3 CDP)**

**Advice to South Wairarapa District Council (SWDC) Regarding Three Waters Services  
Capital Expenditure (CAPEX) Delivery Plan for the Financial Years 2022/23 and 2023/24  
(Y2&3 CDP)**

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TO                   Stefan Corbett, SWDC

COPIED TO       Harry Wilson, CEO SWDC

                          Karon Ashforth - General Manager Finance

                          Wellington Water - Tonia Haskell, Julie Alexander, Laurence Edwards, Steve Hutchison,  
                          Adam Mattsen

FROM               Susannah Cullen

DATE               01 July 2022

**Action sought**

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	<b>Action sought</b>	<b>Deadline</b>
<b>South Wairarapa District Council</b>	<p><b>Approve</b> the recommendations in this paper.</p> <p><b>Note</b> this updated memo incorporates actions from the initial meeting (12/05/2022) and subsequent communications.</p>	06 July 2022

**Contact for telephone discussion (if required)**

---

<b>Name</b>	<b>Position</b>	<b>1st Contact</b>	
Tonia Haskell	Group Manager Network Development & Delivery, Wellington Water	027 496 1970	
Susannah Cullen	Manager Programme Practice, Wellington Water	021 927 942	✓

## Purpose of this advice

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1. This paper provides a high-level summary of the draft capital delivery plan (CDP) Wellington Water plans to deliver in Year 2 of the Long Term Plan (LTP) (FY22/23).
2. It provides additional programme information over and above the high-level advice provided in the *SWDC 2-22/23 Annual Plan Advice* memo which was sent in January 2022.
3. The option presented reflects the funding availability advised by SWDC (20/06/2022) and the associated risks with this funding profile.
4. An indicative plan for delivery in Year 3 (FY23/24) is included for information, noting this will be further refined throughout Year 2.

## Summary

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5. The budget instructed by SWDC for Year 2 is **\$5.3M**.
6. This comprises \$4.0M from the LTP Year 2 and \$1.3M brought forward from LTP Year 3 to fund the Featherston Wastewater Treatment Plan project.
7. The budget for Year 3 is **\$6.2M**. This comprises the Year 3 LTP of \$7.5M minus \$1.3M brought forward to the Year 2 budget.
8. Figure 1 presents the budgets proposed by SWDC against the original LTP values.
9. A breakdown of the budget is provided at Appendix A, and by LGA Classification and Water Type at Appendix B.
10. The total value of the projects proposed equals the budgets assigned (\$5.3M and \$6.2M for Years 2 and 3 respectively). A list of the projects proposed within the funding envelope advised by SWDC are presented at Appendix C.
11. Several memos were issued to SWDC in January 2022 providing information on known status and risks in the water and wastewater systems, an indication of required funding for FY22/23 and a relationship update; these papers are attached in Appendix D1 to D4 for reference.
12. Further information was issued to SWDC regarding proposed funding scenarios in earlier versions of this memo; these are summarised at Appendix E.
13. The limited budget advised relative to the investment need introduces risk to SWDC around compliance with consent requirements, aging network assets, risk to current level of service and limits opportunities for planned network renewals, growth and level of service improvements.
14. Progress against the budget spend will be reported throughout FY22/23 via the monthly finance and programme meetings.
15. Works to begin delivery of the projects which are outcomes of the Very High Criticality Assets (VHCA) assessment programme have been introduced to the Year 3 plan only due to the funding limitations in Year 2.
16. The plan for delivery in Year 3 (FY 23/24) will be further developed throughout Year 2.

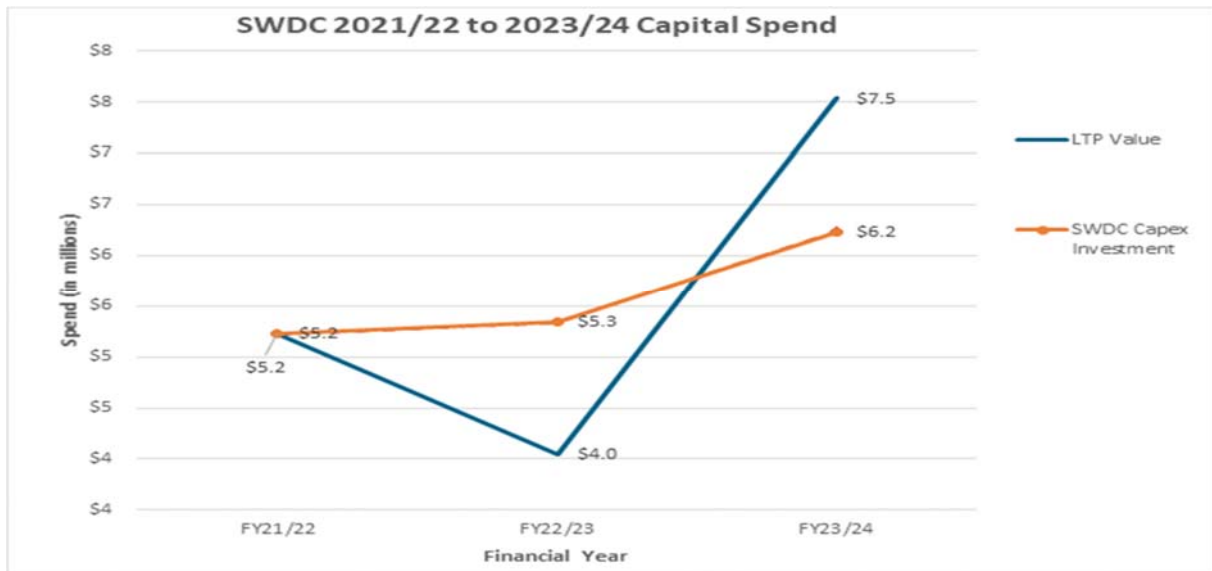


Figure 1 - Three-year LTP values and revised profile for Featherston Funding

## Introduction

17. Wellington Water has been working to improve the efficiency and effectiveness of what we are delivering, by focusing on delivering the right assets at the right time; whether this be a renewal, service level increase or to support growth although our current emphasis is on renewals. The Very High Criticality Asset Health Assessment (VHCA) Project, which will inform key projects, is a key enabler that will help drive more effective programme delivery.

## SWDC Capex

18. The confirmed SWDC Capex investment is \$5.3M and \$6.2M for Year 2 (FY22/23) and Year 3 (FY23/24) respectively (inflated values).
19. We have reassessed project delivery within Years 2 and 3 to align with the budgets advised by SWDC, and the proposed projects and spend on these projects are presented at Appendix C. The risks associated with the proposed capital delivery programme are highlighted at Table 1.

CDP proposed	Included	Excluded
Proposed Year 2 CDP = \$5.3M	<ul style="list-style-type: none"> <li>Continue delivery of Featherston Wastewater Treatment Plant project</li> <li>Projects to continue drinking water compliance journey, incl. Memorial Park</li> <li>Reactive renewal budgets – treatment plant and network</li> <li>Modelling (reduced scope)</li> </ul>	<ul style="list-style-type: none"> <li>Other Wastewater treatment plant compliance projects at Martinborough, Greytown and Lake Ferry</li> <li>Tauherenikau Pipeline long term solution renewal</li> <li>Smart meter works</li> <li>Planned network renewals</li> <li>Growth</li> <li>Level of service improvements</li> <li>WWTP Health and Safety upgrades</li> <li>Donald Street Pump Station.</li> <li>Planning and design for VHCA renewals</li> </ul>

Table 1- Key inclusions & exclusions



20. This section provides a high-level description of risks associated with activities that are excluded:
21. **Reduced level of service resulting from budgetary constraints** - the limited budget available means that no works can be scheduled beyond those which are required to facilitate safe drinking water, continue work on the Featherston WWTP compliance project, and reactive capital budgets.
22. **Exposure to penalties and prosecution associated with un-consented discharges from Featherston WWTP** - whilst funding has been approved for the Featherston WWTP project, a risk to SWDC of prosecution un-consented discharges at Featherston WWTP will remain until the works are completed. This may result in penalties and potentially prosecution by GWRC, who have already issued 'Please Explain' notices.
23. **Exposure to penalties and prosecution associated with non-compliance with consent conditions at other WWTPs (Greytown, Martinborough and Lake Ferry)** – by not funding consenting works and / or the requirements under the existing WWTP consents or other network consents, there remains a risk of non-compliance. This may result in penalties and potentially prosecution by GWRC, who have already issued 'Please Explain' notices.
24. **Lack of investment in asset renewals programme leading to reduced level of service** – condition of the water, wastewater and stormwater assets degrades at a rate exceeding the renewal rate leading to an increase in required operational interventions (and cost) to fix asset failures and other resulting asset issues.
25. **Lack of investment in the VHCA programme leading to reduced condition of VHCA assets and increased network performance risk** – risk to resilience of the water, wastewater and stormwater systems resulting in a lower level of service for customers, communities and the environment.
26. **Limited investment in modelling reduces data quality** – a risk that the lack of quality of data available to residents on flood risk, water supply and wastewater capacity could increase issues in network such as contributing to wastewater spilling, a lack of pressure and fireflow availability, and risk of flooding. Accurate and maintained models are important for more efficient design and trouble shooting in the network when there are performance issues and advice on capital improvements. Lack of quality data from models may contribute to poor decisions in infrastructure. Models are required to inform the Spatial Plans and population growth to allow SWDC to make low risk and integrated planning decisions.
27. **Continued network risk associated with poor condition of the Donald Street Pump Station** – this is a named project in the LTP, designed to address the poor condition of the pump station, increase the pump capacity and construct an emergency storage overflow. Failing to fund this project creates the risk of continued one-off high opex costs during moderate to high weather events or single pump failure. There also remains a risk that the pump station may fail completely, which would necessitate implementation of contingency plans in the short term whilst the renewals works are fast-tracked to replace the asset.
28. **Lack of water security caused by poor condition of Tauherenikau Pipeline** – the current pipeline asset is located in a vulnerable position, exposed to abrasion from gravel movements by the river. The recent repair efforts have created a sacrificial rock weir structure to bury the pipe; it is expected to require maintenance every 6-12 months. There remains an ongoing risk of the pipeline failing during a large flood event and/or lateral river movements. This is the only safe drinking water supply for the Featherston township. This budget does not enable funding to be allocated to progress the planning and design on this project until Year 3.

29. **Ongoing increased operational costs until the Waiohine WTP Stage 3 upgrades are completed** – this project is to design and implement an appropriate pH dosing system solution as well as address some other operational and H&S issues that have been identified. This budget allows for undertaking initial design in Year 2 (FY22/23) with detailed design and procurement in Year 3 (FY23/24) and construction in Year 4 (FY24/25). Until this work is complete there will be ongoing increased opex costs to run the temporary pH dosing system which is currently onsite. Several health and safety noncompliance issues remain at the site.
30. **Delivery of Proposed Y2&3 CDP** - historically, Wellington Water has underspent capital against council budgets. We have worked to mitigate this risk by over-programming against the LTP across the three years. This approach has not been used for the FY22/23 SWDC Programme.
31. **Resource and Supply Chain Constraints** – there is currently an industry wide constraint in availability of resources (both materials and personnel) which may impact the delivery of projects. To mitigate the likelihood and impact of this risk, we have worked with Consultant and Contractors to apply a deliverability lens across the projects proposed i.e. to only propose projects that we are confident we can deliver within the current known constraints.
32. **COVID-19 Pandemic** - We continue to face impacts of the global COVID-19 pandemic. We expect to continue to see challenges with global supply chains, freight, transportation and associated price increases which will impact delivery of the programme.

#### Next steps

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33. Once the Year 2 CDP is agreed with SWDC, we will communicate the plan with Wellington Water Groups, including our Consultant & Contractor Panel, and commence delivery.
34. Delivery against the agreed budget will be monitored throughout Year 2 and progress updates communicated to the council via the established monthly finance and programme meetings.
35. We will develop the Year 3 plan through Year 2 with a plan to submit the final Year 3 capital delivery plan at the start of Q4 FY22/23.

#### Recommended action

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26. We recommend that you:
  - a **note** that maintaining the current LTP Capex limits the capacity for delivering further capital projects.
  - b **consider** the risks and issues identified above and seek to implement controls.
  - c **note** that further work will be required during Year 2 to determine the Year 3 budget and plan.

**Appendix A – Budget Breakdown (Scenario 3)**

Financial Year	Sustained Uplift (\$)			LTP Value (inflated values) (\$)	Change to LTP spend profile (\$)	SWDC Capex Investment (\$)	Total Planned Projects (\$)	Project Forecast vs Revised Budget (\$)
	Lower	Mid-Point	Upper					
Year 1 (FY21/22)	5,000,000	6,000,000	7,000,000	5,224,500	0	5,224,500	5,224,500	100%
Year 2 (FY22/23)	5,000,000	6,000,000	7,000,000	4,040,629	1,300,000	5,340,000	7,827,000	100%
Year 3 (FY23/24)	5,000,000	6,000,000	7,000,000	7,534,277	-1,300,000	6,235,000	3,742,000	100%
<b>Totals</b>	<b>15,000,000</b>	<b>18,000,000</b>	<b>21,000,000</b>	<b>16,799,406</b>	<b>0</b>	<b>16,799,406</b>	<b>16,799,500</b>	<b>100%</b>

## Appendix B – Scenario 3 Spend by Water Type and LGA Classification

### Budget Breakdown by Water Type (Scenario 3)

Water Type	Reprofiled LTP Year 2 (\$)	Proposed Year 2 (\$)	Reprofiled LTP Year 3 (\$)	Proposed Year 3 (\$)
Water	1,997,720	3,235,000	4,383,894	1,435,000
Wastewater	3,342,908	1,985,000	798,382	4,720,000
Stormwater	0	120,000	1,052,000	80,000
<b>Total</b>	<b>5,340,629</b>	<b>5,340,000</b>	<b>6,234,277</b>	<b>6,235,000</b>

### Budget Breakdown by LGA Classification (Scenario 3)

Water Type	Reprofiled LTP Year 2 (\$)	Proposed Year 2 (\$)	Reprofiled LTP Year 3 (\$)	Proposed Year 3 (\$)
Growth	665,496	0	2,840,400	0
ILOS	3,953,152	4,485,000	2,638,541	2,250,000
Renewal	721,981	855,000	755,336	3,985,000
<b>Total</b>	<b>5,340,629</b>	<b>5,340,000</b>	<b>6,234,277</b>	<b>6,235,000</b>

## Appendix C – Proposed Projects & Spend

Project Title	Water Type	LGA Classification	Value Year 2 (\$)	Value Year 3 (\$)
GTN Memorial Park WTP Upgrades - Stage 3	Water	Level of Service	2,450,000	-
FSTN WWTP Consent (alternative disposal systems FSTN)	Wastewater	Level of Service	1,300,000	1,000,000
FSTN Waiohine WTP Stage 3 upgrades	Water	Level of Service	300,000	330,000
Greytown WWTP Compliance	Wastewater	Level of Service	50,000	200,000
MTB WWTP Compliance	Wastewater	Level of Service	50,000	200,000
South Wairarapa - WW network renewals - 2018 Base	Wastewater	Renewal	50,000	100,000
GTN PW Reactive Renewals	Water	Renewal	45,000	45,000
MTB PW Reactive Renewals	Water	Renewal	45,000	45,000
FSTN PW Reactive Renewals	Water	Renewal	45,000	45,000
Martinborough WTP Reactive Renewals	Water	Renewal	45,000	45,000
Waiohine WTP Reactive Renewals	Water	Renewal	45,000	45,000
FSTN Featherston WWTP Reactive Renewals	Wastewater	Renewal	45,000	45,000
GTN Greytown WWTP Reactive Renewals	Wastewater	Renewal	45,000	45,000
FSTN Lake Ferry WWTP Reactive Renewals	Wastewater	Renewal	45,000	45,000
MTB WWTP Reactive Renewals	Wastewater	Renewal	45,000	45,000
MTB WW Reactive Renewals	Wastewater	Renewal	40,000	40,000
GTN WW Reactive Renewals	Wastewater	Renewal	40,000	40,000
FSTN WW Reactive Renewals	Wastewater	Renewal	40,000	40,000
Reservoir Water Quality Improvements - Reactive	Water	Level of Service	35,000	35,000
WTP Testing	Water	Level of Service	30,000	100,000
SWDC-CPX-FSTN Lake Ferry WWPS Reactive Renewals	Wastewater	Renewal	30,000	30,000
FSTN WW Pump Station Reactive Renewals	Wastewater	Renewal	30,000	30,000
GTN WW Pump Station Reactive Renewals	Wastewater	Renewal	30,000	30,000
SWDC WW Basestation establishment	Wastewater	Renewal	30,000	30,000
SWDC PW Basestation establishment	Water	Renewal	30,000	30,000
SWDC Archestra Graphics and Historian intergration	Water	Level of Service	25,000	-
SWDC Archestra Graphics and Historian intergration	Wastewater	Level of Service	25,000	-
Pirinoa WTP Reactive Renewals	Water	Renewal	20,000	20,000
WWTP - Generator readiness	Wastewater	Level of Service	20,000	20,000
FSTN Water Modelling	Water	Level of Service	20,000	20,000
SWDC-CPX-GTN Water Modelling	Water	Level of Service	20,000	20,000
SWDC-CPX-MTB Water Modelling	Water	Level of Service	20,000	20,000
Memorial Park WTP Reactive Renewals	Water	Renewal	20,000	20,000
FSTN Global SW Consent	Stormwater	Level of Service	20,000	-
GTN Global SW Consent	Stormwater	Level of Service	20,000	-
SWDC-CPX-MTB Global SW Consent	Stormwater	Level of Service	20,000	-
GTN WW Control Systems Reactive Renewals	Wastewater	Renewal	10,000	10,000
FSTN WW Control Systems Reactive Renewals	Wastewater	Renewal	10,000	10,000
MTB WW Control Systems Reactive Renewals	Wastewater	Renewal	10,000	10,000
SWDC GTN DW Control Systems Reactive Renewals	Water	Renewal	10,000	10,000
SWDC FSTN DW Control Systems Reactive Renewals	Water	Renewal	10,000	10,000
SWDC MTB DW Control Systems Reactive Renewals	Water	Renewal	10,000	10,000
FSTN WW Modelling	Wastewater	Level of Service	10,000	10,000
FSTN SW Modelling	Stormwater	Level of Service	10,000	10,000
SWDC-CPX-GTN Stormwater Modelling	Stormwater	Level Of Service	10,000	10,000
MTB SW Modelling	Stormwater	Level Of Service	10,000	10,000
GTN WW Modelling	Wastewater	Level of Service	10,000	10,000
MTB WW Modelling	Wastewater	Level of Service	10,000	10,000

Project Title	Water Type	LGA Classification	Value Year 2 (\$)	Value Year 3 (\$)
SWDC Treatment Plant Datalogging	Water	Level of Service	10,000	-
SWDC Treatment Plant Datalogging	Wastewater	Level of Service	10,000	-
GTN SW Reactive Renewals	Stormwater	Renewal	10,000	10,000
FSTN SW Reactive Renewals	Stormwater	Renewal	10,000	10,000
MTB SW Reactive Renewals	Stormwater	Renewal	10,000	10,000
FSTN Donald Street Pump Station upgrade	Wastewater	Renewal	-	2,600,000
Tauherenikau Pipeline Crossing	Water	Renewal	-	300,000
WWTP - Health and Safety (H&S) upgrades - Fencing/security upgrades	Wastewater	Level of Service	-	100,000
FSTN Water Main Renewals 21-24	Water	Renewal	-	100,000
Upgrades to WTP telemetry networks	Water	Level of Service	-	25,000
Featherston - Smart Meters/Universal Metering	Water	Level of Service	-	10,000
Greytown - Smart Meters/Universal Metering	Water	Level of Service	-	10,000
Martinborough - Smart Meters/Universal Metering	Water	Level of Service	-	10,000
SWDC - New Smart Services	Water	Level of Service	-	10,000
SWDC Reservoir VHCA Remedial Works	Water	Renewal	-	20,000
SWDC-PW-VHCA Pipe Renewal Programme	Water	Renewal	-	20,000
SWDC-SW-VHCA Pipe Renewal Programme	Stormwater	Renewal	-	20,000
SWDC-WW-VHCA Pipe Renewal Programme	Wastewater	Renewal	-	20,000
Upgrades to WTP telemetry networks	Water	Level of Service	-	80,000

## **APPENDIX D**

### **Appendix D1**

**Memo December 2021 Update on South Wairarapa District Council Water Supply Matters**

### **Appendix D2**

**Memo December 2021 SWDC Wastewater Treatment Plant – Resource Consent Compliance Risk Review**

### **Appendix D3**

**Memo 22 December 2021 South Wairarapa District Council as Wellington Water shareholder – Summary two years in**

### **Appendix D4**

**Memo December 2021 SWDC 2-22/23 Annual Plan Advice**

## Appendix E – Summary of Scenarios Previously Presented

1. In the previous version of the memo (issued 13/06/2022), we presented four scenarios for capital investment in FY22/23. These are as summarised in the following and the associated risks presented at Table E1:
  - a **Scenario 1** – follow budgets as set out in LTP, budget of \$4.0M, projects listed in Appendix E1.  
*The existing LTP is outdated; based on our current knowledge of risks to the network, Wellington Water no longer considers these to be the highest priority for funding in FY22/23.*
  - b **Scenario 2** – reprioritises works within the LTP budget of \$4.0M (see Appendix E2), although noting that no capital construction works are completed on the Donald Street Pump Station.
  - c **Scenario 3** – budget of \$7.83M for Year 2 and \$3.74M for Year 3 (total \$11.6M to align with inflated LTP funding across the two years). This scenario provides some funding to progress consenting works at the WWTPs, capital for Donald Street Pump Station Construction Works and funding to progress Tauherenikau Pipeline, in addition to those presented in Scenario 2. See Appendix E3. It is noted that this budget proposal is focused on the most important water services for the Council - safe drinking water projects and reactive capex only. There is no budget allocation for delivering any other high risk, or network improvement projects. This introduces significant risks around resource consent compliance and ability to address residual network condition and performance risks.
  - d **Scenario 4** – budget increase to \$8.8M – as Scenario 2 and 3, and also includes increased funding for the Featherston WWTP Consent Project, smart services and WWTP health and safety compliance works (see Appendix E4).
2. A summary of the key inclusions, exclusions and risks with each of the scenarios presented is given at Table E1.

Table E1 - Summary of scenarios and associated risks

Scenario description	Includes	Exclusions
<b>Scenario 1</b> Year 2 LTP Budget of \$4.0M  <i>Undertake project works as set out in LTP.</i>	<ul style="list-style-type: none"> <li>• Project development for Martinborough New Water Source, some funding for Waiohine WTP, Smart meters, Implement water resilience strategy, some funding for network renewals</li> <li>• Some funding for: Greytown trunk main upgrade, some funding for the Greytown, Martinborough and Featherston WWTPs, WW network renewals</li> </ul>	<ul style="list-style-type: none"> <li>• Memorial Park WTP Project</li> <li>• Inadequate funding for other WTP minor works required for compliance</li> <li>• Reactive capex</li> <li>• Controls projects</li> <li>• Donald Street Pump Station; shortfall of \$1.2M in LTP to complete physical works.</li> <li>• All modelling</li> <li>• Note budgets included for WW compliance projects will not achieve compliance, they are only to begin the planning and implementation of the journey toward compliance, this is because the works required for compliance will take time to plan and implement</li> </ul>



Scenario description	Includes	Exclusions
<p><b>Scenario 2</b> Year 2 \$4.0M</p> <p><i>Undertake drinking water safety projects &amp; use reactive renewals budgets for the remainder of the treatment plants and network.</i></p>	<ul style="list-style-type: none"> <li>Projects to continue drinking water compliance journey, incl. Memorial Park</li> <li>Reactive renewal budgets – treatment plant and network</li> </ul>	<ul style="list-style-type: none"> <li>Wastewater treatment plant compliance projects including Featherston, Martinborough, Greytown and Lake Ferry</li> <li>Tauherenikau Pipeline long term solution renewal</li> <li>All modelling</li> <li>Smart meters works</li> <li>Planned network renewals</li> <li>Growth</li> <li>Level of service improvements</li> <li>Donald Street Pump Station.</li> </ul>
<p><b>Scenario 3</b> <b>Year 2 = \$7.83M &amp; Year 3 = \$3.74M</b></p> <p>Use combined LTP funding for Years 2 and 3 (\$11.6M total) to undertake drinking water safety and begin compliance projects and commence Donald Street project</p>	<ul style="list-style-type: none"> <li>Projects to continue drinking water compliance journey, incl. Memorial Park</li> <li>Reactive renewal budgets – treatment plant and network</li> <li>Some funding for wastewater treatment plant compliance projects including Featherston, Martinborough, Greytown and Lake Ferry</li> <li>Donald Street Pumping Station works (\$2M).</li> <li>Modelling &amp; consent works completed.</li> <li>Tauherenikau Pipeline long term solution renewal</li> </ul>	<ul style="list-style-type: none"> <li>Note budgets included for WW compliance projects will not achieve compliance, they are only to begin the planning and implementation of the journey toward compliance, this is because the works required for compliance will take time to plan and implement</li> <li>Funding for Featherston WWTP Consent project is not at level required to deliver to the current delivery plan.</li> <li>Smart meter works</li> <li>Planned network renewals</li> <li>Growth</li> <li>Level of service improvements</li> </ul>
<p><b>Scenario 4</b> <b>Year 2 \$8.8M</b> Priority Projects</p>	<ul style="list-style-type: none"> <li>Projects to continue drinking water compliance journey, incl. Memorial Park</li> <li>Reactive renewal budgets – treatment plant and network</li> <li>Some funding for Donald Street PS</li> <li>Modelling</li> <li>Wastewater treatment plant compliance projects including Featherston, Martinborough, Greytown and Lake Ferry, note that funding for Featherston WWTP is increased in this scenario to reflect current delivery plan for Years 2 &amp; 3</li> <li>Progressing Tauherenikau Pipeline renewal</li> <li>Progressing some smart meter works</li> <li>WWTP Health and Safety compliance projects</li> </ul>	<ul style="list-style-type: none"> <li>Note budgets included for WW compliance projects will not achieve compliance, they are only to begin the planning and implementation of the journey toward compliance, this is because the works required for compliance will take time to plan and implement</li> <li>Early design for some growth</li> <li>Early design for some Level of service improvements</li> </ul>

3. The risks, issues and opportunities presented in the earlier version of the memo is as presented in this version, with the exception of Memorial Park WTP project, which is now funded under the current proposed projects. The risk associated with Memorial Park is summarised as:
  - a **Memorial Park WTP project** – this project is to design and construct a containerised drinking water treatment plant to provide safe and compliant drinking water. The existing bore pump is at the end of its useful life and has issues with turbidity. The existing treatment plant does not meet current NZWDS which requires upgrades to meet 4-log treatment (UV, Filtration, Chlorination and pH correction). The existing chemical dosing room within the swimming pool is currently an operational and public health risk which requires decommissioning. By not funding this project, this treatment plant will continue to be non-compliant. Ongoing high opex costs are required for the temporary pH and UV systems. Continued operational bore pump turbidity issues will persist.

## Appendix E1 - Scenario 1

Proposed Budget \$4.0M

Compliant with 2021-24 Long Term Plan

Projects and budgets identified in the 2021-24 Long Term Plan

Project Title	Water Type	LGA Classification	Value Year 2 (\$)
Martinborough new water source	Water	Growth	432,000
Featherston - Waiohine Upgrade	Water	Level of Service	97,200
Smartmeters	Water	Level of Service	1,000,000
Implement water resilience strategy	Water	Level of Service	50,000
Network Renewals	Water	Renewals	366,000
Greytown trunk main upgrade	Wastewater	Growth	216,000
Greytown treatment plant	Wastewater	Level of Service	58,200
Martinborough treatment plant	Wastewater	Level of Service	270,000
Health and Safety Upgrades	Wastewater	Level of Service	108,000
Featherston treatment plant	Wastewater	Renewals	1,000,000
Reticulation renewals	Wastewater	Renewals	337,000

## Appendix E2 - Scenario 2

Proposed Budget Year 2 = \$3.95M

Drinking Water Safety and Reactive Capex Focus (no capital works at Donald Street Pump Station)

Project Title	Water Type	LGA Classification	Value Year 2 (\$)	Value Year 3 (\$)
GTN Memorial Park WTP Upgrades - Stage 3	Water	Level of Service	2,450,000	-
FSTN Waiohine WTP Stage 3 upgrades	Water	Level of Service	300,000	600,000
MTB WW Control System Upgrades	Wastewater	Level of Service	90,000	100,000
SWDC - Remote Water Quality Sensors - zone monitoring	Water	Level of Service	75,000	-
Upgrades to WTP telemetry networks	Wastewater	Level of Service	75,000	80,000
GTN PW Reactive Renewals	Water	Renewal	45,000	50,000
FSTN PW Reactive Renewals	Water	Renewal	45,000	50,000
MTB PW Reactive Renewals	Water	Renewal	45,000	50,000
FSTN Featherston WWTP Reactive Renewals	Water	Renewal	45,000	50,000
GTN Greytown WWTP Reactive Renewals	Water	Renewal	45,000	50,000
FSTN Lake Ferry WWTP Reactive Renewals	Wastewater	Renewal	45,000	50,000
MTB WWTP Reactive Renewals	Wastewater	Renewal	45,000	50,000
Martinborough WTP Reactive Renewals	Wastewater	Renewal	45,000	50,000
Waiohine WTP Reactive Renewals	Wastewater	Renewal	45,000	50,000
GTN WW Reactive Renewals	Wastewater	Renewal	40,000	35,000
MTB WW Reactive Renewals	Wastewater	Renewal	40,000	35,000
FSTN WW Reactive Renewals	Wastewater	Renewal	40,000	40,000
SWDC-CPX-FSTN Lake Ferry WWPS Reactive Renewals	Wastewater	Renewal	30,000	30,000
GTN WW Control Systems Reactive Renewals	Wastewater	Renewal	30,000	30,000
FSTN WW Pump Station Reactive Renewals	Wastewater	Renewal	30,000	30,000
GTN WW Pump Station Reactive Renewals	Wastewater	Renewal	30,000	30,000
SWDC WW Basestation establishment	Wastewater	Renewal	30,000	30,000
SWDC PW Basestation establishment	Water	Renewal	30,000	30,000
SWDC Archestra Graphics and Historian integration	Water	Level of Service	25,000	-
SWDC Archestra Graphics and Historian integration	Wastewater	Level of Service	25,000	-
Pirinoa WTP Reactive Renewals	Water	Renewal	20,000	20,000
Memorial Park WTP Reactive Renewals	Wastewater	Renewal	20,000	20,000
FSTN WW Control Systems Reactive Renewals	Wastewater	Renewal	20,000	20,000
MTB WW Control Systems Reactive Renewals	Water	Renewal	20,000	20,000
SWDC GTN DW Control Systems Reactive Renewals	Water	Renewal	20,000	20,000
SWDC FSTN DW Control Systems Reactive Renewals	Water	Renewal	20,000	20,000
SWDC MTB DW Control Systems Reactive Renewals	Water	Renewal	20,000	20,000
WTP Testing	Water	Level of Service	10,000	100,000
SWDC-SW - Reactive Renewals Controls	Stormwater	Renewal	10,000	2,000
GTN SW Reactive Renewals	Stormwater	Renewal	10,000	10,000
FSTN SW Reactive Renewals	Stormwater	Renewal	10,000	10,000
MTB SW Reactive Renewals	Stormwater	Renewal	10,000	10,000
SWDC Treatment Plant Datalogging	Water	Level of Service	6,000	-
SWDC Treatment Plant Datalogging	Wastewater	Level of Service	6,000	-
WWTP - Generator readiness	Water	Level of Service	-	20,000

## Appendix E3 - Scenario 3 – Proposed Scenario

Proposed Budget Year 2 = \$7.83M and Year 3 = \$3.74M

Redistributes Year 2 & 3 LTP Values. As Scenario 2, with allowance for construction works at Donald Street Pump Station, some allowance for progressing WWTP consenting works, and some funding to progress Tauherenikau Pipeline Crossing consenting and design.

Project Title	Water Type	LGA Classification	Value Year 2 (\$)	Value Year 3 (\$)
FSTN Donald Street Pump Station upgrade	Wastewater	Renewal	2,230,000	-
FSTN WWTP Consent (alternative disposal systems FTSN)	Wastewater	Level of Service	500,000	250,000
Tauherenikau Pipeline Crossing	Water	Renewal	300,000	800,000
Greytown WWTP Compliance	Wastewater	Level of Service	250,000	400,000
MTB WWTP Compliance	Wastewater	Level of Service	250,000	250,000
Reservoir Water Quality Improvements - Reactive	Water	Level of Service	50,000	50,000
FSTN Water Modelling	Water	Level of Service	40,000	20,000
SWDC-CPX-GTN Water Modelling	Water	Level of Service	40,000	20,000
SWDC-CPX-MTB Water Modelling	Water	Level of Service	40,000	20,000
FSTN WW Modelling	Wastewater	Level of Service	20,000	20,000
FSTN SW Modelling	Stormwater	Level of Service	20,000	20,000
SWDC-CPX-GTN Stormwater Modelling	Stormwater	Level Of Service	20,000	20,000
MTB SW Modelling	Stormwater	Level Of Service	20,000	20,000
GTN WW Modelling	Wastewater	Level of Service	20,000	20,000
MTB WW Modelling	Wastewater	Level of Service	20,000	20,000
FSTN Global SW Consent	Stormwater	Level of Service	20,000	-
GTN Global SW Consent	Stormwater	Level of Service	20,000	-
SWDC-CPX-MTB Global SW Consent	Stormwater	Level of Service	20,000	-

## Appendix E4 - Scenario 4

Year 2 Proposed Budget \$8.8M

All Priority Projects (Scenarios 2 and 3 + the following additional projects, including an increase to the values proposed for the Featherston WWTP consent project)

Project Title	Water Type	LGA Classification	Value Year 2 (\$)	Value Year 3 (\$)
FTSN WWTP Consent (alternative disposal systems FTSN)	Wastewater	Level of Service	1,300,000	1,600,000
WWTP - Health and Safety (H&S) upgrades - Fencing/security upgrades	Wastewater	Level of Service	100,000	280,000
Featherston - Smart Meters/Universal Metering	Water	Level of Service	10,000	75,000
Greytown - Smart Meters/Universal Metering	Water	Level of Service	10,000	75,000
Martinborough - Smart Meters/Universal Metering	Water	Level of Service	10,000	75,000
SWDC - New Smart Services	Water	Level of Service	10,000	30,000
FSTN Water Main Renewals 21-24	Water	Renewal	-	200,000
South Wairarapa - WW network renewals - 2018 Base	Wastewater	Renewal	-	100,000
SWDC Reservoir VHCA Remedial Works	Water	Renewal	-	20,000
SWDC-PW-VHCA Pipe Renewal Programme	Water	Renewal	-	20,000
SWDC-SW-VHCA Pipe Renewal Programme	Stormwater	Renewal	-	20,000
SWDC-WW-VHCA Pipe Renewal Programme	Wastewater	Renewal	-	20,000

*\*Funding for Featherston WWTP is increased in this scenario to reflect the project team's current delivery plan for Years 2 & 3.*

# **Appendix 4 – Tauherenikau Pipeline Repair, Detailed Design and Long-Term Solutions, June 2022**

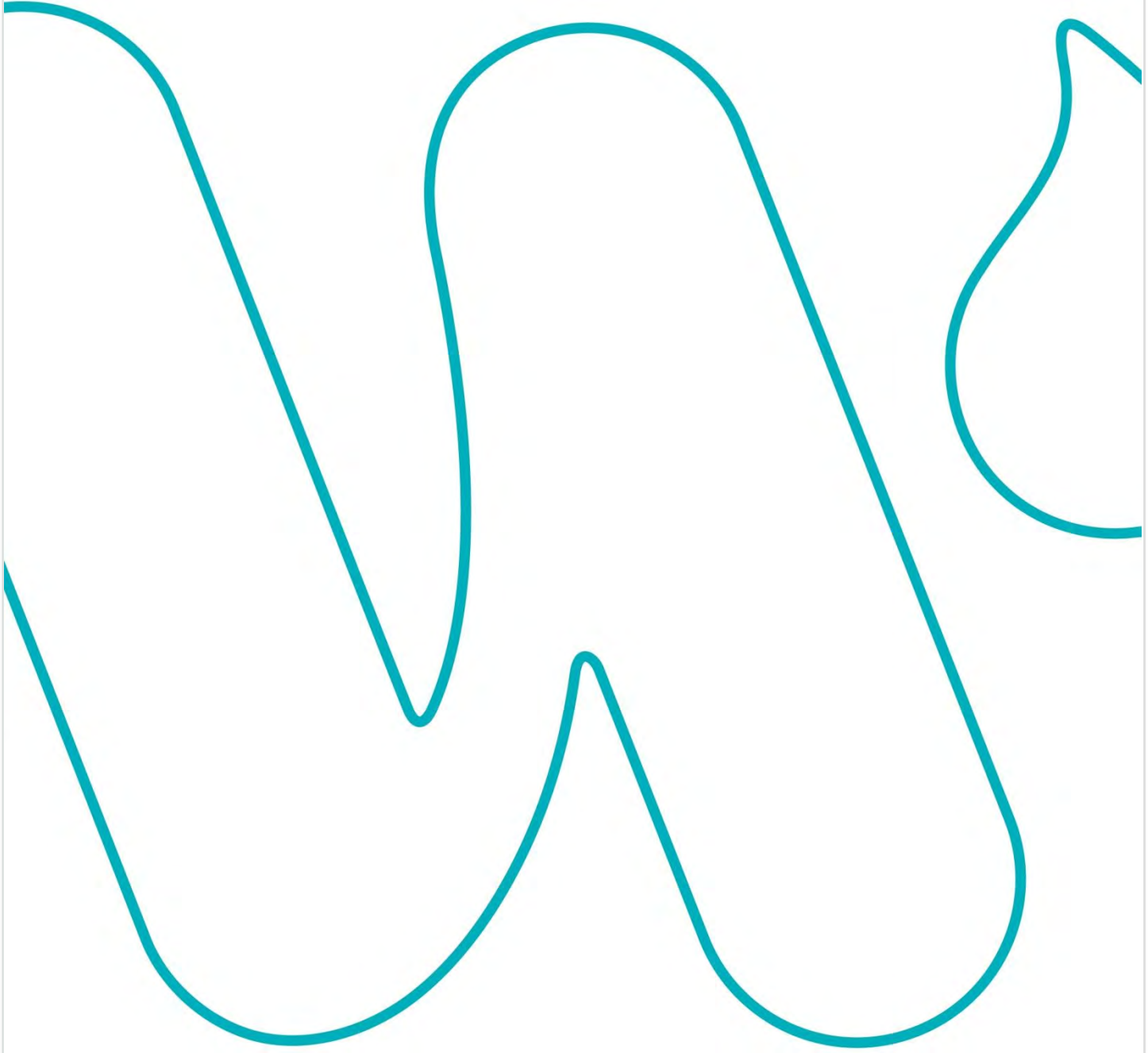


# Design Report

**Project Name:** Tauherenikau River Crossing Options

**Project No.:** OPC 101202

**Date:** 15 June 2022



Our water, our future.



## Document Control

<b>Panel Member</b>	Stantec					
<b>Panel Project Manager</b>	Paul Marsden					
<b>Client Council</b>	South Wairarapa District Council					
<b>REVISION SCHEDULE</b>						
<b>Current Status</b>				Draft		
No	Date	Description	Prepared by	Checked by	Reviewed by	Approved by
1	03/06/22	Draft for review	PB	BH	PM	PM
2	15/06/22	For approval	PB	BH	PM	PM

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## Executive Summary

The purpose of this project is to identify, design repair the existing pipe or construct a replacement pipe across the Tauherenikau River. The project is required because the current pipe crossing is exposed in the river and at a high risk of failure.

Six options were identified as possible solutions to the problem:

- 1) Do minimum – keep existing pipe as is and undertake annual maintenance
- 2) Reinforce the existing pipe
- 3) Trenchless installation (pipe ram) 4m deep at existing crossing site
- 4) Open trench installation 4m deep at existing crossing site
- 5) Suspension bridge close to existing crossing site
- 6) Diversion to rail line and crossing on rail bridge

A multi-criteria analysis process was used to assess the options against a set of criteria developed for this project. The main criteria included cost, resilience, effects and Mana Whenua Values.

The options were scored against the criteria and the results moderated in an MCA workshop. Mana Whenua Values were not scored in the workshop as no input had been received from local iwi. However, in a meeting between Wellington Water and Rangitane ō Wairarapa following the MCA workshop, the iwi expressed a view that they do not support having a pipeline in the river. At time of writing, no response had been provided by Ngāti Kahungunu.

Results from the MCA Workshop and subsequent sensitivity analysis showed that the open trench installation option below the river was the highest scoring. The Level 1, 95% cost estimate for this option was identified as \$2.75M.

The key risks associated with this option include obtaining resource consent for works in the river and the potential hazard posed by an open trench in a high-risk area for inundation.

This report recommends that the open trench option be taken forward to preliminary design.

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- Appendix A – Geotechnical Desktop Assessment
- Appendix B – River Morphology Assessment
- Appendix C – MCA Workshop Commentary
- Appendix D – Level 1 Cost Estimate
- Appendix E – Safety in Design Register
- Appendix F – Project Risk Register
- Appendix G – Communications Plan

# 1 Introduction

## 1.1 Project location and layout

This project is located across the Tauherenikau River to the North-East of Featherston. Figure 1 below shows the river crossing location

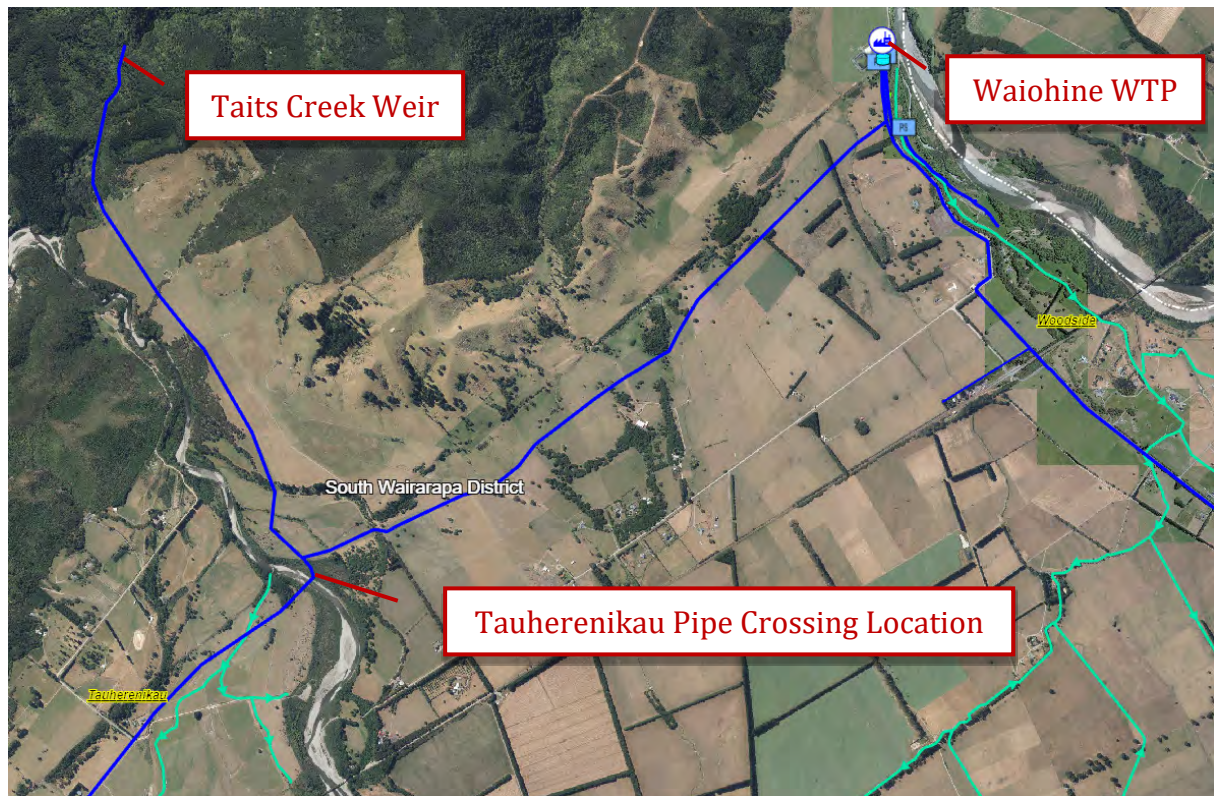


Figure 1 Waiohine Water Treatment Plant and Tauherenikau Crossing

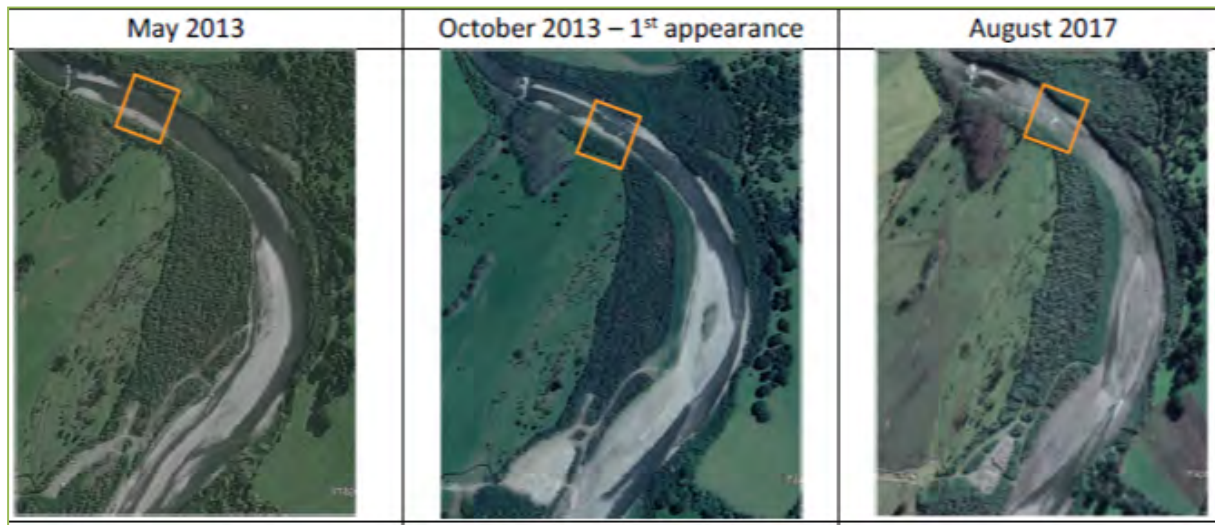
## 1.2 Project background

Featherston township was supplied with water from a small dam constructed in 1964 in Boar Bush Gully. This system was extended in 1975 to include a weir and intake on Tait's Creek and a pipeline connecting it to Boar Bush Dam. The pipe crossed beneath Tauherenikau River.

In 1999, due to water quality and quantity issues, a new pipeline was installed to Featherston from Greytown's water treatment plant on Waiohine Valley Rd in Woodside, as shown in Figure 1. The pipeline linked in to the Tait's Creek pipeline before the Tauherenikau River crossing. This pipeline supplies most of Featherston's water and is a critical asset.

The pipeline was originally installed under the riverbed. However, in the proceeding years, due to a combination of downstream riverbed mining and the river path shifting, the bed of the river has dropped, exposing the Featherston water supply pipeline. Evidence from aerial photos suggests the pipe was first exposed sometime around mid-2013, refer Figure 2.

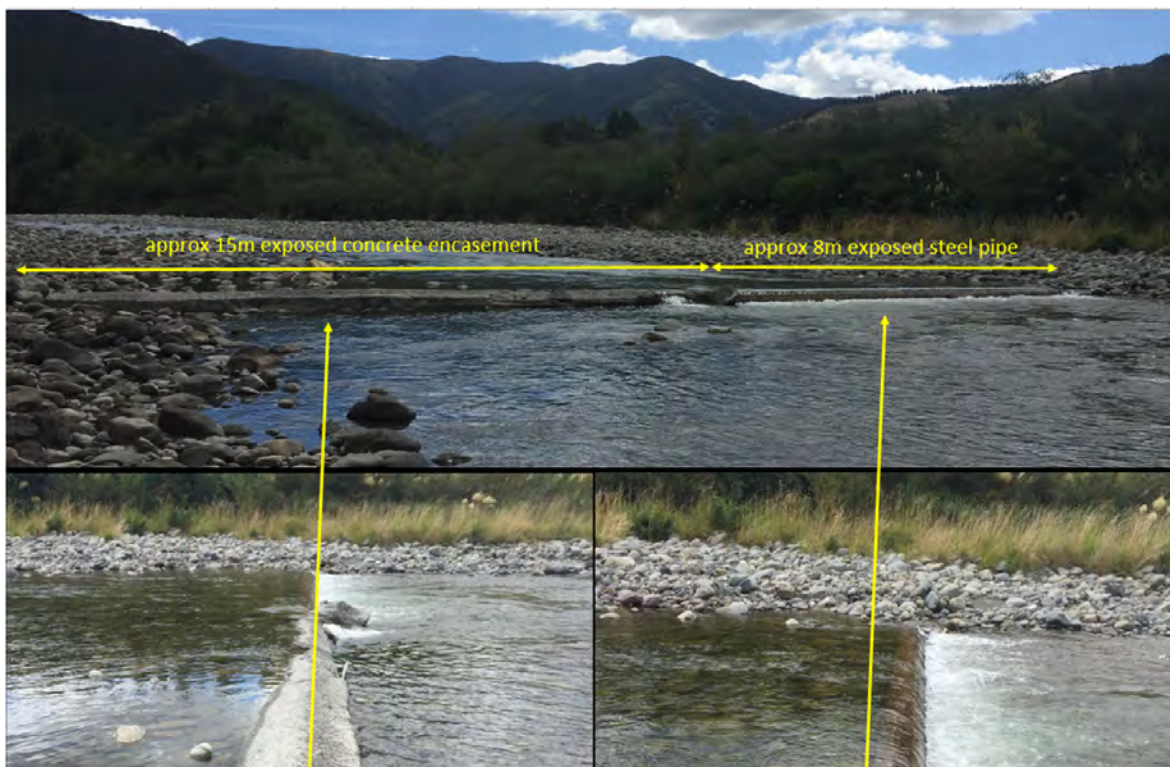




**Figure 2 Aerial photos showing appearance of water supply pipe in Tauherenikau River**

In early 2021, Wellington Water engaged Stantec under an emergency works agreement to look at options to strengthen or replace the pipeline, with the aim of completing construction works in summer 2021/22.

Stantec visited the site with representatives from Wellington Water and South Wairarapa District Council in March 2021. Photos taken of the exposed pipe show part of the pipeline encased in concrete and part of the pipeline as bare steel, refer Figure 3. The condition of the steel could not be determined. It is understood that the exposed section of steel pipe used to be outside the main river flow but as the river has shifted and dropped, the pipe has been exposed.



**Figure 3 Photos of exposed pipe in Tauherenikau River**

The condition of the pipeline is unknown. From site observations, the exposed steel section appears clean and shiny in places, and the original coating apparent in other places. This could suggest the steel thickness has not been adversely affected, but this would need to be confirmed by testing. The condition of the internal lining is also unknown but could have suffered damage through external rock strikes. This would need to be confirmed by testing.

In December 2021, a cracked pipe joint was observed on the exposed pipe in the river. The broken joint was allowing water to leak out of the pipeline, with potential also for unsafe water to enter the pipeline and contaminate the supply. A repair of the coupling was completed by Fulton Hogan in early 2022. They also placed some additional rock around the pipe to provide some additional protection.

Observations from the riverbed and banks suggest that there has not been recent transport of large boulders down the river. This may be due to the presence of a diversion weir upstream of the pipe crossing, installed to feed a stock water race. The upstream weir may be currently blocking large boulders from tracking further down the river in high flow events. However, it is likely that the pipe will continue to be undermined and exposed by river flows, leading to damage of the pipeline (as happened in 2021) and moderate risk of complete failure of the pipeline. Complete pipe failure would leave Featherston without drinking water until emergency water trucking was in place.

The pipeline is also located close to the Wairarapa fault. Evidence from the previous rupture event in 1855 suggests the fault could move up to 18m laterally in a large event<sup>1</sup>. In this case, the pipeline will most likely fail. Designing and installing a pipeline to survive such an event would be very difficult and very expensive. According to GNS Science<sup>2</sup>, the return period of a large event on the Wairarapa fault is 1150-1200 years. Given the last fault rupture was in 1855, the fault is not expected to rupture within the lifetime of the existing pipe.

Wellington Water Customer Operations Group have developed an operational response plan in the event that this pipeline fails.

### 1.3 Project summary

The objective of this project is to design and repair the existing pipe or construct a replacement crossing of the Tauherenikau River for the current water pipe.

The options developed in the first stage of this project include a new section of pipe below the river, rerouting the pipe to an existing bridge, or local intervention to reinforce the existing pipe. The initial phase includes a Multi-Criteria Analysis (MCA) to define the highest scoring option.

## 2 Scope of Design

The scope of the design to support the optioneering process is as follows:

- Outline alignment of pipeline from existing pipe to river crossing and tying back to existing
- High-level design of river crossing options to support comparative cost estimate
- Geotechnical desktop assessment to support analysis of below-ground options

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<sup>1</sup> Little, Schermer, Van Dissen, Begg, Carne (2008). *Field Trip 5*. GNS Science, Lower Hutt

<sup>2</sup> [How do we know which fault is most likely to rupture next in Wellington? / Wellington Fault / Major Faults in New Zealand / Earthquakes / Science Topics / Learning / Home - GNS Science](#). Last accessed 11/05/2022

- River geomorphological assessment so support analysis of pipe installation depth

## 3 Basis of Design

This project is based on the activity brief issued by Wellington Water dated February 2022. The subsequent design will be completed based on the following standards and specifications:

- Regional Standard for Water Services, 2021.
- Regional Specification for Water Services, 2021.
- Wellington Water and South Wairarapa District Council (SWDC) H&S Standards, Policies and Procedures.

Pipe sizing has assumed replacing existing with similar internal diameter. Design flows will be confirmed during Preliminary Design

## 4 Scope of Works

The Optioneering and Concept Design scope covers the following work:

- 1) Develop a shortlist of options including reinforcing the existing pipe, a new pipe under the river and a new pipe attached to the existing rail bridge.
- 2) Prepare concept designs and Level 1 cost estimates for the shortlisted options.
- 3) Confirm the feasibility and practicality of the different shortlist options, identifying any critical constraints or risks.
- 4) Assess the likelihood of pipeline failure due to river movement and scour for the short-listed options.
- 5) Complete a Multi-Criteria Analysis (MCA) to systematically score and rank the shortlist options to identify a highest scoring option. The MCA should include elements of resilience, operational impact, financial impact, environment impact and social/cultural impacts.
- 6) Prepare and submit an Options Assessment report incorporating Wellington Water's comments and the outcome of the MCA process and investigations.
- 7) HOLD POINT – Wellington Water will assess and confirm the preferred approach.

## 5 Existing Network Configuration

The existing water network configuration is shown in Figure 4.



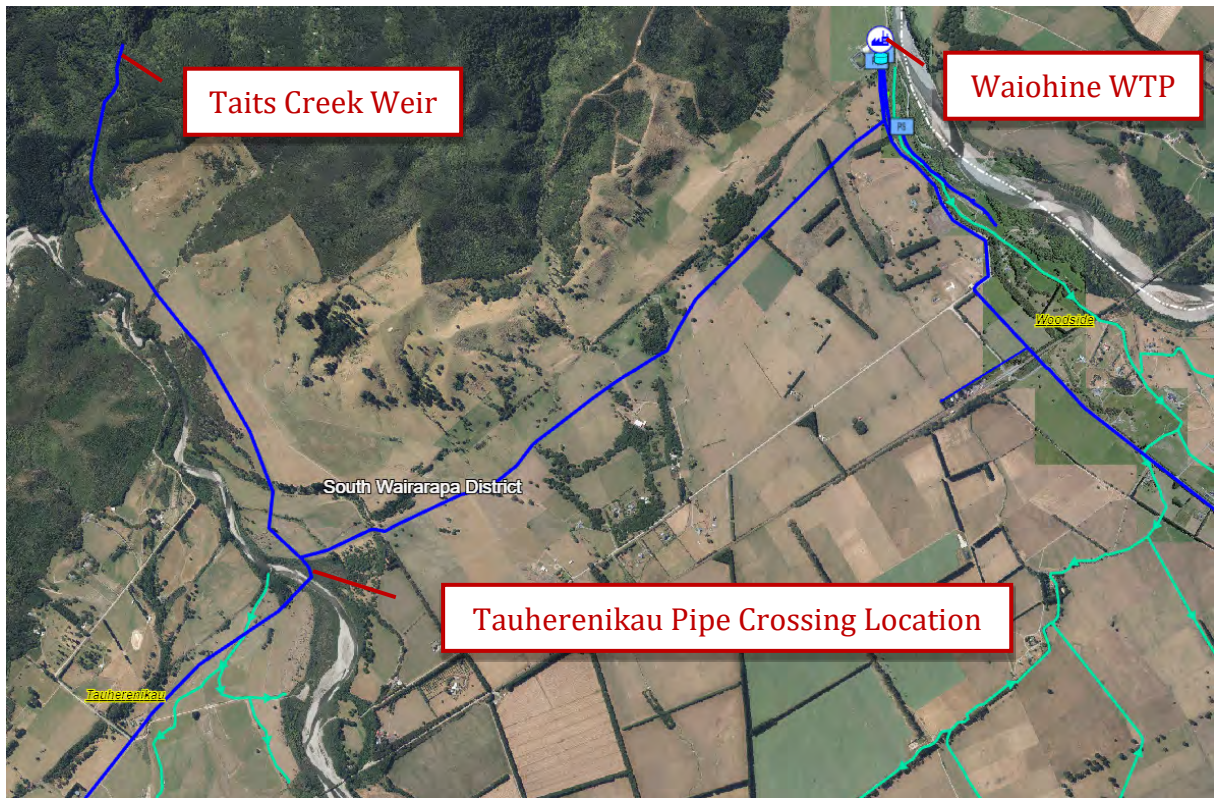
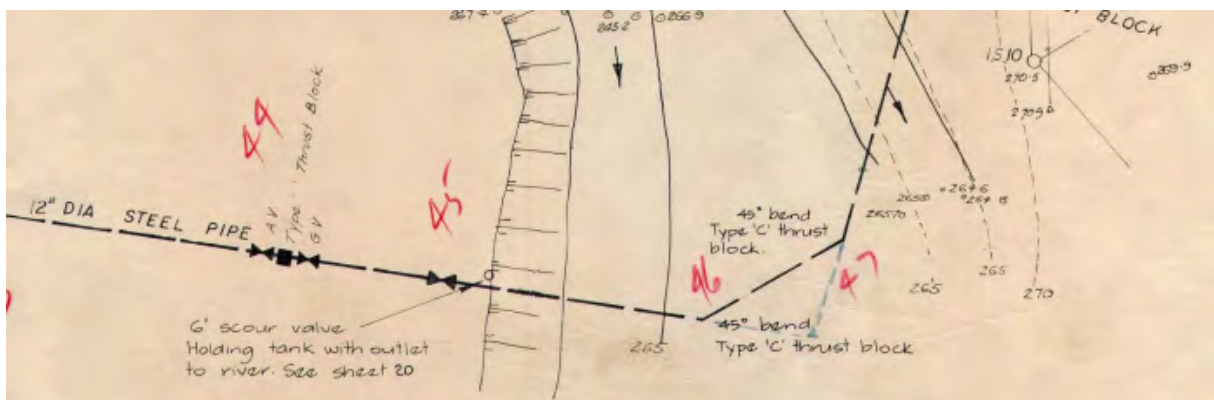


Figure 4 Water Network Configuration

The Tauherenikau River crossing point is connected to Taits Creek Weir (constructed 1975) and the Waiohine WTP (constructed 1999). This is the sole water pipeline connecting the Waiohine WTP to Featherston.

The original river crossing longsection shows the pipe being installed on a gentle slope below the riverbed.





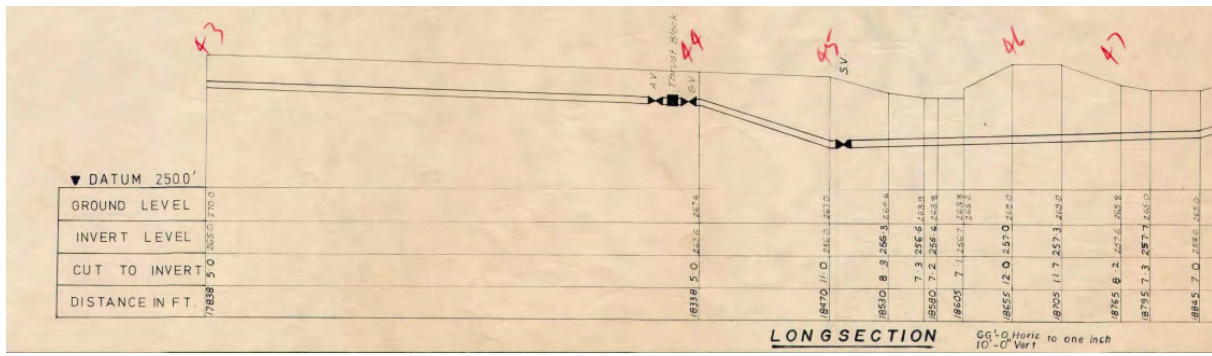
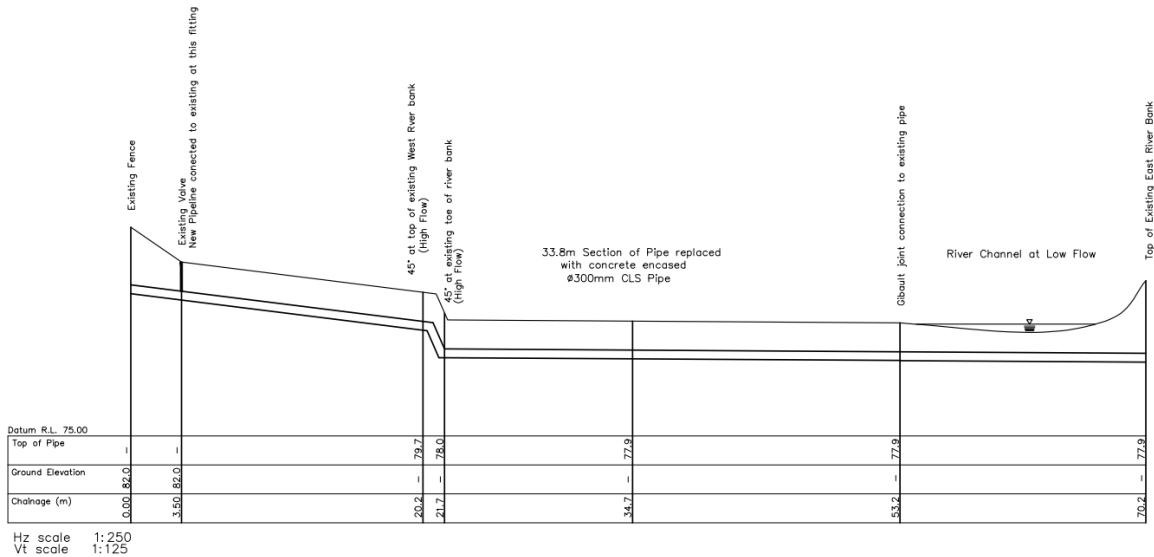


Figure 5 Original Tauherenikau River Crossing Longsection

However, when the pipe was re-laid across the river in 1999 it appears to have been installed flat at a shallower depth. The pipe crossing the river channel was encased in concrete in the 1999 replacement.



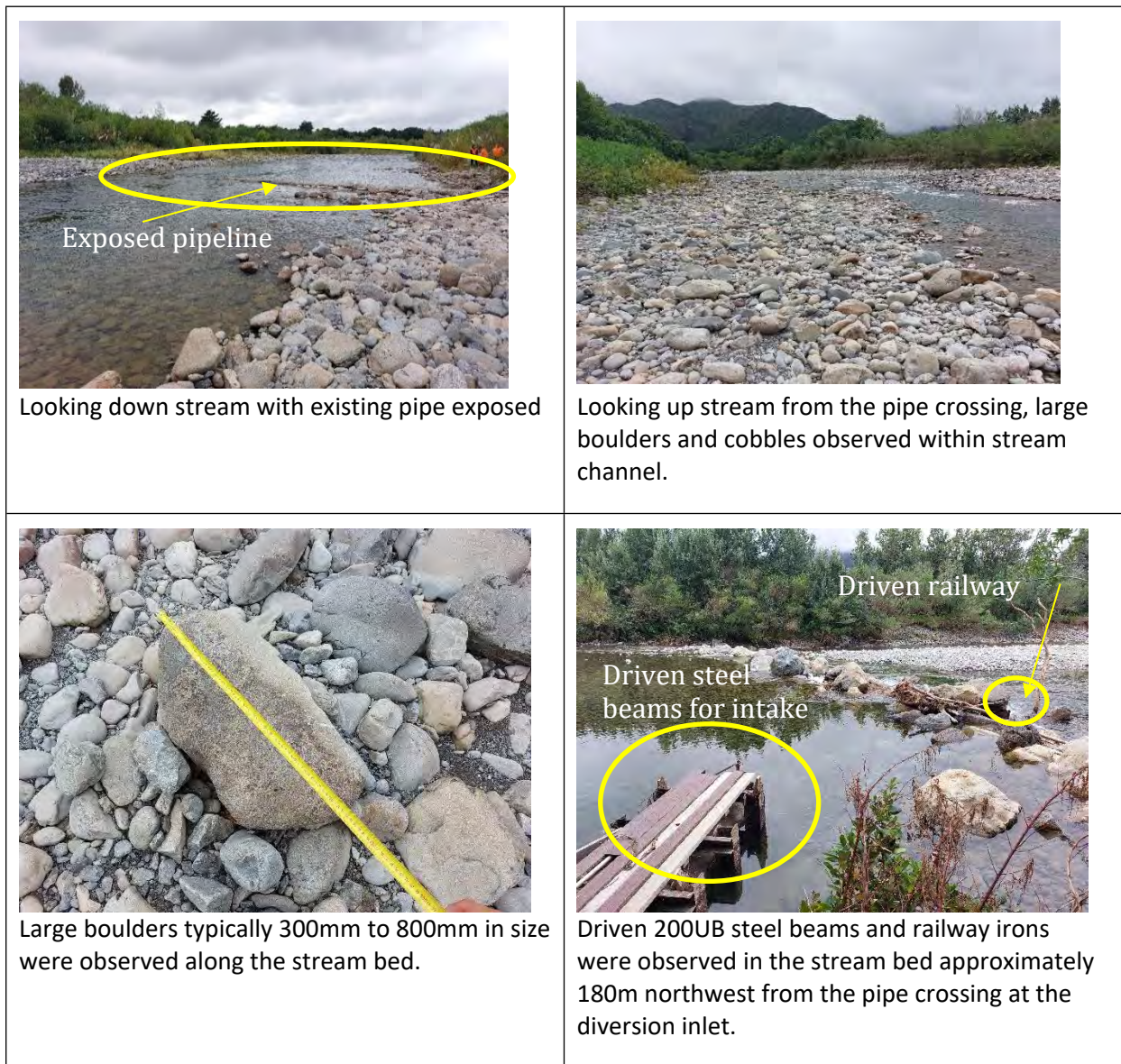
Tauherenikau River Crossing Pipe Relay

Figure 6 Tauherenikau River Crossing Longsection 1999

## 6 Site Investigations

### 6.1 Geotechnical

A geotechnical desktop study was undertaken by Holmes Consulting. This is attached in Appendix A. A site visit was conducted on the 8th of March 2022. A summary of the site investigation is shown in Figure 7



**Figure 7 Site Investigation Record**

The land area surrounding the pipe bridge location is pastoral farmland, with minimal area of undisturbed native bush or wetland.

The location of the Wairarapa fault can be seen in Figure 8.

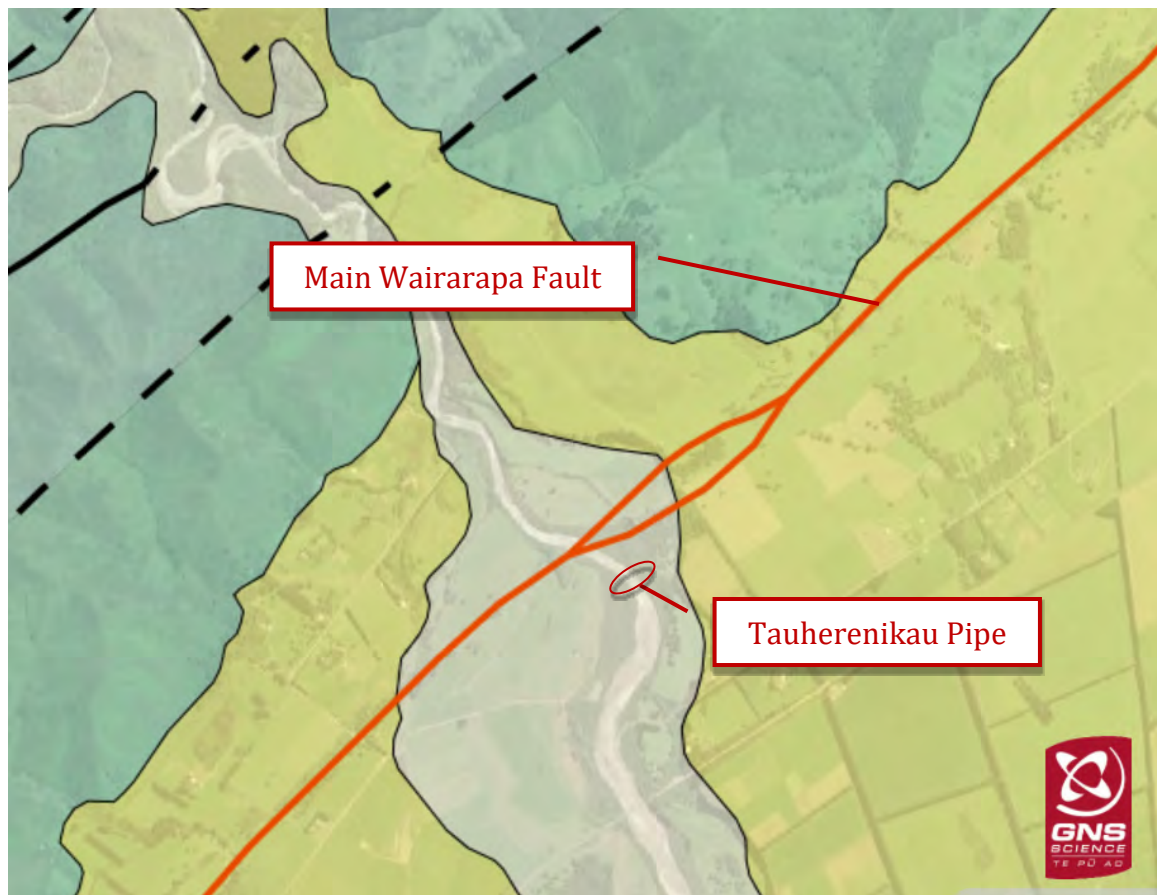


Figure 8 Wairarapa Fault Location

## 6.2 River Geomorphology

Historic morphology of the Tauherenikau River was the subject of a study conducted by PDP NZ Ltd. on behalf of Wellington Water. The study looked at transects across the river that have been recorded by GWRC since 1992. The report also includes transects at the rail bridge that date back to its construction in 1946.

The report, included in Appendix B, summarises that the historic degradation rate of the riverbed is approximately 30mm per year. The report also concludes that this rate is likely to be suitable for predicting future riverbed degradation. The report provides the following recommended minimum design depths for a new pipe:

<i>Design Life</i>	<i>Minimum Pipeline Crown Depth Below Riverbed Level (Thalweg at the crossing point)</i>
50 years	30mm/ year x 50 years = 1.5m + nominal bed scour allowance of 1m = 2.5m
100 years	30mm/ year x 100 years = 3m + nominal bed scour allowance of 1m = 4m

Table 1 – Recommended Minimum Pipeline Depths



## 7 Analysis

A multi-criteria analysis (MCA) was determined as the most suitable approach to support the development of a preferred solution.

The criteria and their base weighting that were developed for the analysis are shown in Figure 9. The weightings were subsequently discussed and agreed in the MCA Workshop dated 16 May 2022.

Criteria	Sub-Criteria	Description	Weighting (%)
Cost	Capex	Capital cost	30
	Opex	100 year operational cost	10
Resilience (including during-event and post-event recovery)	Fault Rupture	Resilience to ground shaking and lateral movement from a seismic event for initially constructed asset	4.0
	River Morphology	Resilience of initially constructed asset to river bank or river bed erosion	12.0
	Construction Programme	How quickly a pipeline can be constructed that offers more resilience to the existing	4.0
Effects	Natural Environment	Effect each option has (including construction and maintenance) on the natural environment, especially river ecology	10
	Social and Property	Effect each option has (including construction and maintenance) on people and property	10
Mana Whenua Values	N/A	Effect each option has on local mana whenua values	20
			<b>100</b>

Figure 9 MCA Criteria, Description and Weighting

### 7.1 Operational Cost and Net Present Value

A decision was made to use a 100-year operational cost comparison of the options in a net present value (NPV). 100 years was chosen as the operational timeframe as this is the intended design life of a new pipe. The assumptions that have gone in to calculating the operating cost and NPV are as follows:

- Discount rate of 5% as per treasury.govt.nz advice<sup>3</sup>.
- Current real cost estimates for maintenance were used for future costs – inflation was ignored.
- A design life of 50 years was assumed for the suspension bridge, with replacement costs occurring in year 51.

<sup>3</sup> [Discount Rates \(treasury.govt.nz\)](https://www.treasury.govt.nz) last accessed 17 May 2022.

- Most of the current pipe crossing the river was installed in 1999. For the two options that keep the existing pipe, it was assumed that this would be replaced after a life of 100 years, which correlates to year 77 in the NPV.
- It was assumed that the annual maintenance works required for the options that keep the existing pipe would offset riverbed degradation at the pipe location.
- For the options that keep the existing the existing pipe, it was assumed that the pipe would be replaced by open trench at the end of its life and there would be no further rock replacement after the pipe had been replaced.
- No cost was included in the rail bridge option for replacing the bridge. It is assumed that the cost of this would be solely borne by KiwiRail.

## 8 Options Assessment

### 8.1 Options

The shortlist of options developed for the Tauherenikau River crossing is shown below. These options were selected to provide a cross-section of installation type, capital cost, operating cost and resilience.

- 1) Do minimum – keep existing pipe as is and undertake annual maintenance
- 2) Reinforce the existing pipe
- 3) Trenchless installation (pipe ram) 4m deep at existing crossing site
- 4) Open trench installation 4m deep at existing crossing site
- 5) Suspension bridge close to existing crossing site
- 6) Diversion to rail line and crossing on rail bridge

These options are outlined in more detail below. Pricing information was supplied by Fulton Hogan as part of an Early Contractor Involvement (ECI) process to support the optioneering. A check on the pricing was undertaken by Alta Consultants.

#### 8.1.1 Option 1 – Do Minimum

##### Description

Keep the existing pipe in its current condition and maintain on an annual basis or after heavy floods, as required.

##### Benefits and Risks

Benefits	Risks
<ul style="list-style-type: none"> <li>- No capital cost</li> <li>- No effects associated with construction</li> </ul>	<ul style="list-style-type: none"> <li>- Pipe condition is currently unknown</li> <li>- Large river flow event could cause washout of</li> </ul>

	remedial work exposing or damaging the pipe - Annual risk to environment with rock replacement - High annual cost to maintain - Offers no additional resilience to natural events
--	--

**Capital Cost Estimate**

95% Level 1 Estimate: \$0.13

**Likely Maintenance and Operating Cost Estimate**

Maintenance will include:

- Annual visual inspection
- Annual rock armour replacement, estimated at 30% of volume of current repair works underway
- Pipe replaced on age in year 77 of NPV. Assumed to be open cut through river. No further rock replacement required after new pipe installed

Net Present Value – 100Y Opex: \$3.08M

**8.1.2 Option 2 – Reinforce the Existing**

**Description**

Keep the existing pipe but provide some encasement and additional armouring around the pipe to protect it from scour – see Figure 10.

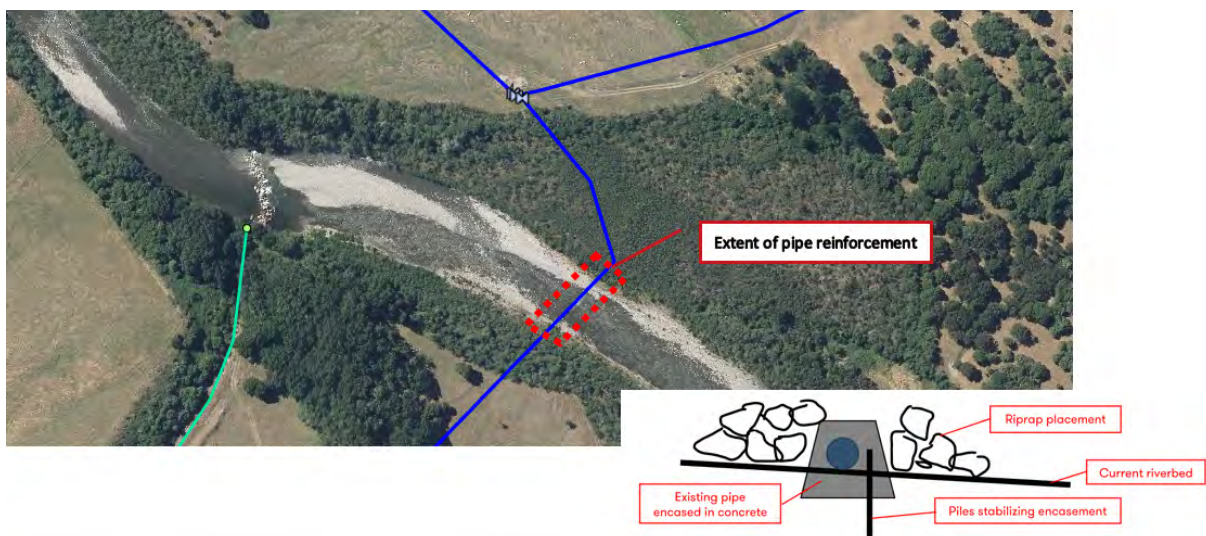


Figure 10 Option 2 - Reinforce the Existing Pipe

### Benefits and Risks

Benefits	Risks
<ul style="list-style-type: none"> <li>- Provides some resilience to high river flow events and scour protection</li> </ul>	<ul style="list-style-type: none"> <li>- Pipe condition is currently unknown</li> <li>- Multiple large river flow events could cause washout of upstream or downstream armouring, putting the encasement at risk of damage and failure</li> <li>- Risk to environment from sediment mobilisation during construction</li> <li>- Annual risk to environment with rock replacement</li> <li>- High annual cost to maintain</li> </ul>

### Capital Cost Estimate

95% Level 1 Estimate: \$5.39M

### Likely Maintenance and Operating Cost Estimate

Maintenance will include:

- Annual visual inspection
- Annual rock armour replacement, estimated at 15% of volume of current repair works underway
- Pipe replaced on age in year 77 of NPV. Assumed to be open cut through river. No further rock replacement required after new pipe installed

Net Present Value – 100Y Opex: \$1.62M

### 8.1.3 Option 3 – Trenchless Installation 4m Deep

#### Description

Install two pits either side of the current flow channel and ram an 800-900mm steel pipe casing across the river at 4m deep. Sleeve a 355mm PE pipe inside the casing. Open trench either side of the crossing to connect back into the existing pipe – see Figure 11.

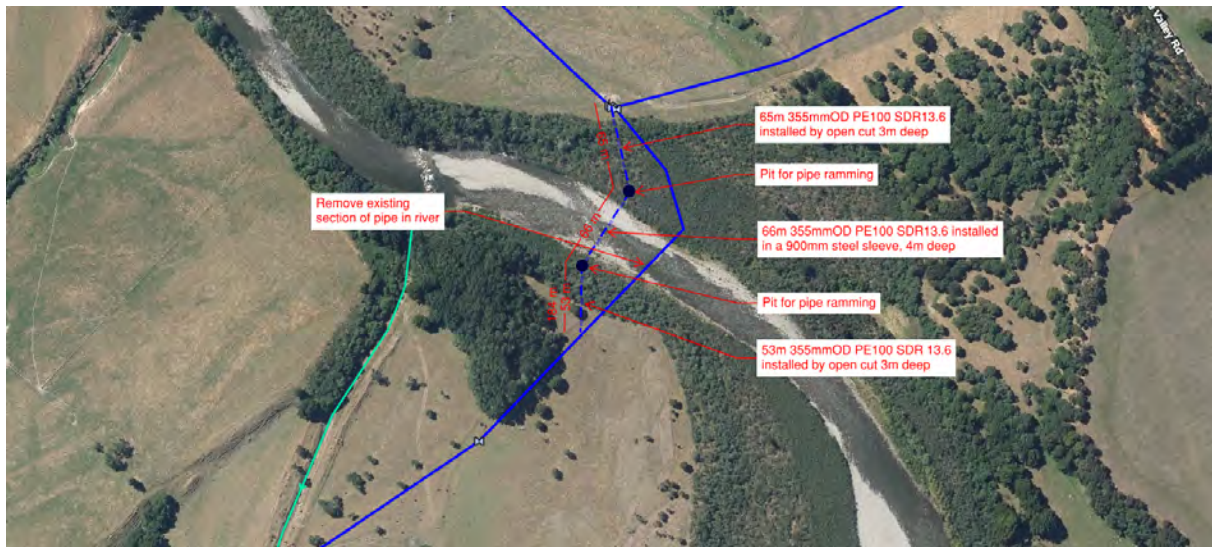


Figure 11 Option 3 – Trenchless Installation

**Benefits and Risks**

Benefits	Risks
<ul style="list-style-type: none"> <li>- Provides added resilience to riverbed degradation – can potentially achieve 100-year design life</li> <li>- Does not require construction works in the river</li> <li>- A pipe sleeve potentially provides better access after a seismic event to inspect and/or repair the pipe</li> </ul>	<ul style="list-style-type: none"> <li>- There is evidence of some boulders up to 800mm below the ground surface at this location. The pipe ram could strike a boulder that cannot be passed resulting in an open trench in the river to complete the work – both would need to be consented</li> </ul>

**Capital Cost Estimate**

95% Level 1 Estimate: \$4.93M

**Likely Maintenance and Operating Cost Estimate**

Maintenance will include:

- None anticipated

Net Present Value – 100Y Opex: \$0.0M

**8.1.4 Option 4 – Trenched Installation 4m Deep**

**Description**

Open trench a 355mm PE pipe across the river at 4m deep and connect back into the existing pipe – see Figure 12.



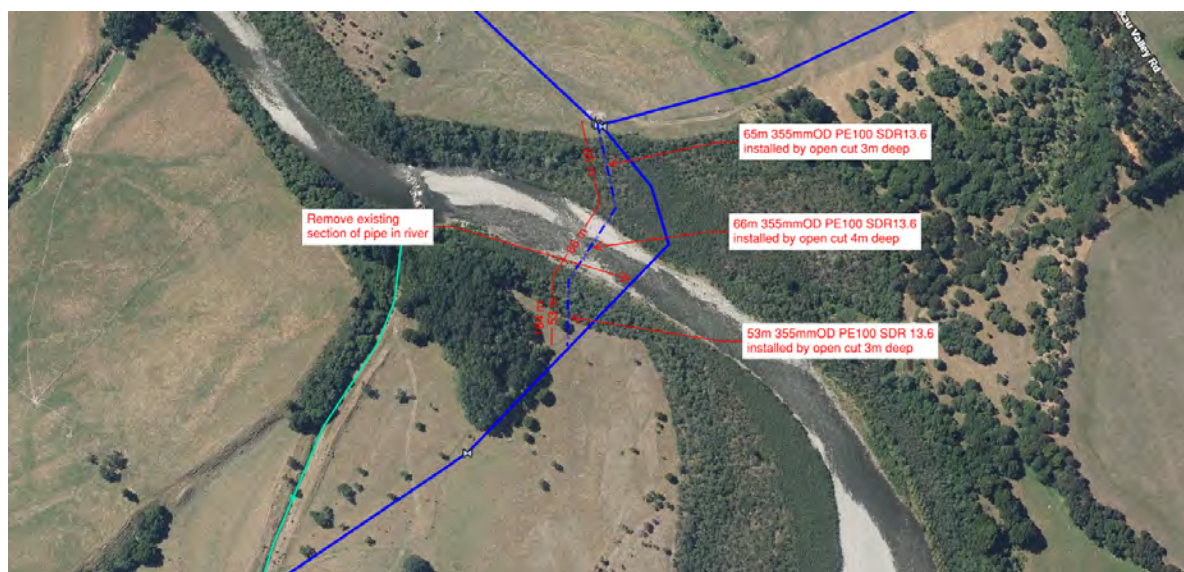


Figure 12 Option 4 – Trenched Installation

**Benefits and Risks**

Benefits	Risks
<ul style="list-style-type: none"> <li>- Provides added resilience to riverbed degradation – can potentially achieve 100-year design life</li> <li>- Relatively quick installation time and lower capital cost</li> </ul>	<ul style="list-style-type: none"> <li>- Requires river diversion and likely impact on river environment</li> <li>- Flooding during construction could have safety implications for working around an open trench</li> </ul>

**Capital Cost Estimate**

95% Level 1 Estimate: \$2.75M

**Likely Maintenance and Operating Cost Estimate**

Maintenance will include:

- None anticipated

Net Present Value – 100Y Opex: \$0.00M

**8.1.5 Option 5 – Suspension Bridge at Existing Site**

**Description**

Open trench a 355mm PE pipe upstream to a location where the historic river channel is constant. Construct a suspension bridge with epoxy-line steel pipe suspended on bridge deck. Open trench 355mm PE pipe back in to existing pipeline – see Figure 13.

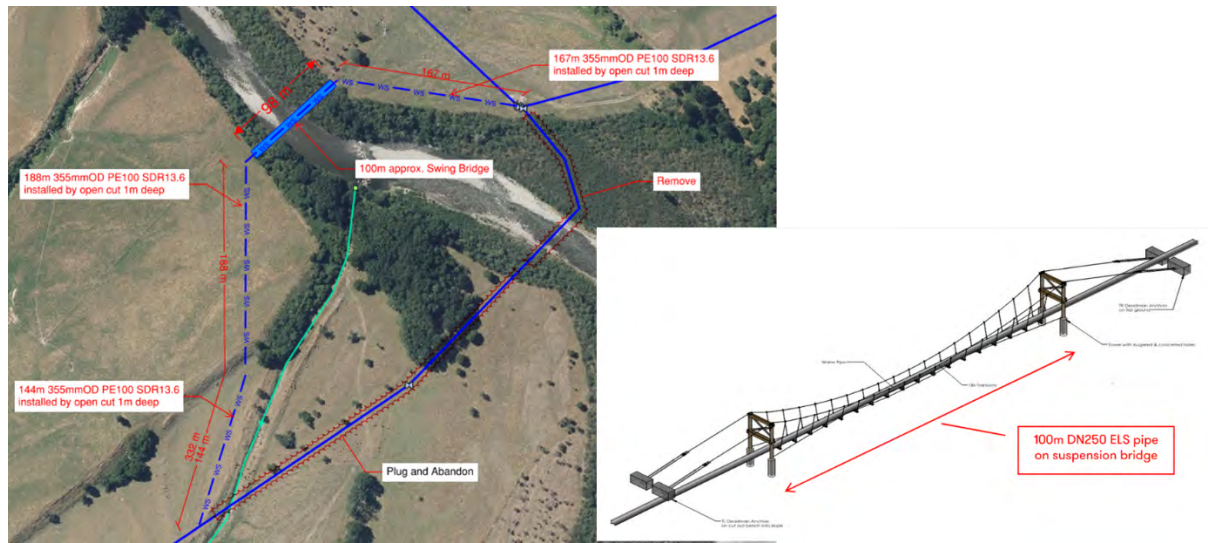


Figure 13 Option 5 – Suspension Bridge at Existing Site

**Benefits and Risks**

Benefits	Risks
<ul style="list-style-type: none"> <li>- Provides added resilience to river movement and scour</li> <li>- Does not require work in the river</li> </ul>	<ul style="list-style-type: none"> <li>- Requires additional crossing of Wairarapa fault</li> <li>- Lifespan of a wooden suspension bridge structure is anticipated at 50 years maximum</li> <li>- Requires annual bridge and pipe inspections</li> <li>- Lightweight structure so will move and flex to a high degree in a seismic event, which may put added pressure on the pipe</li> </ul>

**Capital Cost Estimate**

95% Level 1 Estimate: \$6.41M

**Likely Maintenance and Operating Cost Estimate**

Maintenance will include:

- Annual bridge and pipe inspection
- 5-yearly maintenance on bridge to replace parts, increasing with increasing age of bridge
- 20-30 year repainting of above-ground pipe

Net Present Value – 100Y Opex: \$0.63M

### 8.1.6 Option 6 – Diversion and Crossing at Rail Bridge

#### Description

Open trench a 355mm PE pipe along local roads to the rail bridge. Fix epoxy-lined steel pipe to side of rail bridge deck. Open trench a 355mm PE pipe back through farm paddocks to reconnect to existing pipeline – see Figure 14.

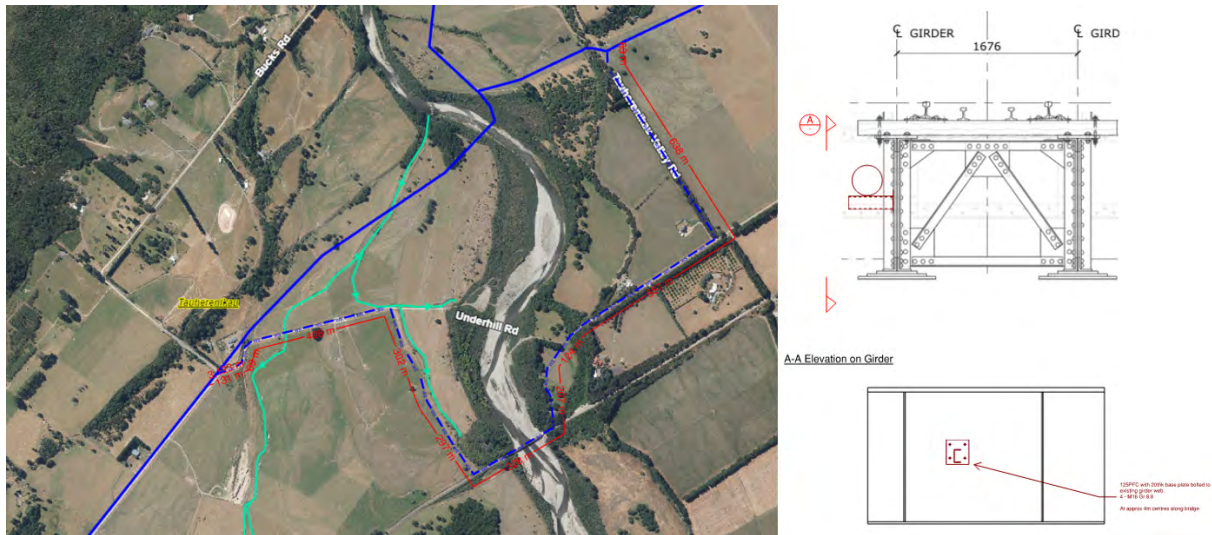


Figure 14 Option 6 – Crossing at Rail Bridge

#### Benefits and Risks

Benefits	Risks
<ul style="list-style-type: none"> <li>- Provides added resilience to river movement and scour</li> <li>- Provides added resilience to fault rupture being on a structure that further away from the fault</li> <li>- Does not require work in the river</li> <li>- Bridge structure likely to be maintain by Kiwirail in reasonable condition for the foreseeable future</li> </ul>	<ul style="list-style-type: none"> <li>- Requires annual bridge and pipe inspections on an asset not owned by SWDC. Access agreement may be required with Kiwirail</li> <li>- Over 1.3km of extra pipe length compared to the existing pipe alignment, potentially increases risk of failure in seismic event</li> </ul>

#### Capital Cost Estimate

95% Level 1 Estimate: \$7.90M

#### Likely Maintenance and Operating Cost Estimate

Maintenance will include:

- Annual bridge and pipe inspection

- 20-30 year repainting of above-ground pipe

Net Present Value – 100Y Opex:           \$0.10M

## 8.2 MCA Scoring

An MCA workshop was held at Wellington Water’s office on 16 May 2022. This was attended by members of Wellington Water, their legal counsel (Dentons), South Wairarapa District Council, the peer reviewer (Mott Macdonald), Stantec and Holmes.

Scoring of each criterion was led by a specialist, with the results brought to the workshop for discussion. Richard Peterson and Bram Mulling from Stantec completed the scoring for Effects. Peter Brown from Holmes completed the scoring for Resilience. Fulton Hogan provided inputs to the cost estimate. As of the workshop, no input had been provided on Mana Whenua Values.

Commentary from the MCA workshop and definitions on scoring is included in Appendix C.

The agreed scores for each criterion from the MCA Workshop are shown in Figure 15. The overall score, out of 5, is a product of the agreed weighting and the score for each criterion.

	Weight	Mana Whenua Values	Effects		Resilience			Cost		Overall
			Natural Environment	Social & Property	Fault Rupture	River Morphology	Construction Programme	Capex	Opex	
	20.0	20.0	10.0	10.0	4.0	12.0	4.0	30.0	10.0	100
<b>Option 1 - Do minimum</b>			2	4	1	1	1	5.0	1.0	2.40
<b>Option 2 - Reinforce existing</b>			2	4	1	2	5	2.3	2.9	2.05
<b>Option 3 - Under - trenchless, 4m deep</b>			5	4	3	5	4	2.5	5.0	3.04
<b>Option 4 - Under - open trench, 4m deep</b>			3	4	2	5	5	3.6	5.0	3.17
<b>Option 5 - Bridge at existing site</b>			5	3	2	4	3	1.7	4.2	2.42
<b>Option 6 - Rail bridge</b>			5	2	3	5	2	1.0	4.9	2.29

Figure 15 MCA Results



### 8.2.1 Mana Whenua Input

Wellington Water sought input from Rangitane ō Wairarapa and Ngāti Kahungunu as iwi with mana whenua status in the area.

Wellington Water had a meeting with Rangitane ō Wairarapa on 24 May 2022. Wellington Water presented the options to the iwi. Feedback received at the meeting is summarised as follows:

- It was questioned why Featherston was receiving water from the Waiohine catchment when there was plenty of water in the large Tauherenikau / Featherston catchments
- Concern was raised that some iwi members from Greytown may not be aware that their water supply was coming from Greytown
- Rangitane ō Wairarapa do not support a pipeline in the river (Option 1 and Option 2, as opposed to the other options that are under or above the river)
- Concern was raised over options under the river because the river cannot be controlled, and we do not know where and how much it may move

Following the meeting, Wellington Water agreed to share with Rangitane ō Wairarapa any information they hold on the decision to move away from a water source in Featherston to the Greytown supply from the Waiohine River. They have also agreed to share the findings from the geomorphology study undertaken by PDP.

Based on this information, the Mana Whenua Values criterion has been left un-scored while further input is sought from Ngāti Kahungunu.

### 8.2.2 Highest Scoring Option from MCA

The highest scoring option based on the scoring agreed at the MCA Workshop and initial Mana Whenua input is shown to be the option for installing a new pipe trenched under the river.

## 8.3 Sensitivity Analysis

A sensitivity analysis was undertaken following the MCA workshop to test how sensitive the highest scoring base case option was to different weighting of criteria.

Five sensitivity scenarios were undertaken, shown in Figure 16. These were:

- 1) Assuming a preference towards capital cost over operating cost or whole-of-life cost
- 2) Assuming a preference towards a whole-of-life cost over 100 years – net present value of capital cost plus maintenance for 100 years
- 3) Assuming a preference to exclude cost altogether
- 4) Assuming a preference towards effects
- 5) Assuming a preference towards resilience

Criteria	Sub-Criteria	Sensitivity Testing					
		Base	Capex Preference	Whole of Life Preference	Exclude Cost	Effects Preference	Resilience Preference
Cost	Capex	40	60	70	0	15	15
	Opex		10				
Resilience (including during-event and post-event recovery)	Fault Rupture	20	10	10	33.3	7.5	70
	River Morphology						
	Construction Programme						
Effects	Natural Environment	20	10	10	33.3	70	7.5
	Social and Property						
Mana Whenua Values	N/A	20	10	10	33.3	7.5	7.5
		100	100	100	100	100	100

Figure 16 Sensitivity Scenarios

Results from the sensitivity analysis are presented in Figure 17.

Summary	Baseline	Capex Preference	Whole of Life Preference	Exclude Cost	Effects Preference	Resilience Preference
Option 1 - Do minimum	2.40	3.50	3.59	1.33	2.63	1.38
Option 2 - Reinforce existing	2.05	2.20	1.24	1.80	2.67	2.29
Option 3 - Under - trenchless, 4m deep	3.04	2.90	2.96	2.97	4.04	3.98
Option 4 - Under - open trench, 4m deep	3.17	3.48	4.29	2.63	3.43	3.99
Option 5 - Bridge at existing site	2.42	2.21	1.42	2.47	3.50	3.12
Option 6 - Rail bridge	2.29	1.84	0.83	2.50	3.19	3.50

Figure 17 Sensitivity Analysis Results

From the sensitivity analysis the open trench option is highest scoring on whole-of-life cost and resilience preference basis. However, when considering capital cost alone, the do minimum approach is marginally higher scoring. When excluding cost or weighting the analysis towards effects, the trenchless solution becomes the highest scoring.

**Commentary on Capex versus Whole of Life Preference**

The ‘do minimum’ option scores well when considering capex cost alone because there is no associated capital build with ‘do minimum’. However, the reality of this option is that there are high annual maintenance costs required to keep this option viable at a manageable level of risk. There is also an argument that the emergency repair costs recently incurred by Wellington Water should be included as part of the ‘do minimum’ costs, either as capex or opex in the first year. Including these costs as capex push ‘do minimum’ down the ranking when considering a high capex weighting.

A more complete consideration of costs is to include both the capex and opex costs in a more evenly weighted manner for the evaluation, as the baseline does and as the ‘whole of life preference’ does. When considering both of these approaches, the highest scoring option remains as the ‘open trench’ option. This suggests that placing a high weighting on capex alone, is not a valid approach. We can therefore revert to the baseline option as still being highest scoring.

### Commentary on Excluding Cost

In the MCA Workshop, and throughout this process, SWDC have expressed concern over cost due to the small community that this pipe serves and the small rate-payer base. There is also no funding for this work in the current Long-Term Plan given the work was only recently identified as urgent. As such, money would need to be taken from other funded projects and re-allocated to this project. This has obvious implications when reporting to ratepayers in South Wairarapa. For this reason, excluding cost from the analysis is not considered a valid approach in this situation, and we can revert to the baseline option as still be considered the highest scoring option.

### Commentary on Effects Preference

Analysis presented during the MCA Workshop by Richard Peterson and Bram Mulling suggests that there are not really any material differences between the open trench or trenchless options from an effects on social and property perspective. The difference arises between these two options when considering effects on the natural environment – open trenching requires work in the river and river diversion while the trenchless solution does not. However, given that the current repair works are being undertaken in the river with some temporary diversion, effects on the natural environment from undertaking works in the river are moderate, reasonably able to be controlled and consentable. The surrounding environment is not particularly sensitive or pristine. This suggests that placing a high weighting on effects, or choosing an option on a heavily weighted effects basis, is not a valid approach. We can therefore revert to the baseline option as still being highest scoring.

## 8.4 Highest Scoring Option

Following the MCA Workshop and subsequent sensitivity testing it can justifiably be concluded that the highest scoring option is to open trench a new pipe through the river. It is recommended that this be confirmed by Wellington Water and SWDC.

### 8.4.1 Considerations for Preliminary Design

During Preliminary Design, the following should be considered:

- Pipe material – considered to be PE at this stage as most likely to be the least-cost material and has good seismic resilience
- Installation process will likely include laying a concrete pipe across the river while the river diversion is managed then welding and sleeving the PE pipe in one go.
- Whether 4m installation depth could be reduced to reduce cost (excavation time, dewatering, risk of flooding the works, etc) and accept a reduced design life
- Alignment – upstream or downstream of existing pipe
- Abandonment / removal of the existing pipe
- Connection points to the existing pipe – currently assumed to be well outside the river corridor but could be shortened to reduce cost
- Water shut-down plan for watermain cut-over



## 9 Operations and Maintenance

There are not expected to be any operation or maintenance requirements associated with a below-ground pipe in the river.

Scheduled annual inspections should be made at the site during low flow to monitor river flow path and bed degradation over time. Intervention may be required towards the end of the pipe's life if degradation rates exceed those predicted.

## 10 Cost Estimate

Table 1 shows a summary of the Level 1 estimate including the base estimate, expected estimate and the 95 percentile estimate in accordance with the Wellington Water Cost Estimate Manual. For the full estimate, refer to Appendix D.

**Table 1 Level 1 Cost Estimate Summary**

<b>Base Estimate</b>	\$1,295,066
<b>Contingency</b>	\$454,026
<b>Expected Estimate</b>	\$1,719,092
<b>Funding Risk</b>	\$1,031,455
<b>95% Estimate</b>	\$2,750,548

## 11 Safety in Design

The safety in design register is included in Appendix E. The main risks highlighted in the register are:

- Working in the vicinity of quickly rising river levels
- Trench inundation from rising river levels
- Trench collapse trapping people or tipping machinery

These risks could be eliminated by selecting a different installation method, but the preferred installation method has been chosen as open trench through the river.

These risks can be managed through a river diversion and having controls in place to alert workers to rising river levels. Regular monitoring should be undertaken during construction of rainfall in the upstream catchment.

Installing the pipe in a trench that does not require person-entry, or reduces time spent within the trench, should also be considered during design. This may require a higher-spec pipe material to be selected that can accommodate less compaction effort of the pipe bedding.

## 12 Risk Assessment

The project risk register is included in Appendix F. The main project risks highlighted the register are:

- The ability for SWDC to fund the project
- The consentability of the project
- The consent and construction programme
- Failure of the existing pipe
- Safety of working in a live river environment

## 13 Consultation and Approvals

The MCA workshop was attended by representatives from Wellington Water Customer Operations Group (John Baines), Network Engineering Team (John Duggan) and South Wairarapa District Council (Gary O'Meara).

Items such as Corridor Access Requests, planning assessment/consents, access agreements and reinstatement agreements will be determined during the next stages of design.

Input was sought from Greater Wellington Regional Council (GWRC) on likely consent requirements for works in the river. Hamish Smith from the Flood Protection team confirmed that GWRC would consider the impacts of the works on flood defence infrastructure and on other landowners, and the contractor's flood response methodology as part of their health and safety plan. Fulton Hogan confirmed that they have used similar methodologies for river works on previous projects in the Wellington Region, so obtaining consents and approval from GWRC should not be a low risk to the project.

## 14 Customer and Community

A draft communications plan is included in Appendix G.

## 15 Smart Investment and Value for Money

Refer Section 8.4.1 on opportunities to consider value for money during the next stage of design.

## 16 Procurement and Programme

The intention is to award this contract through Wellington Water's contractor panel. A contractor should be engaged during the next phase of delivery to support documentation preparation, such as an erosion and sediment control plan and a construction management plan, that may be required to

support the resource consent application. The selected contractor can then provide inputs into the Level 2 and above cost estimates.

Provisional dates from the Project Management Plan are updated as follows:

Milestone	Date from PMP	Revise Date
Investigation complete	July 2022	September 2022
Preliminary Design complete	September 2022	November 2022
Consent lodged	September 2022	January 2023
Detailed Design complete	February 2023	April 2023
Construction contract award	March 2023	May 2023
Construction complete	June 2022	March 2024*

\* Construction of the highest scoring option should take 2-3 months. However, it requires a period of relatively dry weather to ensure the river is at its lowest flow. The window indicated in the programme is longer than required but it may be the case that construction cannot start until late spring / early summer 2023.

## 17 Conclusions and Recommendations

This report makes the followings recommendations:

- That this report be accepted as an accurate representation of the process that has been undertaken to complete an MCA and determine the highest scoring option for the Tauherenikau River crossing.
- That the open trench through the river option be adopted as the preferred solution and carried forward into preliminary design.
- That the additional value for money opportunities identified in this report be explore further during preliminary design.

## 18 References

- Little, Schermer, Van Dissen, Begg, Carne (2008). *Field Trip 5*. GNS Science, Lower Hutt
- [How do we know which fault is most likely to rupture next in Wellington? / Wellington Fault / Major Faults in New Zealand / Earthquakes / Science Topics / Learning / Home - GNS Science](#). Last accessed 11/05/2022
- [Discount Rates \(treasury.govt.nz\)](#) last accessed 17 May 2022.

# Appendix A – Geotechnical Desktop Assessment

**Memorandum**

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To: Linda Fairbrother  
Company: Wellington Water Ltd  
From: Ollie Van Rooyen  
Date: 23 February 2022  
Subject: Tauherenikau River Pipeline Crossing – Geotechnical Desktop Study

Project No: 144308.53

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**1 INTRODUCTION**

Holmes Consulting has been commissioned by Wellington Water Ltd. to provide a geotechnical desktop assessment of a section of pipeline crossing over the Tauherenikau River feeding from Waiohine Water Treatment Plant (WTP) to Featherston.

The current river crossing has been exposed by riverbed degradation and is at risk of damage during a flooding event or further riverbed degradation. We understand short term repair work is to be carried out to secure the pipe temporarily, but a long-term solution is to be assessed.

Stantec has performed a high-level option assessment for the Tauherenikau pipeline crossing, including several concept options. Three of these options were nominated to have a further assessment of their feasibility and are listed below;

1. Reinforcing the existing pipe within the current streambed;
2. Pipe ramming or other sub-excavation technique to install a new pipe underneath the riverbed from each of the riverbanks;
3. Putting a new pipe over the river, either on a new pipe bridge or attaching to the existing rail bridge south of the site.

The purpose of this memo is to provide a desktop geotechnical assessment for the pipe crossing and comment on the geotechnical hazards for each of the above options. We understand that this report will aid a multi-criteria risk assessment of the options listed above.

**2 SITE LOCATION AND BACKGROUND INFORMATION**

The site is located on a section of the Tauherenikau River approximately 5 ½ km North West from Featherston and 8 km South west from Greytown. The town of Featherston was originally supplied water from a small dam in Boar Bush Gully and crossed the Tauherenikau River. In 1975 the system was extended and the pipeline was installed beneath the streambed at the Tauherenikau River crossing. In 1999 water quality and quantity issues were observed and a new pipeline was installed to Featherston from Greytown's water treatment plant on Waiohine Valley Rd in Woodside. We show the current configuration in Figure 1 below with the approximate site location.

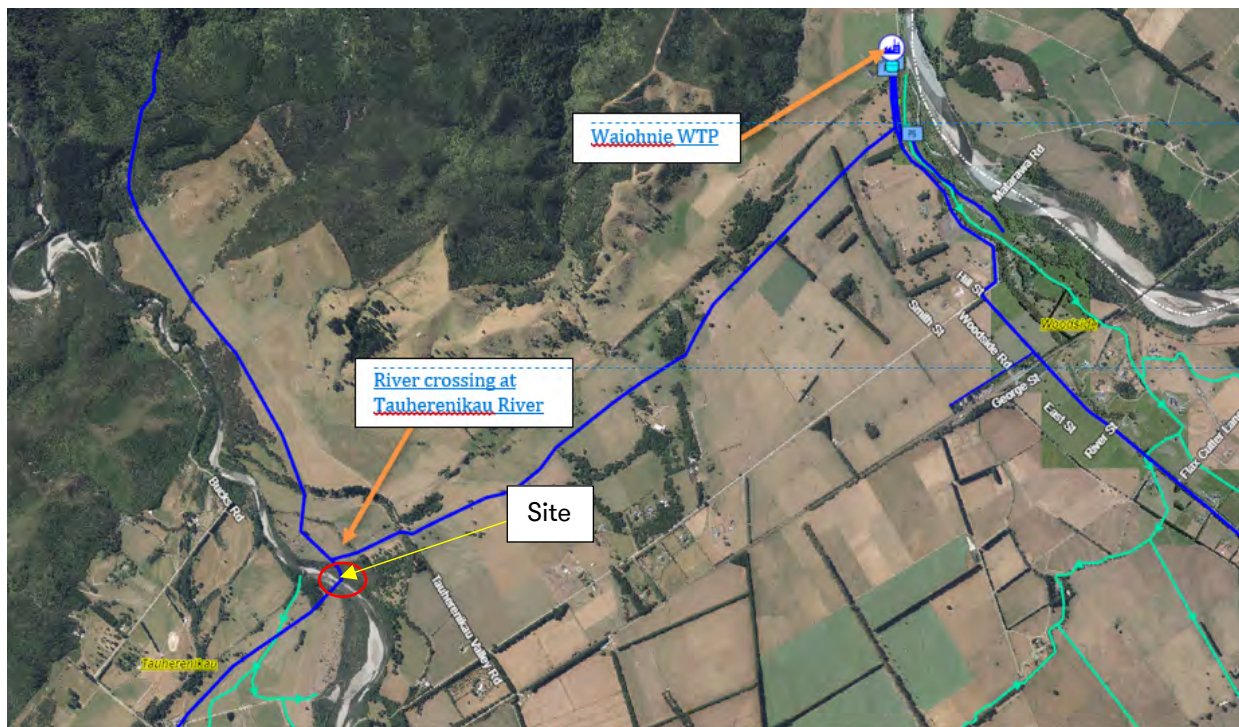


Figure 1 Site Plan

### 3 AREA WIDE GEOTECHNICAL DATA REVIEW

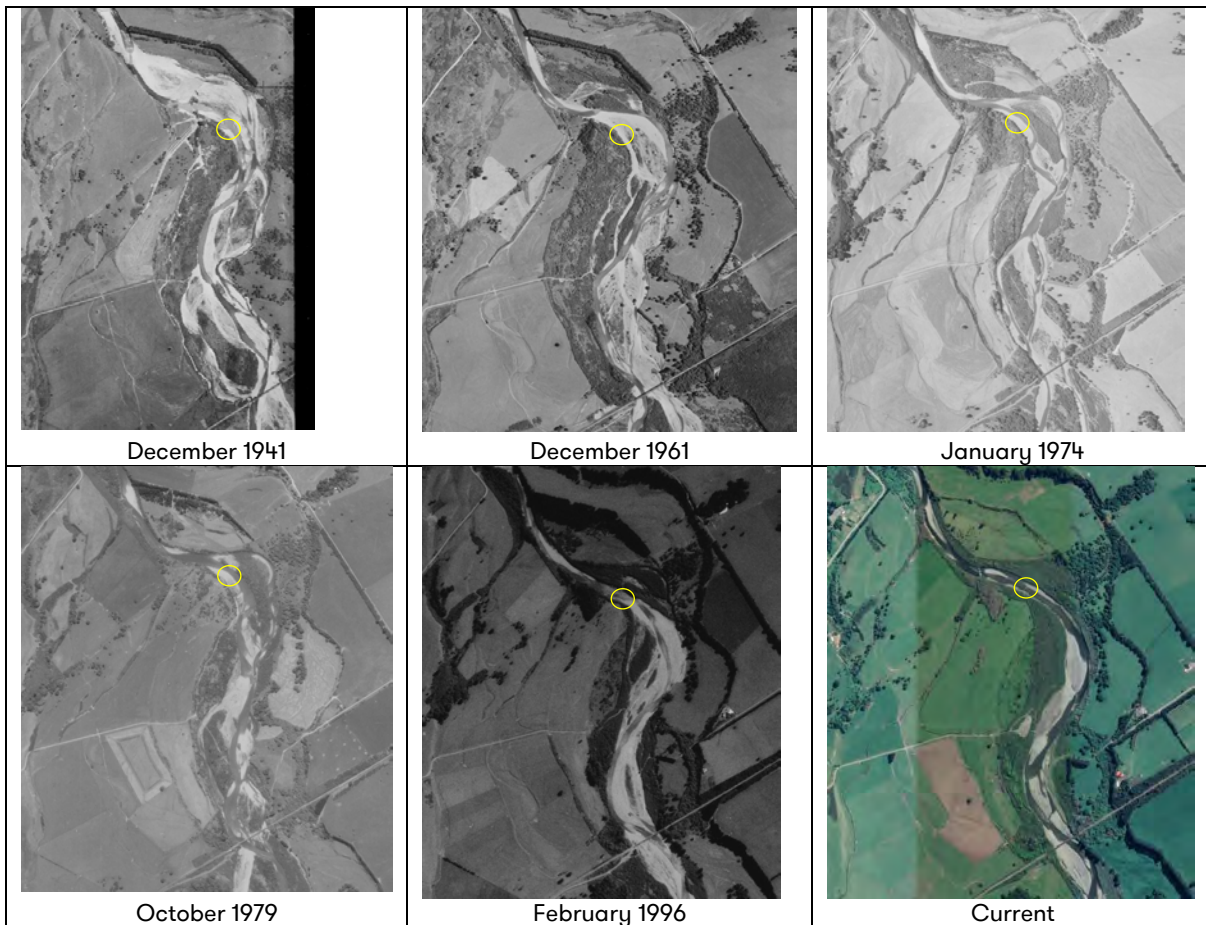
In preparation for this desktop assessment, we reviewed publicly available information relevant to the site. We summarise this information in the sections below.

#### 3.1 Historical Aerial Photography

We reviewed historical aerial photographs from the website <https://retrolens.co.nz/> dating back to 1941. The images are viewed under the context of identifying changes to the landform and land use at the site. We present selected images in Table 1 below and show the approximate location of the current river crossing in yellow on each image as a reference point in each of the images.



Table 1: Select aerial images. Location of the current crossing is highlighted in yellow.



- The aerial images show the land surrounding the site to be predominantly farmland with generally the same land use since our review of the first aerial image.
- The Tauherenikau River has exhibited braided river characteristics and the river course has changed several times over the period of the aerial photos. Braided environments tend to occur in rivers with high sediment loads and coarse grain sizes.
- The riverbank to the south of the current crossing appears to be relatively stable and only experience minor changes due to river course changes.
- The riverbank to the north of the current crossing has been subject to significant river channel changes, historically the river was present to the north and east away from the current alignment.
- The current river alignment appears to have fewer braided channels and is constrained within a single channel at the pipe crossing.

### 3.2 Regional Geology

The site is mapped by GNS Science as predominantly underlain by the Holocene river alluvial deposits (OIS1). These are typically well graded gravels and floodplain deposits derived from the Tararua Range to the west. Holocene can be a loose deposit as the deposit age is relatively young. Surrounding the OIS1 deposits is late Pleistocene river deposits (OIS2) which tend to be older than the Holocene deposits and interbedded with sand or silt underlying terraces. To the north-west of the site, basement sedimentary rocks are mapped.

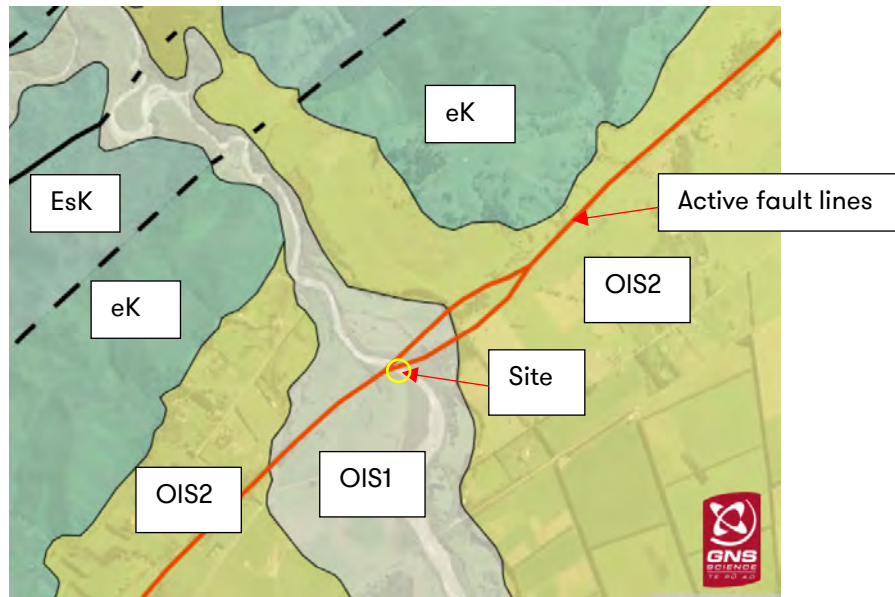


Figure 2: 1:250k Geology map GNS Science.

### 3.2.1 Depth to bedrock

An estimate of the depth to bedrock at the site was not found during our review, but it is expected to underly the alluvial deposits.

### 3.3 Seismicity

The Wairarapa Fault is mapped approximately 50m to the north of the site, and is expected to cross the existing pipeline at some location. It is a major NE-SW trending dip-slip fault capable of generating extreme earthquake shaking. The Wairarapa Fault is included in Table 3.6 of NZS 1170.5:2004 as a major fault requiring near fault factors when assessing structural design actions.

The Wairarapa Fault previously ruptured in 1855 with magnitude of 7.9 – 8.2 and it is recognised as one of the largest seismic events in modern New Zealand history [Rodgers and Little, 2006]. Based on previous studies, the event resulted average dextral slip of 15.5 m, with the recurrence interval of 1150-1200 years.

New Zealand Department of Scientific and Industrial Research initiated a detailed fault monitoring geodetic survey across the Wairarapa fault zone at Cross Creek, and many other faults traces. Survey data was measured over 5 years along with more recent GPS survey, indicating that no vertical or lateral creep is taking place along the Wairarapa Fault [Darby and Beavan, 2001].



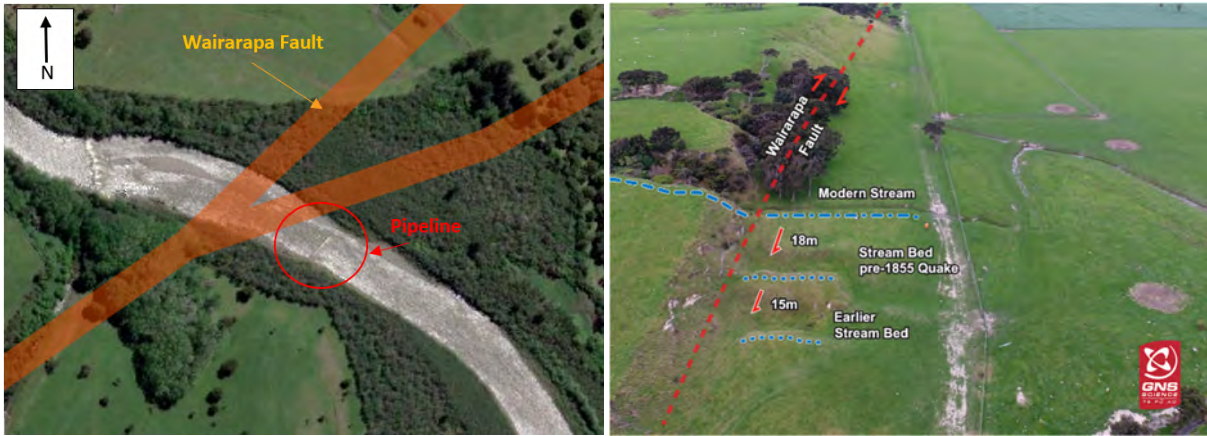


Figure 3 (left): Mapped location of the Wairarapa fault and the location of the pipeline  
 Figure 4 (right): GNS example of previous fault ruptures along the Wairarapa fault.

- An earthquake event is likely to cause significant ground shaking at the site due to its close proximity to the fault.
- If fault rupture occurs, it may displace by several metres (6-18m).
- It is to be noted that the recurrence interval of the Wairarapa Fault is estimated at 1200 years, and the last major rupture was 170 years ago.
- The GNS mapped location of the fault is shown in figure 4. The exact location of the fault is approximate and has not been confirmed at the site.

### 3.4 Liquefaction Hazards Maps

We reviewed the Wellington region liquefaction potential maps which outlines areas of liquefaction risk in the Wellington Region based on the QMaps series by GNS and other datasets. The site is classified in an area of low potential for liquefaction.



Figure 2: Liquefaction potential maps

- Some alluvial deposits below the groundwater table may have lenses of sand and silty sand that may be subject to liquefaction.
- Based on our experience of nearby sites, localised areas of liquefaction may be present. Widespread liquefaction is not expected.

### 3.5 Nearby Subsurface Information

We reviewed the New Zealand Geotechnical Database for nearby investigation information. Five logs were found nearby the site. We include these logs in Appendix A and summarise them in Table 2 below.

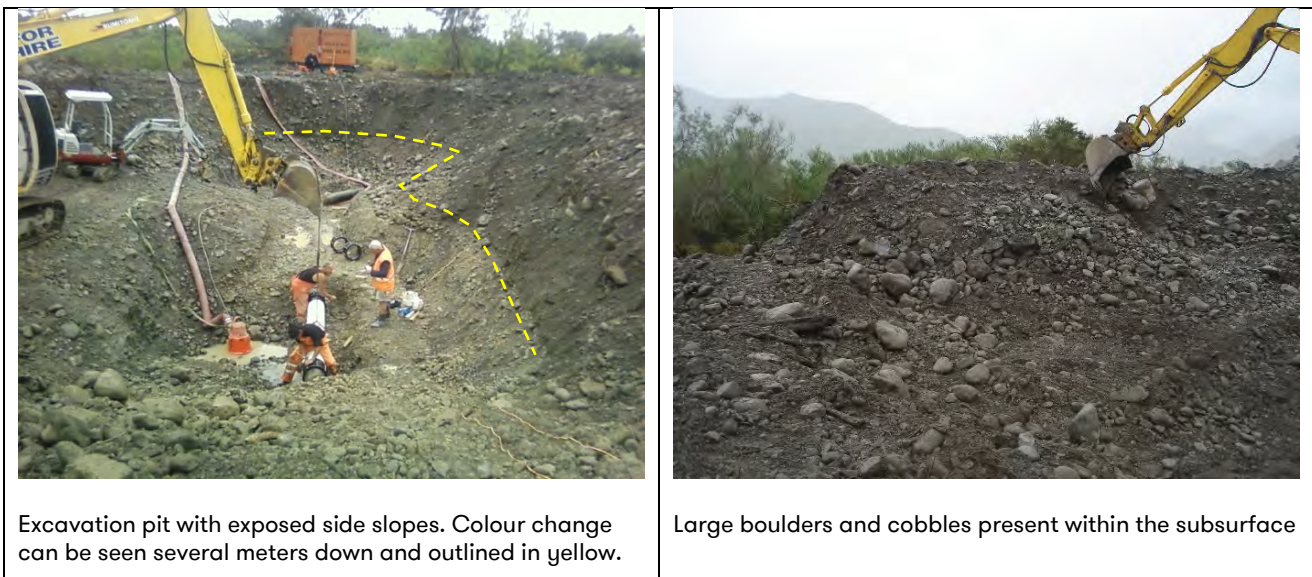
Table 2: Summary of NZGD explorations near the site.

ID	Type	By	Max Depth	Distance from Site	Comments from drillers description
BP33_0005	Borelog for well	Wairarapa Drilling Company Ltd	14 m	632m SSW	Drill date 14/04/2012 Very Large gravels and sand. Colour change at 4.60 m depth.
BP33_0004	Borelog for well	Wairarapa Drilling Company Ltd	6 m	596m SSW	Drill date unknown Gravels, some boulders to 500 mm to 3m depth. More clay below 3.1 m depth, gravels to 250mm
S26_0322	Borelog for well	Wairarapa Drilling Company Ltd	9 m	706m SSE	Drill Date 28/02/2000 Very large gravels. Greater water flow with depth below 5m.
S25_0321	Borelog for well	Wairarapa Drilling Company Ltd	8 m	594m SSE	Drill Date 11/02/1993 Very large gravels, increasing water flow with depth. Clay bound gravels at 6.1m no flow.
S26_0323	Borelog for well	Wairarapa Drilling Company Ltd	15 m	835m SW	Drill Date 04/07/2000 Large silted gravels, no flow.

#### 4 NEARBY LEAK REPAIRS OF THE PIPELINE

We were provided site photos taken in early 2012 showing excavation within the northern river bank to repair a section of leaking pipeline. These photos show excavations several meters deep and exposed side slopes in the creek bank during the repair.

Table 3: Photos of previous repairs.



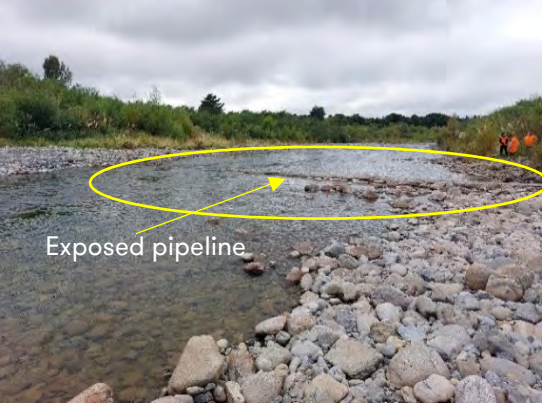

- The photos show a stratigraphy colour change consistent with the logs reviewed in our NZGD review.
- The photos show the type of plant and machinery that can successfully excavate into the alluvial deposits at the site (SK210LC 22 ton excavator and SH120 12 ton excavator).
- Boulders up to the internal size of the excavator bucket were observed.
- Dewatering is shown in the photos with two sump pumps. It is to be noted that the excavation depth below the river and distance away is unknown.



## 5 EXISTING SITE CONDITIONS

We visited the site on 8 March, 2022 to undertake a site walkover and observe current conditions. We present select photos of our site visit in Table 4 below.

Table 4: Site visit photos

 <p>Exposed pipeline</p>	
<p>Looking down stream with existing pipe exposed</p>	<p>Looking up stream from the pipe crossing, large boulders and cobbles observed within stream channel.</p>
	 <p>Driven railway irons</p> <p>Driven steel beams for intake pipe</p>
<p>Large boulders typically 300mm to 800mm in size were observed along the stream bed.</p>	<p>Driven 200UB steel beams and railway irons were observed in the stream bed approximately 180m northwest from the pipe crossing at the diversion inlet.</p>

- Fluvial and alluvial deposits were seen at the site. Boulders and cobbles up to 800mm were observed along both sides of the river.
- Driven steel beams and railway irons were observed in the stream bed at the upstream weir. The depth of embedment of these driven items is unknown, but it suggests driving may be possible to shallow depths.

## 6 ANTICIPATED GROUND CONDITIONS AT THE PIPE ALIGNMENT

There is limited site-specific information available. We present the sub-surface conditions for feasibility assessment considerations only.

We anticipate the subsurface conditions to be a variable amount of topsoil at each of the river banks (generally less than 1.0m bgl) consisting of soft silt, sandy silt, some organics over a well graded alluvium deposit. The upper alluvial deposit is likely to be a medium dense to dense silty gravel/sandy gravel/gravel with cobbles and boulders. At a depth of about 3 to 5 m bgl a colour change to brown is observed in the construction photos and previous logs near the site. It is expected that this lower layer is interbedded with lenses of silt and sand. We have no estimate of subsurface information below about 7m bgl. Frequent

boulders in the 0.3 to 0.8m range are to be expected for any excavations. Encountering boulders larger than 0.8m in excavations is still possible.

### **6.1 Groundwater**

The groundwater level at the site is expected to be closely linked to the water elevation in the nearby river. Granular deposits can have a high conductivity for water flows if minimal fines are present.

It is suggested for planning purposes that the groundwater level be at a similar elevation to the current river level. Design water levels need to consider flood levels for any uplift or stability related cases below the water level. The current makeup of the alluvial deposits suggest seepage through the gravel may be possible but depending on the amount of fines in the gravel matrix, groundwater flows may be controlled. Significant seepage through clean granular lenses with minimal fines may occur. Permeability ranges of  $k=1 \times 10^{-2}$  to  $1 \times 10^{-5}$  m/s are likely in the gravels.

## **7 GEOHAZARD ASSESSMENT**

We assessed geotechnical hazards at the site based on the information outlined above. This assessment is based on a desktop assessment and is intended to identify risks at a high-level for the feasibility of long-term solutions. Additional work may be required to further refine the geohazard risk in later design stages.

Table 5: Geotechnical Issues Identified

Geotechnical risk	Comment
High seismic shaking and fault movements.	<ul style="list-style-type: none"> <li>• Due to the close proximity to the fault, high ground shaking is likely during a seismic event.</li> <li>• Fault displacement of several meters or more could occur during a major earthquake event. The exact location of the fault and possible rupture locations is unknown but anticipated to be close to the site. Fault rupture effects including ground displacements are likely to directly affect the site.</li> <li>• The probability of a fault rupture event during the design life is low.</li> </ul>
Boulders and oversized items	<ul style="list-style-type: none"> <li>• Due to the high energy dispositional environment at the site, large boulders and cobbles are present in the natural soil. Excavations would need to consider the removal of individual oversized items.</li> </ul>
High groundwater	<ul style="list-style-type: none"> <li>• The groundwater is likely to be linked to the river flow elevation. Groundwater is expected to be close to this elevation. Excavations below the groundwater are likely to be unstable and require support or batter slopes of 1:2 or shallower.</li> </ul>
High groundwater flows in granular material	<ul style="list-style-type: none"> <li>• Due to the granular nature of the alluvial deposits, layers of clean sand or gravel may have a high permeability and subject to significant groundwater flows below the groundwater table.</li> </ul>
Liquefaction	<ul style="list-style-type: none"> <li>• Liquefaction potential at the site is considered low, but localised areas of liquefiable deposits may be present in the alluvium. Widespread liquefaction is not expected.</li> </ul>

In addition to these geotechnical risks, a hydraulic assessment of the river should be performed. The outcomes of the hydraulic assessment will likely impact some of geotechnical hazards and options. These are likely to include;

- Due to the nature of the riverbed and its gravel make up, significant scour depth, possibly in excess of 5m may be possible in the long term. A scour assessment is recommended to determine the scour depth and its impacts to the proposed options.
- Flood levels are to be considered for any stability or uplift cases. Flooding event during construction and what impacts this would have should be considered.
- Assessment of future river movements of the river channel should be considered for the location of permanent infrastructure such as bridge abutments.

## 8 COMMENTS ON PREFERRED OPTIONS

We understand the options to be considered are;

1. Reinforcing the existing pipe within the current streambed.
2. Pipe ramming or trenching to install a new pipe underneath the riverbed from each of the riverbanks.
3. New pipe over the river either by:
  - 3A – Putting a new pipe over the river on a new pipe bridge .
  - 3B – Rerouting the pipeline south and using an existing rail bridge south of the site to cross the river.

We understand that the pipe is suggested to achieve a 100-year design life. We comment on the associated geotechnical hazards identified above for each preferred option.

Table 6: Preferred options

Proposed option	Comments	Risks	Likelihood#
General comment associated with all options	<p><b>High seismic ground shaking and fault rupture</b></p> <ul style="list-style-type: none"> <li>Seismic ground shaking could result in significant differential movement along the pipe alignment. Due to this, sections of new pipe should consider a flexible material (HDPE or alternative) to increase the performance of the pipeline during differential seismic movements. Flexible joints and couplings should also be considered.</li> <li>The location of the fault is unknown and may rupture near or within the river crossing. Where the pipe crosses a fault rupture event, it is unlikely to withstand expected fault displacements and could cause considerable damage. Proposed options should consider the ease of repair if a fault rupture were to occur.</li> </ul> <p><b>Liquefaction</b></p> <ul style="list-style-type: none"> <li>Localised areas of liquefaction may be present in the alluvium. Widespread liquefaction is not expected. The pipe may be subject to localised differential settlement if liquefaction were to occur.</li> </ul>	Significant ground shaking occurring at the site within the design life of the structure	Unlikely
		Fault rupture occurs at the pipeline.	Rare
		Liquefaction causes differential settlement and damages pipeline.	If seismic event occurs – Unlikely
1 - Reinforcing the existing pipe within the current streambed	<p><b>High seismic ground shaking</b></p> <ul style="list-style-type: none"> <li>The existing pipe is not considered flexible. Encasing the pipe in concrete may reduce its performance during seismic movements.</li> </ul> <p><b>Boulders and oversized material</b></p> <ul style="list-style-type: none"> <li>It is anticipated that significant erosion stabilisation works will be required such as rip rap or other techniques surrounding the existing pipe. Installation of stabilization works should consider the presence of boulders and oversized items. Driving piles or railway irons into dense material with oversized items may be difficult but it has been shown to be possible at upstream locations</li> </ul> <p><b>Future Scour</b></p> <ul style="list-style-type: none"> <li>Following the conclusions from the hydrology assessment, ongoing scour may still occur in flooding events.</li> </ul>	Reinforced pipe within river channel is damaged during a small to moderate seismic event.	If seismic event occurs – Possible
		Difficulty excavating and installing stream protection works due to boulders and oversized material.	Possible for excavations. Likely for driven elements
		Scour still occurs at depth or river changes course exposing the pipeline after reinforcing works complete.	Likely - dependent on type of protection work
2 -Constructing a new pipe underneath the riverbed using pipe ramming or open trenching	<p><b>Boulders and oversized material</b></p> <ul style="list-style-type: none"> <li>Boulders and the dense gravel matrix are likely to cause constructability issues for pipe ramming installation techniques. If this solution is to be pursued, early contractor involvement is recommended to ensure the pipe can be installed in material with frequent boulders. Examples of successful pipe jacking installation in similar material should be provided. Driving of steel piles was observed to be possible at up stream locations, although the embedment is unknown, it indicates a driving technique may be possible.</li> <li>Depending on the outcomes of the river hydrology study, the depth required for pipe ramming underneath the river may be in the order of 10 meters. We have limited/no subsurface information at this depth.</li> </ul> <p><b>High groundwater and groundwater intrusion</b></p> <ul style="list-style-type: none"> <li>Jacking pits are anticipated at either end of the crossing. If the base of these jacking pits is proposed below the groundwater surface, shoring and stabilization of the base may be required along with dewatering. The risk of pits being damaged during a flood event should also be considered.</li> </ul> <p><b>Repair following a seismic event</b></p> <ul style="list-style-type: none"> <li>Since the pipe will be constructed at a significant depth below the riverbed, repair of damaged pipe sections may be extremely difficult or impossible following a seismic event in case it is a fault rupture event.</li> </ul>	Contractor cannot install pipeline due to the presence of boulders and oversized material. Requiring the need to excavate and remove obstructions or relocate pipe ramming alignment.	Possible
		Predicted scour depth makes pipe ramming very deep/not practical.	Possible
		Jacking pit encounters groundwater issues requiring shoring, dewatering or stabilization.	Possible
		Flooding occurs during construction damaging jacking pit.	Possible
		Unable to repair pipeline following damage during a seismic event	rare
3A Putting a new pipe over the river, either on a new pipe bridge or 3B attaching to the rail bridge	<p><b>3A - New pipe bridge at the existing river crossing</b></p> <p>Suggested bridge foundations may be large single mono pile to maximise resilience at each abutment or shallow pads to allow foundation slippage. Tiebacks for suspension elements could also be used.</p> <p><b>High seismic ground shaking</b></p> <ul style="list-style-type: none"> <li>The new pipe bridge should be designed so that it has a high tolerance to seismic shaking and movement.</li> </ul> <p><b>Repair following a seismic event</b></p> <ul style="list-style-type: none"> <li>Abutment foundation and bridge type should consider resilience for the possibility of fault rupture and repair following a seismic event even if it is not specially designed for.</li> </ul> <p><b>Abutments</b></p> <ul style="list-style-type: none"> <li>Abutment locations should consider long term changes in river changes and the scour potential.</li> </ul> <p><b>Maintenance</b></p> <ul style="list-style-type: none"> <li>Ongoing maintenance for bridge infrastructure should be considered over the asset lifecycle in the high energy environment</li> </ul> <p><b>3B - Rerouting pipeline and using existing rail bridge to cross river</b></p> <p><b>Trenching of new pipeline</b></p> <ul style="list-style-type: none"> <li>Construction of the new pipeline using an open trench is feasible based on the installation of the previous pipeline. The chance of encountering oversized material likely but able to be excavated using conventional plant in an open trench. The depth of pipeline is assumed to be above the water table.</li> <li>Other benefits and reliance of pipeline rerouting should be considered and future infrastructure planning. Property land issues should also be considered.</li> </ul> <p><b>Use of existing bridge</b></p> <ul style="list-style-type: none"> <li>The existing rail bridge may be damaged following seismic event causing damage to the pipeline.</li> <li>The deterioration, maintenance and remaining lifespan of the rail bridge should be considered.</li> </ul> <p><b>Repair following a seismic event</b></p> <ul style="list-style-type: none"> <li>The pipeline is likely to be exposed attached to the bridge. Since the pipeline is exposed, testing for damage or leaks may be easier than other fully underground options.</li> </ul>	Large fault displacements.	Rare
		Foundation scour	Possible
		problems with piling into gravel with large boulders	Likely - especially in the upper alluvium
		Issues with ground conditions when trenching pipeline.	Possible/
		Bridge is damaged during seismic movements or deteriorating condition damages pipeline	unlikely
		Bridge owner does not approve attaching pipe to bridge.	Unlikely
Property or land access issues with new pipeline	Possible		

# - (1) Almost Certain = is expected to occur, (2) Likely = will probably occur in most circumstances (3) Possible = could occur at sometime (4) Unlikely = Event hasn't occurred but it could in some circumstances only (5) Rare = Expectational circumstances only



## 9 ADDITIONAL WORK FOR CONSIDERATION

The following additional work may be considered depending on which option(s) are selected to be perused further;

### All options

- Review historic construction records or design information from the original pipeline (if available). This will further add to the available knowledge of the site.
- Risk matrix for risk, likelihood, and consequence for proposed geohazards and options.
- Review of geotechnical assumptions following hydrology/scour assessment. Our assumptions may change following the conclusions of this report.

### Option 1 – Protect existing crossing

- Once a proposed stabilization concept in the streambed is determined, we should review the proposed concept for geotechnical hazards and applicability.

### Option 2 – Constructing a new pipe under riverbed

- Early contractor involvement by a contractor to either trench or pipe ram should be used to assess feasibility of construction with boulders and oversized material. They may recommend additional site investigations or groundwater monitoring to confirm constructability.

### Option 3A – Pipe bridge

- A geotechnical borehole at each abutment location. Other investigations may need to be considered depending on the bridge type.
- Early contractor involvement to confirm constructability of foundation options and bridge type.

### Option 3B – Use existing rail bridge

- Test pits or other targeted geotechnical investigations along the new proposed alignment. This will confirm subsurface information along the new pipeline alignment.

## 10 LIMITATIONS

Findings presented as a part of this project are for the sole use of the Client in its evaluation of the subject properties. The findings are not intended for use by other parties and may not contain sufficient information for the purposes of other parties or other uses. The information contained in the memorandum is subject to the terms and conditions of our professional services engagement with Wellington Water Ltd

This report may only be relied upon by the Client and only in relation to the scope of services agreed between Holmes and the Client. This report may not be relied upon by any third party or for any other purpose without the express written agreement of Holmes.

Our professional services are performed using a degree of care and skill normally exercised, under similar circumstances, by reputable consultants practicing in this field at this time. No other warranty, expressed or implied, is made as to the professional advice presented in this report.

The recommendations in this report are based on the ground conditions indicated from published sources, site assessments and subsurface investigations described in this report based on accepted normal methods of site investigations. Only a limited amount of information has been collected to meet the specific financial and technical requirements of the Client's brief and this report does not purport to completely describe all the site characteristics and properties. The nature and continuity of the ground between test locations has been inferred using experience and judgement and it should be appreciated that actual conditions could vary from the assumed model. This report is not to be reproduced either wholly or in part without our prior written permission.





Ollie Van Rooyen  
SENIOR PROJECT ENGINEER  
Holmes Consulting LP

Copies to:

# Appendix B – Tauherenikau River Morphology Assessment



# memorandum

TO Peter Brown FROM Ella Boam & Ramon Strong  
Holmes Consulting DATE 2 June 2022  
RE Featherston Water Supply Pipeline Crossing of the Tauherenikau River

## 1.0 Introduction

Holmes Consulting Limited have, on behalf of Wellington Water, asked PDP to provide advice around the minimum depth requirement for a replacement pipeline crossing of the Tauherenikau River, near Featherston. This advice is based on an assessment of river cross-section data obtained from Greater Wellington Regional Council and KiwiRail as well as an assessment of changes in morphology based on aerial photos.

## 2.0 Setting

The headwaters of the Tauherenikau catchment lie within the Tararua Ranges east of Marchant Ridge, characterised by steep-sided valley slopes. At the base of the ranges, the river enters the Wairarapa lowlands, with the grade of the river reducing as it flows south and then southwest before discharging into Lake Wairarapa. The composition of those lowlands is predominantly greywacke gravels – the weathered/eroded rock mass from the Tararuas that is transported, deposited and progressively reworked by the main Tararua rivers, including the Tauherenikau.



Figure 1: Location of the pipeline crossing

The Wairarapa lowlands are bound to the west by the active Wairarapa Fault. Slip along the fault is predominantly strike-slip (lateral), but its long-term dip-slip is responsible for the formation of the lowlands and the Tararua Ranges. As shown in Figure 1, the pipeline is mapped within the trace of the fault. The 1855 Wairarapa Earthquake led to 9 – 13 m lateral movement to the north on the western side of the fault, which was uplifted and tilted westward. Near Masterton, the vertical uplift was of the order of ~0.5 m (Hancox, 2015).

### 3.0 Geomorphic change

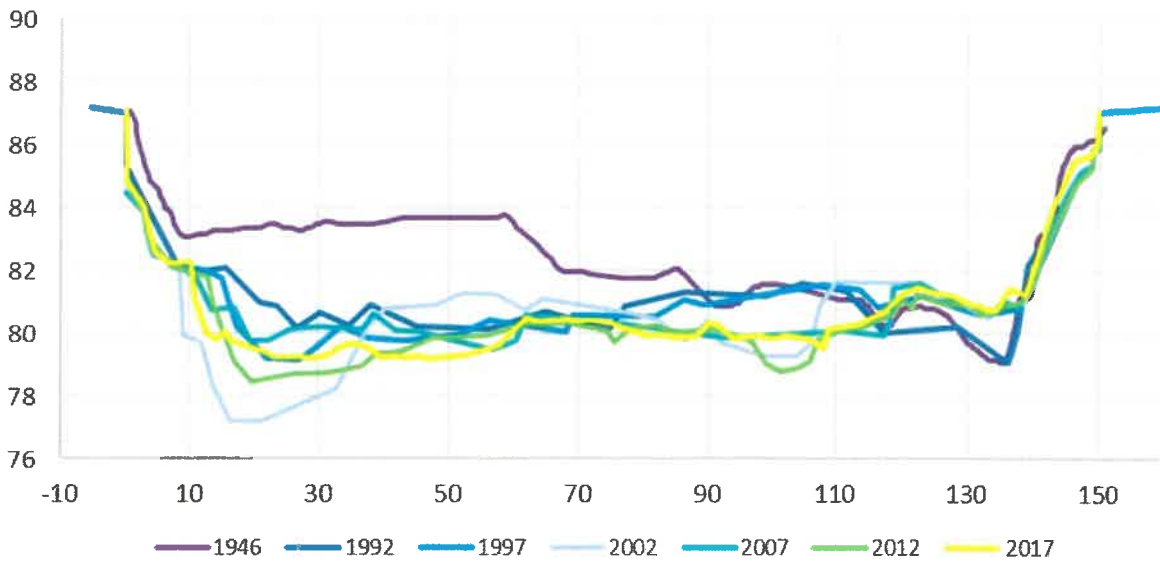
Changes in the form of this reach of the Tauherenikau River are easily observable from aerial photographs and repeat cross-section surveys. At a larger timescale this extends to the terrace faces observable as the river emerges from the ranges – the mix of fault-derived uplift and subsequent river downcutting combined with the episodic and mainly earthquake-induced, landslide-related peaks in gravel supply/deposition.

A sequence of aerial photographs is appended and show the changes in river form between 1941 and 2021. The short summary of those changes is that the river has greatly decreased in width and changed in form over that 80-year period. That's likely due to a combination of a decline in rates of supply of bedload from the catchment (the declining effects of the 1855 earthquake – the extensive landslides that event would have generated in the catchment), the likely over extraction of gravel from the lower reach and (potentially) some underlying longer scale trends.

There are two other notable observations from the aerial photos, the first being the weir upstream of pipeline crossing. We surmise that this has been placed in the river to maintain/ direct (with the decline in river bed levels) flow into the Longwood Water Race (Figure 1). We also deduce from the aerial photos that the pipeline became exposed in late 2015.

There are three riverbed cross section survey lines in the vicinity of the pipeline crossing - sections 25, 26 and 27 (Figure 1). Greater Wellington (GW) in 2018 undertook an assessment of the complete set of Tauherenikau cross sections over the period 1992 to 2017. For the reach of the river including the pipeline location, the mean bed level was calculated to have an average degradation rate of 20 mm/year.

In addition to this, we have obtained from KiwiRail the as-built drawings from the rail bridge crossing of the river (Bridge 49 Wairarapa Line), significantly extending the length of the cross-section data set (albeit a kilometre downstream of the pipeline crossing). This supports the conclusion that the bed level has undergone significant degradation since at least the 1940's – mean bed level calculations put this change at 2m over a 70-year period, giving a higher degradation rate than the GW analysis at just under 30mm/year. Note that there is some uncertainty with this section profile (vertical and horizontal offsets) – its position overlaid on the more recent data set has required judgement on our part but we're generally confident of the fit.



**Figure 2: GWRC cross section data (1992 – 2017) and 1946 bed level survey at Section 25 (rail bridge). View is downstream.**

#### 4.0 Conclusions

The first point to note in recommending a crown level for a new pipeline are the inherent risks associated with extrapolating from historic datasets to predict future bed level trends. There are a range of factors that influence whether current trends will continue in the future - rates of gravel extraction, the frequency of large floods, earthquake or storm induced landslides increasing gravel bed loads.

That said, particularly given the GW 2018 analysis and report commentary (the clear signal that rates of extraction will be scaled back) and the likely impacts of climate change (extreme rainfall events becoming more frequent with an overall estimated 15% increase in rainfall (NIWA, 2017)), it’s our view that using historic degradation rates is a reasonable basis (sufficiently but not overly conservative) for setting crown levels for the new pipeline.

It is worth noting that the pipeline crossing may also derive some benefit from being in the ‘shadow’ (upstream) of the Rail Bridge – depending on the nature of the bridge foundations it is conceivable that KiwiRail could at some point in the future construct a weir to limit further bed level reductions at the bridge. Note that this is a general comment and no discussion has been had with KiwiRail nor consideration given to what that level of exposure might be (if any).

<i>Design Life</i>	<i>Minimum Pipeline Crown Depth Below Riverbed Level (Thalweg at the crossing point)</i>
50 years	30mm/ year x 50 years = 1.5m + nominal bed scour allowance of 1m = 2.5m
100 years	30mm/ year x 100 years = 3m + nominal bed scour allowance of 1m = 4m

**Table 1 – Recommended Minimum Pipeline Depths**

Note that the thalweg is the lowest point in the cross-section. Note also the width of the active river bed at the crossing location in the 1940’s – while the river has changed in form and the bed has narrowed since the 1940s there are equally conceivable (but not on the balance of probability likely within the lifetime of the pipe) scenarios where the bed widens again will increased bedload supply from the upper catchment.

As a final note (this may already be the case) we would encourage Wellington Water to take an interest in all gravel extraction consents applications, particularly those upstream of the State Highway 2 bridge. Arguably the base data has existed for some time suggesting consented extraction exceeded a sustainable yield, which on the face of it places some liability on GW.

## 5.0 Limitations

This memorandum has been prepared by Pattle Delamore Partners Limited (PDP) on the basis of information provided by Greater Wellington Regional Council and KiwiRail. PDP has not independently verified the provided information and has relied upon it being accurate and sufficient for use by PDP in preparing the memorandum. PDP accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information.

This memorandum has been prepared by PDP on the specific instructions of Holmes Consulting Limited for the limited purposes described in the memorandum. PDP accepts no liability if the memorandum is used for a different purpose or if it is used or relied on by any other person. Any such use or reliance will be solely at their own risk.

Prepared by



**Ella Boam**

Senior Hydrogeologist

Reviewed and Approved by



**Ramon Strong**

Technical Director



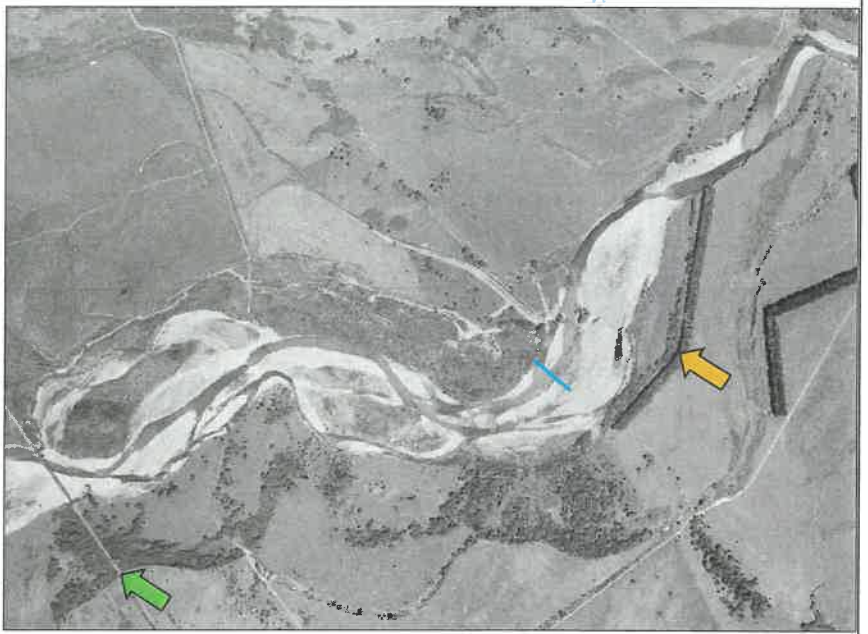


Figure 3: 1941

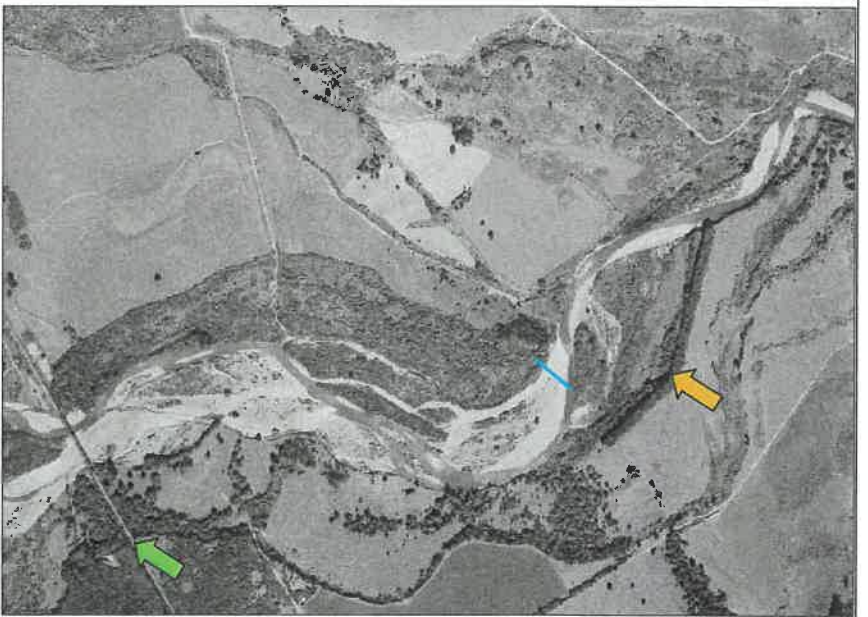


Figure 4: 1961

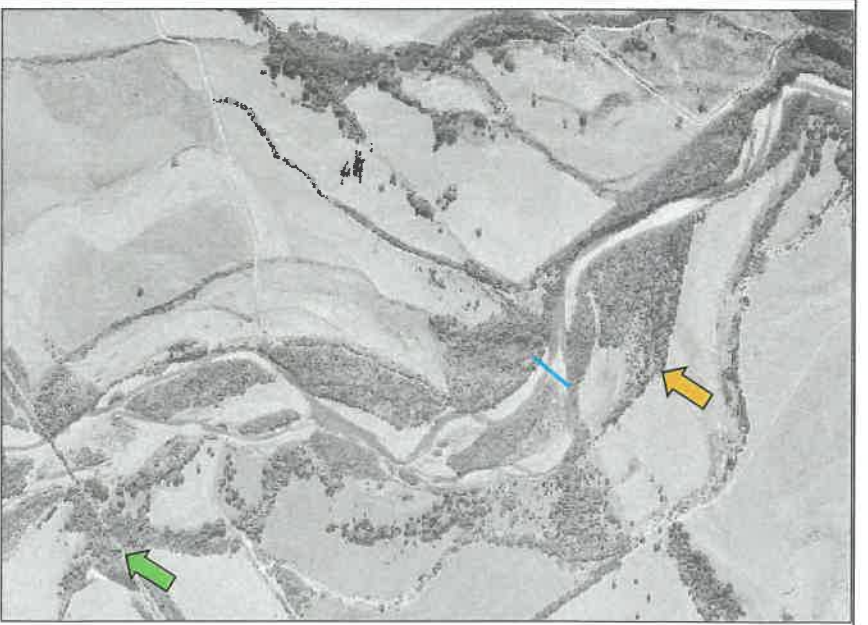


Figure 5: 1974 (Approximately 2-years before installation of pipeline)







# Appendix C – MCA Workshop Commentary

## Memorandum

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To: Linda Fairbrother  
Company: Wellington Water  
From: Paul Marsden  
Date: 16 May 2022  
Subject: Tauherenikau Pipe Crossing - MCA Workshop Commentary

Project No: 144308.53

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### Present

Gary Cullen, Linda Fairbrother - WWL Major Projects  
Gary OM - Consultant SWDC  
Richard Peterson – Planning Consultant Stantec  
Bram Muller - Environmental Consultant Stantec  
Ezekiel Hudspith - Dentons  
Peter Evans - Mott MacDonald Peer reviewer  
John Baines - WWL Operational 3 waters  
Laurence Edwards - WWL Chef Advisor of Drinking Water  
Peter Jackson - WWL Seconded to Network Engineering  
Peter Brown, Paul Marsden - Holmes Consulting

### River Morphology Results

Results from PDP river morphology study predict future degradation rates are similar to historic rates at 30mm/yr. They advised that a 4m depth of pipe achieved 100yr design life. The 10m deep trenchless option has been replaced with a 4m deep trenchless option.

### MCA criteria

PJ - Raised that the whole project is aiming to provide resilience to the water supply, but resilience scoring is low comparable to others. PB response of considering this in the sensitivity study and that all options provide a significant upgrade to the current situation and the resilience scoring looks at factors beyond this primary aim.

LE - Considers construction programme to have too larger waiting. PE - if no immediate risk of failure, then construction programme becomes less important. WWL communicated that risk of failure does exist and could occur with 1 large river flow. It was decided that programme is useful information but consider lower weighting compared to other Resilience effects. Agreed to reduce the construction programme weighting

### Cost Criteria

- Discussion around the inclusion of the cost of replacing the existing pipeline in the Do minimum and reinforce existing options. This is currently included within the 50yr operation costs. The effects of this cost could be tested by sensitivity analysis considering 10, 20 and 30 yr replacement of the existing pipe.

- Operation cost timeline (50yrs) was selected based on the design life of a new pipe bridge.
- Suggestion to carry out a NPV assessment of each option to make the life spans more comparable and reduce the theoretical nature of forecasting beyond 30yrs

### **MCA scoring**

Manu Whenua - Yet to be scored. Not much commentary provided yet except expressing a strong wish to have a new source considered. The final concept report should contain discussion around the consideration of a new source and the issues associated with that.

### **Effects (Lead by RP)**

Natural Environment considers in river effects and land effects, eg bridge foundations, for the options. Considers their consenting issues and consistency with the regional plan, which considered the Tauherenikau a significant river. Regional schedules call for avoiding works in the river and minimise effects if you must work in river. Regional Plan also aims to have no pipe within the river flow. Given the strength of the policies RP is recommending that if they are not consistent with the policy direction, they can only score Max 2.

- Do Minimum now - assumed consent required for the ongoing annual repair works and pipe remaining with the riverbed is not consistent with the regional plan. Therefore, score limited to 2. Works can be done with limited effect to habitat and fish passage. Disturbance each time refill is required. Score driven by policy-based limit. Potential for rock to be imported causing accumulation down river of new material.
- Reinforce existing - as above. Environment impacts higher than above. Concrete in river reduces fish passage. Score driven by policy-based limit. Annual replacement requirements kept scoring low
- Trenchless - Small scale consenting required for pipe removal. Limited impact on the riverbed, effects less than minor.
- Open trench - construction will have moderate effects on the riverbed. Construction works may not be considered to be aligned to plan, although the final state will be aligned with plan. This limited it to a 2. Potentially a conservative score but there could be push back on the construction stage. Collective decision made that 2 felt too conservative and punishing for a temporary in river effect. Should be considered as better than a permanent pipe in the riverbed and adjusted to score of 3
- Bridge at river site & Rail bridge - No works in the river except pipe removal. Assumed effects on vegetation can be avoided or offset. This would only be a potential issue upstream at the new bridge location as other surrounding vegetation is scrub with limited significance

The visual impact of new bridge was raised by GOM. This has currently not been included in the natural environment scoring. That stretch of river could only be seen by the adjacent landowners and recreationalists using the river for fisher etc. Decided to have no effect on the assigned scores.

Social and Property - Considers recreation effects such as fishing within the river and the impact on adjacent landowners. Last 2 options scored lower as the area of impact increased creating larger issues with surrounding landowners. The social impact (Recreation effects) is low for both.

There are no easements in place for the current pipeline. There have been issues with gaining access for work and repairs due to the adjacent landowners. This has not been scored into the current score. All scores dropped by 1 point to account for landowner impacts. Collectively it was agreed that "Having less than minor effects" felt too positive given the known issues of working with the landowners.

- Bridge at river site - Raises a potential risk that the landowners will want a bridge to allow river crossing and not just a pipe bridge.
- Rail bridge - 3 to account for difficulties working with Kiwirail and line closures.

### Resilience (Lead by PB)

The definitions of scoring for resilience are as follows:

1. Offers no/low level resilience
2. Offers more than no/low but less than moderate resilience
3. Offers moderate level resilience
4. Offers more than moderate but less than high resilience
5. Offers high level resilience

Fault Rupture - Based on the understanding that lateral movement could be up to 15m. No pipeline will survive that therefore nothing has scored 5. Weighting to be considered

- Do Minimum now - at 1 due to unknown condition of older existing pipeline. Significant ground movement will be more likely to fail than a new pipe. At risk from smaller scale events
- Reinforce existing - As above with the acknowledgement that adding concrete around the pipe increases risk of failure at end of concrete section
- Trenchless - Adds a small amount of resilience with a spot repair through the sleeve. The sleeve may provide some protection to the water pipe and could be used to pass a new pipe through in a major event.
- Open trench - Would need to dig down and complete repair reducing the resilience. A carrier pipe could be included to reduce risk of damage to the water pipe.
- Bridge at river site - Flexible structure so lack of protection to the pipe. Risk the bridge itself could be heavily damaged depending on direction of lateral movement
- Rail bridge - Robust bridge of itself. Potential for it to fail in a large event and repair programme would be reliant on Kiwirail.

Wider discussion around fault rupture included

- Deeper pipes held up better in CHCH
- How much should fault rupture be considered for this new aspect as the full pipeline and treatment plant will be in poor condition. Agreed to reduce weighting for fault rupture criteria.
- Ability to repair the pipe from smaller scale events should also be included in this criterion

River morphology

- Rail bridge - pipeline stays away from the riverbank to reduce the risk of course changes being an issue.

Construction Programme – The provided scores were previously discussed with Fulton Hogan

Questions raised over the open trench option having the same timeframe as reinforcing the existing. The trenching would have to occur in two halves to allow for river diversion.

- Open trench - No discussion with Greater Wellington over what diversion they would require. Currently based on FH experience of the repair works to understand the requirements. Holmes to seek their advice. Concerns over significant delays.

#### Cost (Lead by PB)

The formula for scoring costs was as follows:

- 1 – Highest cost, 5 – Lowest cost, linear interpolation between 1 and 5 for other costs

Query over the comparison of reinforcement and the open trench. Feeling that the open trenching is under-estimated. Lead up to the river cost at \$1000 seems too light. Dewatering solution not explicitly allowed for in the cost breakdown. Holmes to further consult with Fulton Hogan to gain further clarity on cost estimate. It was agreed that an independent review of the costing should be sort prior to the concept report being completed.

#### Sensitivity Scenarios

Scenarios to be considered were outlined with limited issue or discussion raised.

#### Further Discussion

Should a construction risk assessment be completed once an option is looking likely. e.g. A trenchless option poses the risk of getting stuck mid-way under the river. This would result in having to open trench the remaining length which requires a new consent.

Paul Marsden  
PROJECT MANAGER  
Holmes NZ LP

Copies to:





To: Peter Brown  
Holmes Consulting LP  
Project/File: 310103744

From: Richard Peterson  
Wellington  
Date: 31 May 2022

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**Reference: Featherston water supply - Tauherenikau River crossing**

## 1 Introduction

Attachment A to this memo provides a preliminary assessment of the options to replace the existing water supply crossing of the Tauherenikau River against the 'Natural Environment' and 'Social and Property' criterion.

The assessment takes into account feedback received at a multi-criteria assessment workshop on 16 May 2022.

This assessment has been undertaken by Bram Mulling (Principal Environmental Scientist) and Richard Peterson (Senior Principal Planner). Bram and Richard prepared the recent resource consent application for the short-term protection works of the existing crossing. As part of the preparation of the application, and subsequent implementation of its conditions, Bram visited the site of the existing crossing on four occasions.

## 2 The Natural Environment Criterion

In assessing options against the natural environment criterion potential adverse effects have been considered with respect to:

- Adverse effects on aquatic ecology from proposed works in the river bed, including construction works, works needed to maintain the option over time and the on-going impact of structures and other river bed modifications (e.g. rock rip rap)
- The potential for positive effects on aquatic ecology for those options that propose the removal of the existing pipe crossing from the river bed
- Adverse impacts on the natural environment from land based elements, such as impacts of trenching, associated dewatering and any removal of vegetation.

In addition, consideration has been given to the resource consent requirements associated with each option, and in particular whether these requirements present significant hurdles to the option as a result of anticipated opposition from stakeholders or due to the potential that the option will be determined to be inconsistent with key policies. Two key proposed Natural Resources Plan (pNRP) policies have been considered in this respect. The first is Policy P32 which relates to the management of adverse

Reference: Featherston water supply - Tauherenikau River crossing

effects on biodiversity, aquatic ecosystem health and mahinga kai. The second is Policy P102 which relates to the loss of extent and values of the beds of lakes and rivers, and natural wetlands. Both policies are set out in full in Attachment B to this memo. It is noted that an assumption has been made that all options involving structures in the bed of the river will be designed to ensure that fish passage is maintained. Therefore, it has been assumed that the options will be consistent with Policy P34 of the pNRP relating to fish passage.

In preparing this assessment values identified in the vicinity of the options in both the pNRP and Wairarapa Combined District Plan (District Plan) have been identified.

The District Plan zones the land in the vicinity of the options as Rural (primary production). The purpose of this zone is to provide for the core primary production uses of the district. The District Plan also includes district wide provisions, which among other things provide for network utilities such as water supply pipelines. In the vicinity of the options the District Plan identifies three planning overlays, being a Significant Water Body (the Tauherenikau River), the Faultline Hazard Area layer and two designations (one the rail line and the other a water supply designation for SWDC).

The pNRP includes overlays relating to the Tauherenikau River. These are:

- Schedule B – Ngā Taonga Nui a Kiwa for Rangitāne o Wairarapa and Ngāti Kahungunu as a tributary of the Ruamāhanga River
- Schedule D3 – Statutory acknowledgement for Rangitāne o Wairarapa and Rangitāne o Tamaki nui-ā-Rua
- Schedule F1 – Significant indigenous ecosystem for high macroinvertebrate community health, habitat for indigenous threatened/at risk fish species and habitat for six or more migratory indigenous fish species. Indigenous species recorded in the catchment are: common bully; common smelt; dwarf galaxias; giant bully; inanga; lamprey; longfin eel; redfin bully; shortfin eel and torrentfish
- Schedule H: Significant contact recreation freshwater body
- Schedule I: Important trout fishery river.

Schedule B and D3 are noted for information only and have not been taken into account in the assessment of the two criteria covered by this memo. It is assumed that these layers will be addressed under the 'Mana Whenua Values' criterion.

The Regional Policy Statement also has overlays relating to the Tauherenikau River, being:

- Table 15, Appendix 1: A river with significant amenity and recreational values (fishing swimming, walking, picnicking and rafting)
- Table 16, Appendix 1: A river with significant indigenous ecosystems (high macroinvertebrate community health & habitat for six or more migratory indigenous fish species).

Scoring of the Natural Environment criterion has been based on the following 5-point scale:

Reference: Featherston water supply - Tauherenikau River crossing

- 5 Less than minor adverse to positive effects, consistent with relevant policy and consent (if required) unlikely to face opposition
- 4 Minor to less than moderate adverse effects and / or consistent with relevant policy, consent (if required) unlikely to face opposition
- 3 Moderate effects and / or consistent with relevant policy, consent (if required) unlikely to face more than minor opposition
- 2 More than moderate, less than significant adverse effects and / or inconsistent with relevant policy, consent (if required) likely to face more than minor opposition
- 1 Significant effects and inconsistent with relevant policy, consent (if required) likely to face more than minor opposition

### 3 Social and Property Criterion

The assessment of the social and property criterion has considered:

- Potential impacts on the recreation values of the Tauherenikau River
- Potential property access and roading disruptions
- Impacts on other services and infrastructure during construction
- The number of property owners impacted by the option and the extent (area) of property impacted by the option.

The social effect / benefit related to the relative resilience of options has not been included in the assessment of options at this point as it has been assumed that this factor will be covered under the resilience criteria.

Scoring of the Social and Property criterion has been based on the following 5-point scale:

- 5 Less than minor adverse effects on recreation values, and few property owners impacted and small area of property impacted and disruption to access, roading or other services less than minor
- 4 Minor to less than moderate:
  - adverse effects recreation values and / or
  - number of property owners impacted and / or
  - area of property impacted and / or
  - disruption to access, roading or other services
- 3 Moderate:
  - adverse effects recreation values and / or
  - number of property owners impacted and / or
  - area of property impacted and / or
  - disruption to access, roading or other services
- 2 More than moderate, less than significant
  - adverse effects recreation values and / or
  - numbers of property owners impacted and / or
  - area of property impacted and / or

Reference: Featherston water supply - **Tauherenikau** River crossing

- disruption to access, roading or other services
- 1 Significant
- adverse effects recreation values and / or
  - numbers of property owners impacted and / or
  - area of property impacted and / or
  - disruption to access, roading or other services

Regards,

**Stantec New Zealand**



**Richard Peterson**

Senior Principal Planner

Phone: +64 4 381 6708

Mobile: 0277057408

richard.peterson@stantec.com

Attachments:

Attachment A: Assessment of options

Attachment B: Key pNRP Policies

Attachment A: Assessment of the options

Option	Natural Environment considerations	Natural Environment score	Social and Property considerations	Social and Property score
Do nothing	<p><u>River works</u></p> <ul style="list-style-type: none"> <li>Resource consent was recently granted for the period until 2032 for maintenance and repairs to the existing Featherston water supply pipeline. A 10-year consent was granted in anticipation that an alternative long-term solution would be found. A further consent (Discretionary activity under R129) <u>may be</u> required to continue to maintain and if necessary, replace the existing pipeline over the 50-year horizon. However, it is possible that this could be a permitted activity under Rule R112 if it can be shown that the existing pipe is lawfully established, and that the maintenance / replacement works comply with the conditions of the rule.</li> <li>If consent is required it is expected that this would at least be limited notified and, based on experience with the recent consent likely opposed by iwi, GWRC officers and Fish and Game. Noted that potential iwi opposition has not been taken into account in preliminary scoring, as it is assumed that this would be covered in the assessment of the 'Mana Whenua' criterion.</li> <li>If consent is required, the proposal may be determined to be inconsistent Policy P32 in the pNRP. Careful assessment will also be needed with respect to Policy P102 as this requires the loss of extent and values of rivers to be avoided, unless there is a functional need<sup>1</sup> for the activity to be located in the river. As there are feasible alternatives, a functional need does not appear to apply in this instance.</li> <li>Regular maintenance of the structure and rip rap would be required to ensure that the pipe remains protected and that fish passage is maintained. This would have regular but intermittent works in the bed of the river. The AEE included in the recent resource consent application concluded that adverse effects on aquatic ecology associated with the proposed repair and maintenance will be less than minor.</li> <li>Considered that this option including regular maintenance and pipe replacement would have minor adverse effects on the river</li> <li>The NES for Freshwater does not apply to an existing structure, including later alterations or extensions.</li> </ul> <p><u>Land based works</u></p> <ul style="list-style-type: none"> <li>Assumed no changes to the existing land based elements of the water supply pipeline. No resource consent requirements. No adverse effects.</li> </ul>	<p>Criterion score: 2</p> <p>Key drivers of score:</p> <ul style="list-style-type: none"> <li>Expected opposition to consent</li> <li>Inconsistent with policy P32 and to less extent P102</li> </ul>	<ul style="list-style-type: none"> <li>Assumed less than minor recreation effects</li> <li>Regular maintenance of the structure and rip rap would be required. This would require access over private property, but disruption to landowner less than minor</li> <li>No additional disruption to services, access or roading</li> <li>Two properties impacted (few), on previous projects negotiations with these landowners have been difficult</li> </ul>	<p>Criterion score: 4</p>

<sup>1</sup> With respect to rivers, functional need is 'the need for a proposal or activity to traverse, locate or operate in a particular environment because the activity can only occur in that environment'.

Reference: Featherston water supply - Tauherenikau River crossing

Option	Natural Environment considerations	Natural Environment score	Social and Property considerations	Social and Property score
Reinforce existing pipe	<p><u>River works</u></p> <ul style="list-style-type: none"> <li>• Would involve extending the concrete encasing and rock rip rap across the full length of the pipe crossing, installing sheet piles. Assumed rock rip rap would require on-going maintenance and potentially replacement following flood events.</li> <li>• Assumed resource consent would be required (Discretionary activity under R129), which based on experience with the recent consent is likely to be opposed by iwi and Fish and Game and may be determined by GWRC to be inconsistent with pNRP Policy P32. Also, similar potential inconsistency with P102 as above.</li> <li>• Effects on aquatic ecology from installation and intermittent maintenance works are expected to be minor to less than moderate, although there is a risk of moderate adverse effects as fish passage could be temporarily lost under this option if the rock rip rap is washed out.</li> <li>• The NES for Freshwater does not apply to an existing structure, including later alterations or extensions</li> </ul> <p><u>Land based works</u></p> <ul style="list-style-type: none"> <li>• Assumed no changes to the existing land-based elements of the water supply pipeline. No resource consent requirements. No adverse effects</li> </ul>	<p>Criterion score: 2</p> <p>Key drivers of score:</p> <ul style="list-style-type: none"> <li>• Inconsistency with key pNRP policy</li> <li>• Expected opposition from stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• Assumed less than minor recreation effects</li> <li>• Regular maintenance of the structure and rip rap would be required. This would require access over private property, but disruption to landowner less than minor</li> <li>• No additional disruption to services, access or roading</li> <li>• Two properties impacted (few), on previous projects negotiations with these landowners have been difficult</li> </ul>	<p>Criterion score: 4</p>
New pipe under river bed (pipe ram)	<p><u>River works</u></p> <ul style="list-style-type: none"> <li>• Pipe construction would involve construction of pipe ramming pits either side of the river (assumed outside of the riverbed), but no direct disturbance of the river itself. Assumed material removed in the process of pipe ramming will be disposed of in a manner that does not impact on the river.</li> <li>• Assumed ramming of pipe beneath the riverbed can meet permitted activity conditions under R117 of the pNRP. However, consent may be required for the removal of the existing pipe.</li> <li>• Requirements of the NES for Freshwater not considered to apply as the structure does not fall under the activities listed in clause 58</li> <li>• Adverse effects of the construction works (including removal of existing pipe) are expected to be less than minor. Assumed pipe will not become exposed in the riverbed and does not impact ground water flow. Once the existing pipe is removed there will be benefits for the river.</li> <li>• Considered that this option would be consistent with P32 and P102.</li> <li>• Assumed limited, if any, on-going maintenance requirements and any effects on the river are less than minor. Assumed material flushed from the pipe will be discharged to land</li> </ul> <p><u>Land based works</u></p> <ul style="list-style-type: none"> <li>• Underground water supply pipework permitted activity under rule 21.1.24 (vii) and 21.1.26</li> <li>• Tauherenikau River is a significant waterbody in the District Plan. Earthworks associated with trenching within 25 m of the river would be a restricted discretionary activity (Rule 21.4.5). Effects on the river from land based works expected to be less than minor</li> <li>• Assumed earthworks for trenching will meet permitted activity rule R99 in the pNRP (i.e. less than 3,000 m2 per property). Assumed dewatering, if required, is permitted under Rule R140 of pNRP. Effects of both activities less than minor</li> </ul>	<p>Criterion score: 5</p>	<ul style="list-style-type: none"> <li>• Assumed less than minor recreation effects, possibly benefit with the removal of the existing pipe</li> <li>• Less than minor disruption to landowners during trenching of land based elements, which are located away from key access routes and productive areas of farms</li> <li>• No disruption to services, access or roading</li> <li>• Two properties impacted (few), on previous projects negotiations with these landowners have been difficult</li> </ul>	<p>Criterion score: 4</p>

Reference: Featherston water supply - Tauherenikau River crossing

<p>New pipe under river bed (open trench)</p>	<p><u>River works</u></p> <ul style="list-style-type: none"> <li>• Pipe construction would involve temporary diversions and open trenching, and ancillary discharge of sediment. Assumed appropriate sediment control measures and that fish passage will be maintained during the works</li> <li>• Requirements of the NES for Freshwater not considered to apply as the structure does not fall under the activities listed in clause 58</li> <li>• While the magnitude of impact on the river is larger than options above, the effect is only temporary during construction as the pipe will not occupy the river bed. Therefore, the adverse effects of the construction works (including removal of the existing pipe) are expected to be moderate, given that they will be temporary. Once the existing pipe is removed from the river there will be benefits for the river.</li> <li>• Assumed that pipe ramming would not be determined to be inconsistent with P32</li> <li>• For the purposes of determining consistency with Policy P102 it is assumed that temporary construction effects do not constitute a loss of extent or value and therefore that proposed works are consistent with this provision</li> <li>• There may be minor opposition from iwi and Fish and Game given the selection of the more intrusive construction method.</li> <li>• Assumed limited, if any, on-going maintenance requirements</li> </ul> <p><u>Land based works</u></p> <ul style="list-style-type: none"> <li>• Land based, underground water supply pipework permitted activity under rule 21.1.24 (vii) and 21.1.26</li> <li>• Tauherenikau River is a significant waterbody in the District Plan. Earthworks associated with trenching within 25 m of the river would be a restricted discretionary activity (Rule 21.4.5). Effects on the river from land based works expected to be less than minor</li> <li>• Assumed earthworks for trenching will meet permitted activity rule R99 in the pNRP (i.e. less than 3,000 m2 per property). Assumed dewatering, if required, is permitted under Rule R140 pf pNRP. Effects of both activities less than minor</li> </ul>	<p>Criterion score: 3</p> <p>Key drivers of score: minor oppositions to the option from stakeholders</p>	<ul style="list-style-type: none"> <li>• Assumed less than minor recreation effects, possibly benefit with the removal of the existing pipe</li> <li>• Less than minor disruption to landowners during trenching of land based elements, which are located away from key access routes and productive areas of farms</li> <li>• No disruption to services, access or roading</li> <li>• Two properties impacted (few) ), on previous projects negotiations with these landowners have been difficult</li> </ul>	<p>Preliminary criterion score: 4</p>
<p>New pipe on new swing bridge</p>	<p><u>River works</u></p> <ul style="list-style-type: none"> <li>• Assuming bridge does not require any part of the structure to be fixed in or on the river bed, then it is likely to meet the permitted activity rule R114, and have less than minor adverse effects on the river. This assumes that there will not need to be river bank protection works to protect the bridge foundations as the river moves over the 50 year horizon</li> <li>• Requirements of the NES for Freshwater are not considered to apply as the structure does not fall under the activities listed in clause 58</li> <li>• Resource consent would be required for the removal of the existing pipe (Discretionary Activity under R129), however adverse effects during pipe removal are a considered to be less than minor, and once removed the option will have benefits for the river.</li> <li>• Consistency with Policies P32 and P102 achieved</li> </ul> <p><u>Land based works</u></p> <ul style="list-style-type: none"> <li>• Underground water supply pipework permitted activity under rule 21.1.24 (vii) and 21.1.26</li> <li>• Above ground structures associated with the bridge meet the permitted activity requirement for the height 'other buildings' in the Rural Zone (max of 15m), however may trigger minor consent requirements depending on their location in relation to property boundaries</li> <li>• Tauherenikau River is a significant waterbody in the District Plan. Earthworks associated with trenching within 25 m of the river would be a restricted discretionary activity (Rule 21.4.5). Effects on the river from land based works</li> </ul>	<p>Preliminary criterion score: 5</p>	<ul style="list-style-type: none"> <li>• Assumed no direct recreation impacts, possible benefit with the removal of the existing pipe, however some adverse visual impact from the new bridge (assumed at worst minor adverse effect)</li> <li>• Minor to less than moderate disruption to landowners during trenching of land based elements, located away from key access routes, but within productive areas of the farms</li> <li>• No impacts on services</li> <li>• 2 landowners impacted, minor to less than moderate extent of area impacted and some area of land will need to be purchased for the bridge</li> </ul>	<p>Preliminary criterion score: 4</p>



Reference: Featherston water supply - Tauherenikau River crossing

	<p>expected to be less than minor. Assumed adverse effects on vegetation on the riparian margins less than minor (i.e. aren't sufficient to reduce score to a '4').</p> <ul style="list-style-type: none"> <li>Assumed earthworks for trenching will meet permitted activity rule R99 in the pNRP (i.e. less than 3,000 m2 per property). Assumed dewatering, if required, is permitted under Rule R140 pf pNRP. Effects of both activities less than minor</li> </ul>			
New pipe on existing rail bridge	<p><u>River works</u></p> <ul style="list-style-type: none"> <li>Attachment of pipe to existing bridge assumed to be a permitted activity under Rule R112 of the pNRP</li> <li>Requirements of the NES for Freshwater not considered to apply as the structure does not fall under the activities listed in clause 58</li> <li>Resource consent would be required for removal of the existing pipe (Discretionary Activity under R129), however adverse effects during pipe removal are a considered to be less than minor, and once removed the option may have benefits for the river.</li> <li>Consistency with Policies P32 and P102 achieved</li> </ul> <p><u>Land based works</u></p> <ul style="list-style-type: none"> <li>Underground water supply pipework permitted activity under rule 21.1.24 (vii) and 21.1.26</li> <li>Tauherenikau River is a significant waterbody in the District Plan. Earthworks associated with trenching within 25 m of the river would be a restricted discretionary activity (Rule 21.4.5). Effects on the river from land based works expected to be less than minor. Assumed adverse effects on vegetation on the riparian margins less than minor (i.e. aren't sufficient to reduce score to a '4').</li> <li>Assumed earthworks for trenching will not meet the permitted activity rule R99 in the pNRP (i.e. less than 3,000 m2 <u>per property</u>). Assumed dewatering, if required, is permitted under Rule R140 pf pNRP. Effects of both activities less than minor</li> </ul>	Preliminary criterion score: 5	<ul style="list-style-type: none"> <li>Assumed no recreation impacts, possible benefit with the removal of the existing pipe</li> <li>Moderate disruption to landowners during trenching of land based elements, impacts on access routes and within productive areas of the farms</li> <li>Assumed construction managed to avoid impact on rail services</li> <li>3 property owners impacted (including Kiwirail), moderate extent of area impacted</li> <li>Works in the rail corridor and attaching pipe to rail bridge will require Kiwirail approval, including under section s176 of the RMA given the existing rail designation</li> </ul>	<p>Preliminary criterion score: 3</p> <p>Key drivers of score:</p> <ul style="list-style-type: none"> <li>Moderate disruption to landowners</li> <li>Works in the rail corridor</li> </ul>

## Attachment B: Key pNRP Policies

**Policy P32: Adverse effects on biodiversity, aquatic ecosystem health, and mahinga kai**

Adverse effects on biodiversity, aquatic ecosystem health and mahinga kai shall be managed by:

(a) in the first instance, activities that risk causing adverse effects on the values of a Schedule F ecosystem or habitat, other than activities carried out in accordance with a wetland restoration management plan, shall avoid these ecosystems and habitats. If the ecosystem or habitat cannot be avoided, the adverse effects of activities shall be managed by (b) to (g) below.

(b) avoiding adverse effects where practicable, and

(c) where adverse effects cannot be avoided, minimising them where practicable, and

(d) where adverse effects cannot be minimised, they are remedied, except as provided for in (a) to (g), and

(e) where more than minor residual adverse effects cannot be avoided, minimised, or remedied, biodiversity offsetting is provided where possible, and

(f) if biodiversity offsetting of more than minor residual adverse effects is not possible, biodiversity compensation is provided, and

(g) the activity itself is avoided if biodiversity compensation cannot be undertaken in a way that is appropriate as set out in Schedule G3, including Clause 2 of that Schedule. In relation to activities within the beds of lakes, rivers and natural wetlands, (e) to (g) only apply to activities which meet the exceptions in Policy P102.

A precautionary approach shall be used when assessing the potential for adverse effects on ecosystems and habitats with significant indigenous biodiversity values identified in Schedule F.

**Policy P102: Loss of extent and values of the beds of lakes and rivers, and natural wetlands**

The loss of extent and values of the beds of lakes and rivers and natural wetlands, including as a result of reclamation and drainage, is avoided except where:

(a) ...

(b) in a river:

(i) there is a functional need for the activity in that location; and

(ii) ...

(c) ...

## Appendix D – Level 1 Cost Estimate

## Tauherenikau - 4m Open Trench

Project Name:	Tauherenikau River Crossing
Current Phase:	Develop
Base Date:	14/06/2022

Phase	Description	Base Estimate	Contingency	Total
<b>Develop</b>				
	Consultancy Fees	\$ 125,000	\$ -	\$ 125,000
	Site Investigations	\$ -	\$ -	\$ -
	Other Costs (Legal, Land, etc.)	\$ 5,000	\$ -	\$ 5,000
	<b>Total Project Development</b>	<b>\$ 130,000</b>	<b>\$ -</b>	<b>\$ 130,000</b>
<b>Preliminary Design/Consenting</b>				
	Consultancy Fees	\$ 45,164	\$ 18,066	\$ 63,230
	Site Investigations	\$ 25,000	\$ 10,000	\$ 35,000
	Consenting Fees, Community Engagement	\$ 10,000	\$ 4,000	\$ 14,000
	Other Costs (Legal, Land, etc.)	\$ 4,516	\$ 1,807	\$ 6,323
	<b>Total Consenting</b>	<b>\$ 84,680</b>	<b>\$ 33,872</b>	<b>\$ 118,552</b>
<b>Detailed Design</b>				
	Consultancy Fees	\$ 90,328	\$ 36,131	\$ 126,459
	Site Investigations	\$ 10,000	\$ 4,000	\$ 14,000
	Other Costs (Legal, Land, etc.)	\$ 4,516	\$ 1,807	\$ 6,323
	<b>Total Detailed Design</b>	<b>\$ 104,844</b>	<b>\$ 41,938</b>	<b>\$ 146,782</b>
<b>Procurement</b>				
	Consultancy Fees	\$ 18,066	\$ 7,226	\$ 25,292
	Other Costs (Legal, Land, etc.)	\$ 9,033	\$ 3,613	\$ 12,646
	<b>Total Procurement</b>	<b>\$ 27,098</b>	<b>\$ 10,839</b>	<b>\$ 37,938</b>
<b>Construction</b>				
	Consultancy Fees	\$ 45,164	\$ 18,066	\$ 63,230
	Other Costs (Legal, Land, etc.)			\$ -
	Physical Works			
	Environmental Compliance	\$ 20,000	\$ 8,000	\$ 28,000
	Open Trench through river	\$ 330,000	\$ 132,000	\$ 462,000
	Open trneching approach	\$ 118,000	\$ 47,200	\$ 165,200
	Connections	\$ 60,000	\$ 24,000	\$ 84,000
	Removal of existing	\$ 46,200	\$ 18,480	\$ 64,680
			\$ -	\$ -
			\$ -	\$ -
	Other Construction Costs	\$ -	\$ -	\$ -
	Risk			\$ -
	SubTotal	\$ 574,200	\$ 229,680	
	On Site Overheads	\$ 181,260	\$ 72,504	\$ 253,764
	Off Site O/H & Profit	\$ 117,819	\$ 47,128	\$ 164,947
	Total Physical Works	\$ 903,279	\$ 349,312	\$ 1,252,591
	<b>Total Construction</b>	<b>\$ 948,443</b>	<b>\$ 367,377</b>	<b>\$ 1,285,820</b>
<b>Base Estimate</b>				
	Base Estimate	\$ 1,295,066		
	Contingency	35%	\$ 454,026	
	<b>Expected Estimate</b>			<b>\$ 1,719,092</b>
<b>95th Percentile Estimate</b>				
	Funding Risk	60.0%		\$ 1,031,455
	<b>95th Percentile Estimate</b>			<b>\$ 2,750,548</b>

Notes: This estimate is exclusive of escalation and GST.

Approvals			
	Name	Signature	Date
Prepared by:			
Reviewed by:			
Approved by:			

## Appendix E – Safety in Design Register



# Appendix F – Project Risk Register



# Risk Register

Project/Contract:	Tauherenikau River Crossing
Project/Contract ID:	OPC 101202
WWL Lead:	Linda Fairbrother

Document Date:		
Supplier Lead:	Paul Marsden	Holmes
RM Specialist:	-	-
Risk Tolerance Threshold:	20	

										Current Exposure					Residual (Target) Exposure								
										Semi-Quantitative					Semi-Quantitative								
															Treatment Strategy								
Rank	RID	Risk Title	Description/ Cause/ Consequence	Risk Owner	Risk Owning Org	Date Raised (xxxx/xxxx)	Risk Status	Phase	Established Controls	Conseq.	Likelihood	Risk Score	Cost (\$M)	Delay (Months)	Likely Cost (\$M)	Likely Delay (Months)	Individual actions to be recorded in the Actions Register (Tab 4)	Conseq.	Likelihood	Likely Cost (\$M)	Likely Delay (Months)	Risk Score	Commentary & Closure Statement
3	001	MCA criteria	Description: There is a threat that MCA process not suitable for subsequent consent process Cause: The cause of the threat is the possibility of MCA process being swayed too heavily towards cost considerations Consequence: The consequence of the threat is increased difficulties in the resource consent process and delays	Peter Brown	Holmes	29/04/2022	Live - Parked	Optioneering	Legal review of criteria ahead of MCA workshop	High	Medium	19		2		2	Holmes to draft MCA criteria and get agreement from WWL and Dentons ahead of MCA workshop	Low	Low	0	1	6	MCA has been completed and overseen by legal and peer review
4	002	Funding availability Design	Description: There is a threat that SWDC do not have funds to complete replacement design Cause: The cause of the threat is that this project has no LTP budget available and money will need to be re-prioritised from other projects Consequence: The consequence of the threat is that the design does not progress		SWDC	18/05/2022	Live - Treat	Optioneering		Medium	High	17		2		2	Funds for optioneering have been approved. WWL to stay engaged with SWDC to confirm how further design is to be undertaken	Medium	High			17	
1	003	Funding availability Construction	Description: There is a threat that SWDC do not have funds to complete replacement construction Cause: The cause of the threat is that this project has no LTP budget available and money will need to be re-prioritised from other projects Consequence: The consequence of the threat is that the construction does not progress		SWDC	18/05/2022	Live - Treat	Optioneering		Very High	High	24		24		24	Design may progress while construction may be delayed until project can be funded through LTP.	Very High	High			24	
5	004	Consentability	Description: There is a threat that the preferred solution is difficult and/or expensive to consent Cause: The cause of the threat is largely due to environmental effects of works in the river Consequence: The consequence of the threat is consent is not granted or it has unreasonable conditions	Linda Fairbrother	WWL	18/05/2022	Live - Parked	Optioneering		High	Low	16		2		2	Consentability assessment required as part of optioneering and options fatally flawed based on not being consentable	High	Very Low			8	Consent assessment undertaken on options and none were flagged as being difficult to consent.
6	005	Programme	Description: There is a threat that the consenting and construction timelimits delay the implementation of a new or reinforced pipe Cause: The cause of the threat is the difficulty of consenting and the difficulty of construction Consequence: The consequence of the threat is delay to project programme	Linda Fairbrother	WWL	18/05/2022	Live - Treat	Optioneering	MCA process to score programme	Medium	Medium	15					MCA process has identified that preferred option should be readily consentable and have a quick construction programme	Medium	Low			11	Open trench option is consentable and has a short construction programme
2	006	Pipe failure	Description: There is a threat that the existing pipe could fail at any stage due to a high-flow river event washing out the recently completed reinforcing works and pipe Cause: The cause of the threat is the location of the pipe exposed within the river channel Consequence: The consequence of the threat is that the pipe is washed away and Featherston does not have a potable water supply. Water trucking would be required until a new pipe could be installed		SWDC / WWL	18/05/2022	Live - Treat	Optioneering	WWL COG have an emergency plan in place	Very High	Low	20						Very High	Low			20	
9	007	Landowners	Description: There is a threat that one of the landowners wants compensation and easements for the pipeline repair works and pipeline through their property Cause: The cause of the threat is the landowners not agreeing to the works Consequence: The consequence of the threat is delays to the programme while an agreement is negotiated		SWDC	18/05/2022	Live - Treat	Optioneering	WWL Comms team to engage with landowner once a preferred approach is identified and a timeframe on construction is established.	Medium	Low	11					WWL Comms team to prepare consulting strategy to approach landowners	Medium	Low			11	
10	008	Winter construction	Description: There is a threat that the construction programme could be delayed by winter conditions Cause: The cause of the threat is that the current programme timeline involves construction through winter to try complete the work in the shortest time frame. Consequence: The consequence of the threat is either an extended construction period or delayed construction start		SWDC	18/05/2022	Live - Parked	Optioneering		Low	Medium	10				2		Low	Medium			10	
6	009	Geotech conditions	Description: There is a threat that unknown deep ground conditions will impact construction works Cause: The cause of the threat is limited geotechnical investigation and knowledge of the deep (>4m) ground conditions Consequence: The consequence of the threat is delays to construction programme and altering construction method if problems arise			18/05/2022	Live - Parked	Optioneering	ECI engagement with Fulton Hogan and GP Friel on construction methods. Use of larger 800mm sleeve in all ramming options	Medium	Medium	15				4		Medium	Low		4	11	

# Risk Register

Project/Contract:	Tauherenikau River Crossing
Project/Contract ID:	OPC 101202
WWL Lead:	Linda Fairbrother

Document Date:		
Supplier Lead:	Paul Marsden	Holmes
RM Specialist:	-	-
Risk Tolerance Threshold:	20	

										Current Exposure					Residual (Target) Exposure								
										Semi-Quantitative					Semi-Quantitative								
										Treatment Strategy													
Rank	RID	Risk Title	Description/ Cause/ Consequence	Risk Owner	Risk Owning Org	Date Raised (xx/xx/xxxx)	Risk Status	Phase	Established Controls	Contest	Likelihood	Risk Score	Cost (\$M)	Delay (Months)	Likely Cost (\$M)	Likely Delay (Months)	Individual actions to be recorded in the Actions Register (Tab 4)	Contest	Likelihood	Likely Cost (\$M)	Likely Delay (Months)	Risk Score	Commentary & Closure Statement
	010	Iwi engagement	Description: There is a threat that the MCA process does not suitably reflect Manu Whenua values Cause: The cause of the threat is a lack of engagement with local Iwi groups during the options phase and MCA process Consequence: The consequence of the threat is increased difficulties in the resource consent process and delays	Linda Fairbrother	WWL	18/05/2022	Live - Treat	Optioneering	WWL to engage with local Iwi groups throughout the optioneering phase to gain their input on option scoring.	Medium	Medium	15						Medium	Low			11	

# Appendix G – Communications Plan

# Tauherenikau River Pipe Crossing – Long term solution (Capex Project)

## Communications Plan (interim until July 2022)

[Last updated: 20/05/22]

**Communications plan – Approved by Vanessa MacFarlane (WWL Comms Manager) and Linda Fairbrother, Project Lead, Network Development and Delivery**

### Background

Wellington Water and the South Wairarapa District Council are in the process of assessing long-term solutions to the pipeline that crosses the Tauherenikau River. This pipeline transports water from the Waiohine Water Treatment Plant to the Featherston community, and due to geographic changes over time, the pipeline has become exposed – increasing the risk of further pipe damage and a loss of water supply to Featherston.

This pipeline has recently been repaired, however this is just an interim measure while long-term solutions are assessed and a preferred option chosen by council. The long-term goal is to repair or replace the existing pipe, to create a more resilient supply of water to the Featherston community.

The pipeline was first installed in 1975, and the river crossing replaced in 1999. However, in the subsequent years, due to a combination of downstream riverbed mining and the river path shifting, the bed of the river has dropped, exposing the Featherston water supply pipeline. In December 2021, as a result, a cracked gibault coupling was observed. It is likely that the pipe will continue to be undermined and exposed by river flows, leading to continued damage of the pipeline (as happened in 2021) and potential failure of the pipeline.

In addition, the pipeline is located close to the Wairarapa fault line. Fault rupture predictions from Geological and Nuclear Sciences (GNS) suggest the fault could move up to 15 metres laterally in a large event. In this case, the pipeline will most likely fail. However, designing and installing a pipeline to survive such an event would be very difficult and expensive.

Stantec undertook a short feasibility assessment for alternative pipe crossing options. This included reinforcing the existing pipe, putting a new pipe underneath the riverbed, and putting a new pipe over the river, either on a new pipe bridge or attaching to the rail bridge.

The assessment also highlighted that to achieve a 100-year design life, the new pipe would need to be in the order of four metres deep below the river, which increases the cost of construction considerably.

A shortlist of options will be presented to council to assess and review. A Multi-Criteria Analysis (MCA) will then systematically score and rank the shortlist options to identify a preferred option. The

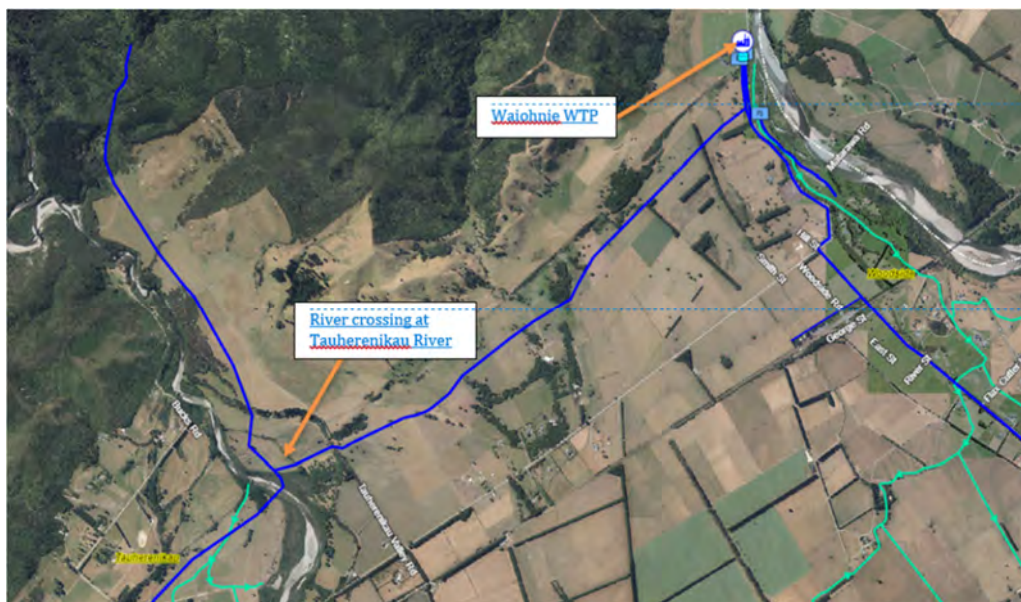
MCA should include elements of resilience, operational, financial, environmental and social/cultural impacts.

An Options Assessment report will then be presented to council, based on the outcomes and strategic advice coming out of the MCA.

The South Wairarapa District Council will then select a preferred option. At this point, preliminary design and consenting can begin. The preliminary design should provide sufficient information to inform the consent application.

In the meantime, Wellington Water Customer Operations Group have developed an operational response plan, in the event that this pipeline fails.

Here's the image of where the pipeline crosses the Tauherenikau River:



## Objectives

- Ensure that council officers, elected officials, media, and wider community are aware of the project and any ongoing developments.
- Communicate the benefits that a long-term solution will bring, including important messages about water supply resilience, as well as managing earthquake risk and population growth.
- Raise awareness of the high-level project risk and cost considerations.
- Ensure our people are updated on project developments, and celebrate achievements and milestones with media, council and the public.
- Ensure early engagement with key stakeholders, including Mana Whenua, land stakeholders, Department of Conservation, Fish and Game, Greater Wellington Regional Council, Council Officers and Councillors, media and public.

## Audiences

Audience	What do we want them to know / do / understand	Channels to reach them
<i>Internal</i>		
Wellington Water staff, contractors, and suppliers	<ul style="list-style-type: none"> <li>Awareness of the project – including benefits to the council and public</li> </ul>	<ul style="list-style-type: none"> <li>Woogle</li> <li>SLT connect</li> <li>On Tap</li> <li>Consultancy panel</li> <li>Contractor panel</li> <li>Our social media channels</li> <li>Our website</li> </ul>
<i>External</i>		
South Wairarapa District Council including Councillors	<ul style="list-style-type: none"> <li>Share project developments and updates – including key dates, milestones, and achievements</li> </ul>	<ul style="list-style-type: none"> <li>Email updates</li> <li>Our website</li> <li>Social media</li> <li>Direct liaison with council comms team – Sheil and Catherine</li> <li>Monthly Webinar</li> <li>‘Council Messages’</li> </ul>
General public and media	<ul style="list-style-type: none"> <li>Understanding of high-level project benefits, risks and cost considerations</li> </ul>	<ul style="list-style-type: none"> <li>Local media publications (i.e. Wairarapa Times-Age)</li> <li>Public Forums (i.e. Assets and Services Committee)</li> <li>Wellington Water (and SWDC) social media and website updates</li> </ul>
Land and Iwi stakeholders (i.e. adjacent landowners, local Iwi)	<ul style="list-style-type: none"> <li>Communicate the project benefits to the community, need for a long-term solution</li> <li>Communicate how we’ll work with stakeholders to minimise impact where possible</li> </ul>	<ul style="list-style-type: none"> <li>Direct contact via phone and email</li> <li>Work with Alex Van Passen and RMA team regarding any requirement for strategic Iwi engagement</li> </ul>
Greater Wellington Regional Council	<ul style="list-style-type: none"> <li>Communicate project intention and keep informed of important project developments</li> </ul>	<ul style="list-style-type: none"> <li>Direct contact – phone and email initially</li> <li>Engage with our RMA team/GWRC for consent related engagement</li> </ul>
Fish and Game	<ul style="list-style-type: none"> <li>Communicate project intention and keep informed of important project developments</li> </ul>	<ul style="list-style-type: none"> <li>Direct contact – phone and email initially</li> </ul>
Department of Conservation	<ul style="list-style-type: none"> <li>Communicate project intention and keep informed of important project developments</li> </ul>	<ul style="list-style-type: none"> <li>Direct contact – phone and email initially with their communications team</li> </ul>

## Key messaging

### Overarching narrative/primary key messages:

*What's your overarching story or primary messages that you would use every time you communicate?*

- We're in the process of advising the South Wairarapa District Council on the long-term investment options for the pipeline that crosses the Tauherenikau Pipeline.
- The pipeline has become more exposed over time, due to geographic changes in the surrounding riverbed landscape. This significantly increases the risk of further damage to the pipeline which, in turn, increases the risk of water supply loss to the Featherston community.
- We recently repaired the pipeline, but this is only an interim measure to fix previous damage to the pipeline, while South Wairarapa District Council explores a long-term solution.
- Wellington Water (alongside our partners Stantec and Holmes Consulting) are providing a report outlining our recommended long-term solution to the issue for South Wairarapa District Council to assess.
- Options being considered include maintaining the status quo, reinforcing the existing pipe, a new pipe under the river, a new suspension bridge close to the existing crossing site, and a new pipe attached to the existing rail bridge.
- South Wairarapa District Council will then assess our recommended solution, after considering the strategic and planning advice provided by Wellington Water and our partners.
- Once a preferred option is chosen, the design and consenting work will begin.
- South Wairarapa District Council will receive an assessment of the options available by the end of June 2022 and are scheduled to make a decision on a preferred option by the end of July 2022, following the Assets and Services Committee meeting.

## Strategic approach

- South Wairarapa, being mostly rural with an older demographic, is well suited to printed collateral such as brochures, letters etc. in local cafes, library and in the South Wairarapa District Council offices. Therefore, most our educational and promotional material will focus on printed collateral, rather than online material and updates.
- We will take a reactive approach to the local media until council confirms their preferred long-term solution by late July. Once the option is confirmed, we'll proactively provide updates to local media such as the Wairarapa Times-Age.
- Our proactive engagement with key external stakeholders (outlined in this communications plan) will increase significantly once a preferred option is selected. At this point, specific engagement activities will be added to the plan.

### Social media

We will provide regular updates on our social media channels and the SWDC social media channels.

### Digital

Keep the project page on our website updated regularly.



## Risks and mitigation

Risks	Mitigation
Managing stakeholders with an interest in the river and surrounding land including Iwi and landowners	<ul style="list-style-type: none"> <li>• Early liaison with land stakeholders, and Iwi to communicate project plans, benefits, risks and timelines.</li> </ul>
A lack of 'buy-in' from stakeholders during a time of heightened interest in reform and the costs of this transition over the next two years.	<ul style="list-style-type: none"> <li>• Importance of clearly communicating project benefits, and risks as well as cost considerations to key stakeholders including council and media.</li> </ul>
General sentiment from stakeholders (i.e., media, public) around a lack of transparency about investment costs and considerations	<ul style="list-style-type: none"> <li>• Important that we keep the media and public updated via proactive media stories and social media on key project deadlines and milestones achieved.</li> <li>• We should share information as soon as we can with public and media stakeholders around project decision-making.</li> </ul>

## Measurement

We will measure the effectiveness of our communications through a variety of mechanisms:

- Feedback from important stakeholders, including council, impacted landowners and Iwi as well as the wider public.
- Ultimately, success on the project including buy in from key stakeholders, and a successful project delivery, once a preferred long-term solution is approved by council.

## Tactics and timing

Timing	Activity	Responsible	Status
<b>Options Assessment stage</b>			
May 2022	Proactive media pitch to the Wairarapa Times-Age outlining long-term solution timelines and general approach	Rory Milne – WW Comms	Complete
May 2022	Project website updated with the latest information on project developments	Rory Milne – WW Comms	To be completed – by end of May 2022
May 2022	Social media update to public on the plan to come up with a long-term solution to the Tauherenikau pipe repair	Rory Milne – WW Comms	To be completed by end of May 2022
May 2022	High-level update included in 'Council Messages' that goes out to Councillor stakeholders & also piece	Rory Milne – WW Comms	To be completed by May/June 2022

	included in Monthly Webinar with Councillors		
End of May 2022	Preferred option report presented to council outlining our recommended option for consideration.	Holmes Consulting/Stantec (Paul Marsden Leading)	Due to complete by middle of June 2022
End of July 2022	South Wairarapa District Council approves recommended long-term solution, following the Assets and Services Committee.	Wellington Water (Linda Fairbrother project lead), South Wairarapa District Council	On track – still to complete
End of July/August 2022	Once council decides on their preferred long-term solution, communications will add more detail regarding specific engagement activities with external stakeholders as outlined in comms plan.	Rory Milne – WW Comms to lead with support of Linda Fairbrother, RMA and key internal stakeholders	From July/August 2022
End of July/August 2022	Proactive media pitch regarding preferred solution – target: Wairarapa Times-Age, Stuff, other local publications *Dependency: Level and progress of engagement with Iwi and the Greater Wellington Regional Council.	Rory Milne – WW Comms	July/August 2022
End of July/August	Engage with other key council and public sector comms team to inform of project development (i.e. GWRC)	Rory Milne – WW Comms	July/August 2022
<b>Project design and consenting</b>			
2022/2023	Detailed design and consent	Holmes Consulting/Stantec (Paul Marsden Leading)	To be completed – estimated completed by 2023
2023/2024	Contract for delivery of engineering works award and work completed	Holmes Consulting/Stantec (Paul Marsden Leading)	Estimated to be completed by end of 2024

## Key internal stakeholders

Name	Role/Function	Project responsibility
Laurence Edwards	Chief Advisor, Drinking Water	Project Sponsor Workshops Technical advice on complex issues that may need escalation
Adam Mattsen	Programme Lead SWDC	Programme Delivery Office stakeholder
Paul Marsden	Project Lead, Holmes Consulting	Project Manager

Dugall Wilson	Panel Lead, Stantec	Point of escalation for Stantec panel team
Gary Cullen	Manager, Major Projects, Wellington Water	Strategic project management
Linda Fairbrother	Project Lead, Wellington Water	Wellington Water lead, Strategic project management and oversight
Taiarahia Wharepapa and the wider RMA team	Advisor RMA Consents & Environment	Approach to Mana Whenua and local Iwi engagement
John Duggan	Principal Advisor Water	NET Stakeholder Design/technical queries Risk workshop During safety in design During design development
John Baines	Customer Operations Group	COG stakeholder (interface for operations and maintenance)
Rory Milne	Comms Lead	Communications planning, advice and implementation

## Key external stakeholders

Stakeholder	High level engagement plan and key contacts
Greater Wellington Regional Council	Details on engagement activities to be added once a preferred long-term option is selected by council
Local Iwi and Mana Whenua	Details on engagement activities to be added once a preferred long-term option is selected by council
South Wairarapa District Council	Ongoing communications with communications team
Fish and Game	Details on engagement activities to be added once a preferred long-term option is selected by council
Department of Conservation	Details on engagement activities to be added once a preferred long-term option is selected by council
Adjoining landowners	Details on engagement activities to be added once a preferred long-term option is selected by council
Community and environmental interest groups	Details on engagement activities to be added once a preferred long-term option is selected by council

# Tauherenikau Pipeline Crossing

Long term solutions  
June 2022





# Tauherenikau River crossing – critical asset

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## Why are we doing this project?

The current river crossing provides 100% of the water supply to Featherston. This has become exposed in the riverbed which has increased its susceptibility to failure.

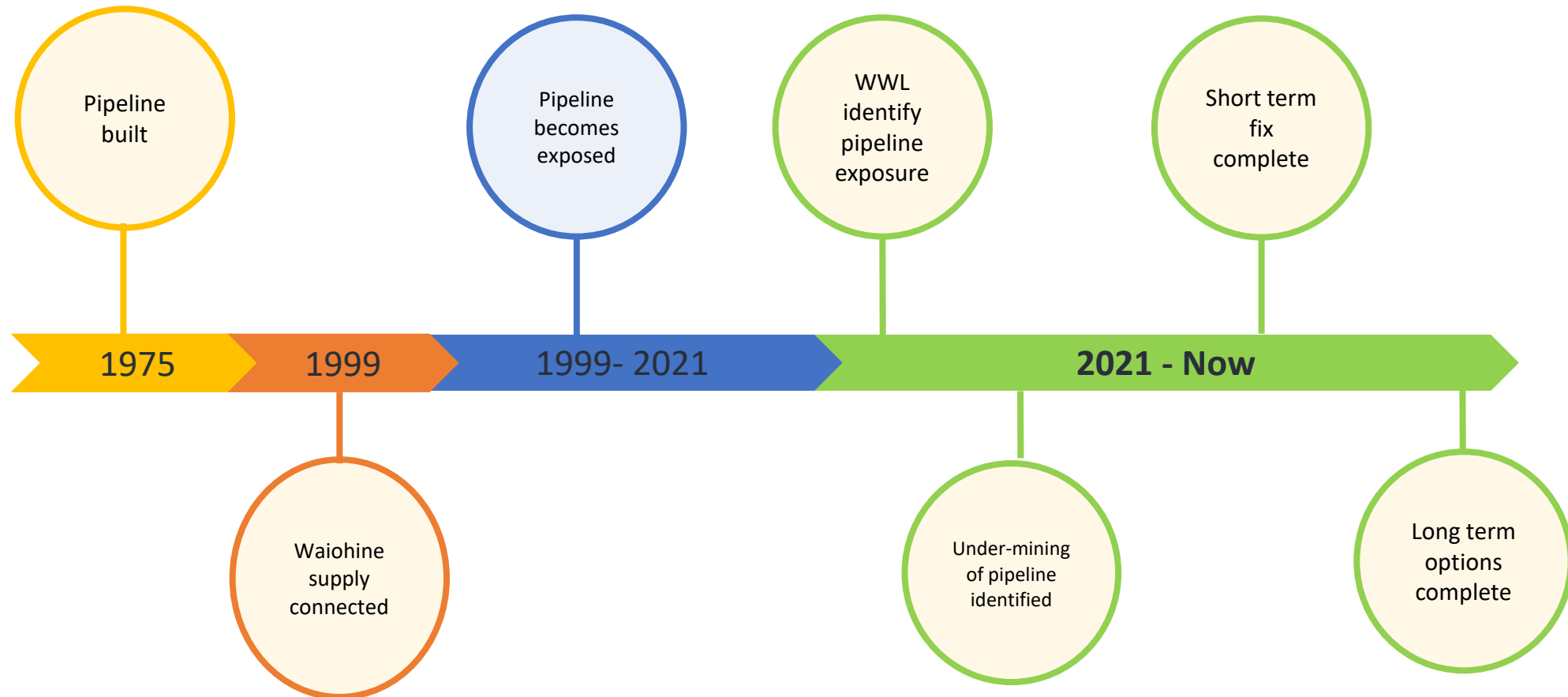
## Project Outcome?

To provide a long-term solution for this critical asset



# Pipeline history

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## Short term (temporary) solution

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- Work to repair leaking Gibault joint and place additional material around pipeline was completed in April 2022.
- The final cost of the works came in under the approved budget of \$325,000.
- The pipeline remains in the riverbed which means there is a risk of washout of supporting material or an object striking and damaging the pipeline in a high flow event.



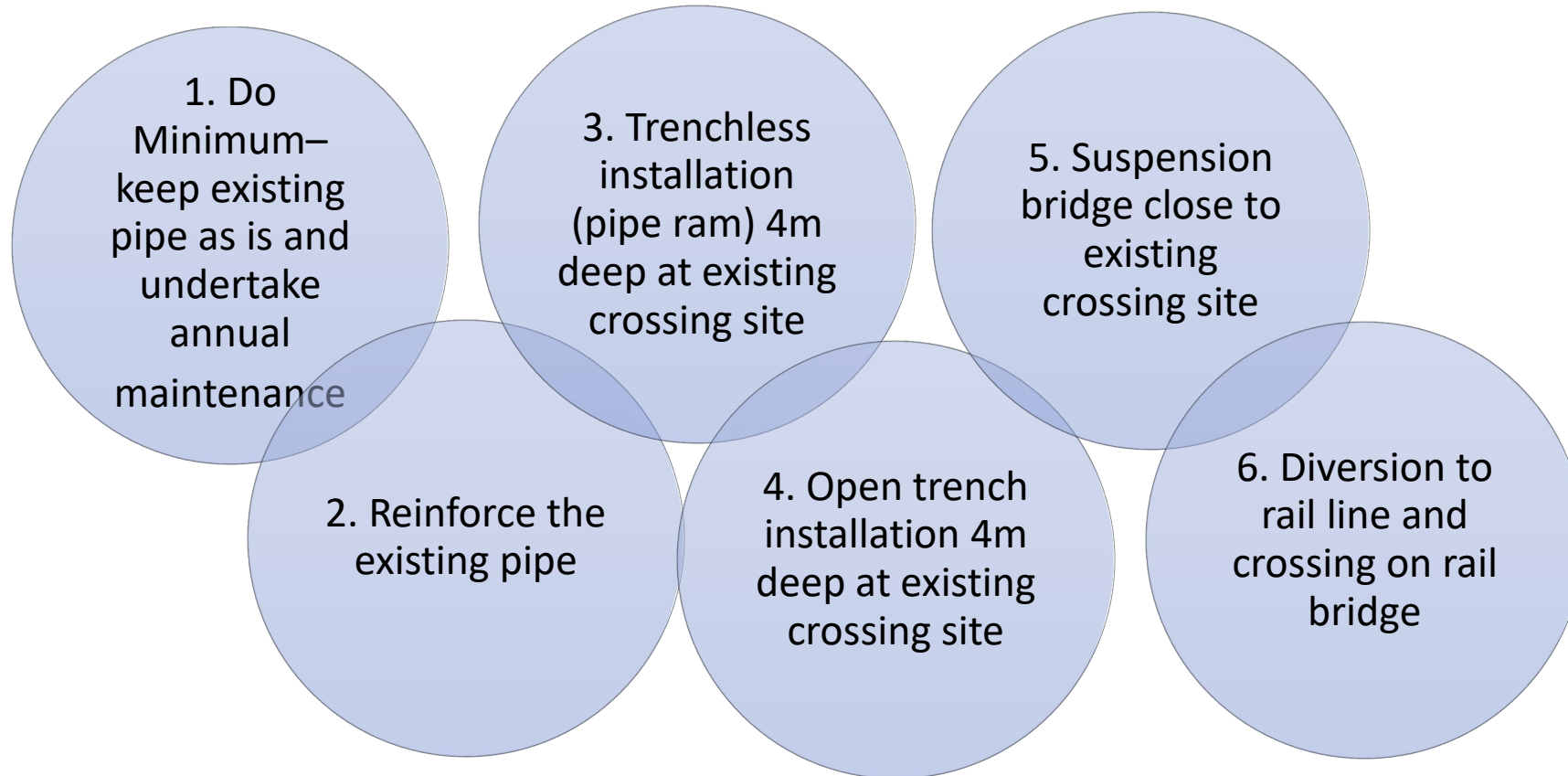


The temporary solution has an estimated lifetime of 1- 2 years.

The pipeline could fail at any time, risks of failure include:

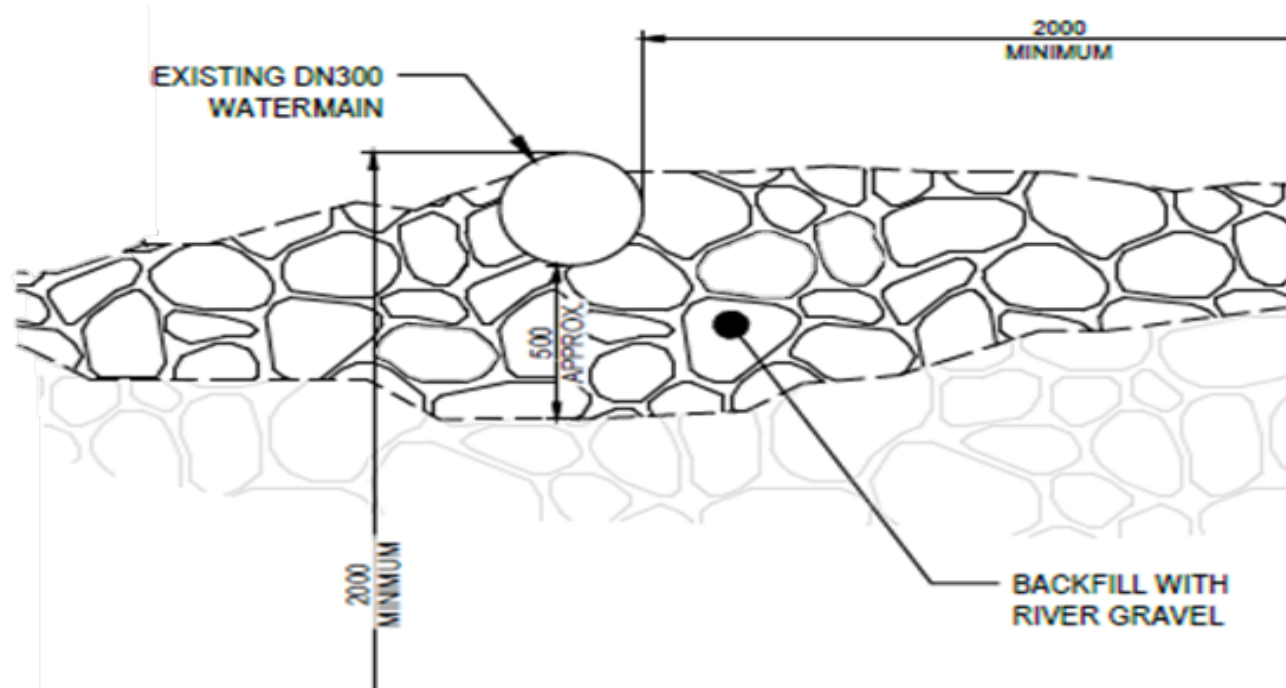
- The repair fails again, pipeline **joints** are a weak point
- The pipeline is **struck** by a rock or other material in a high flow event
- The pipeline is **undermined** again, the pipeline could break without support
- Longer term – **corrosion** leads to deterioration of the wall thickness and the pipeline breaks

In February 2022 SWDC decided to undertake the short term solution and instructed Wellington Water to come back with options for a long term solution.



# Option 1 - Do Minimum

- Maintain existing pipeline in its current condition
- Annual rock replacement required (assumed 30%)
- Pipe replacement likely required within 20-30 years

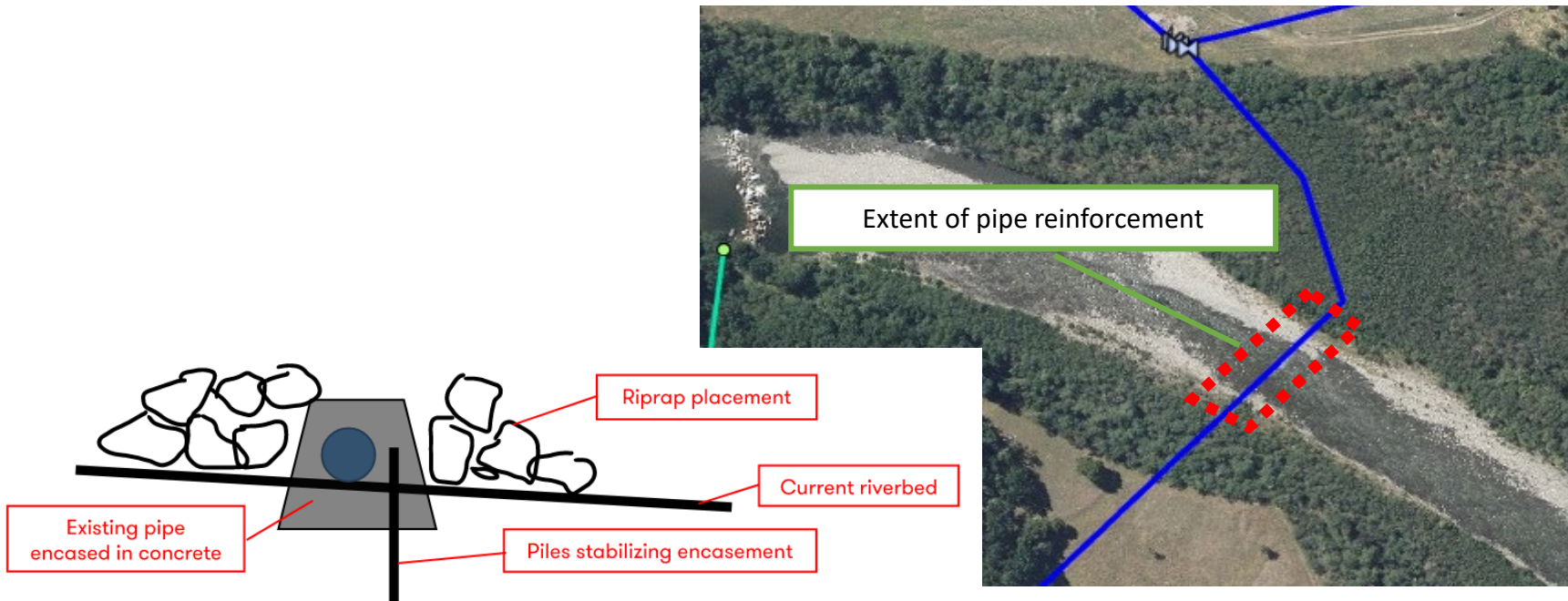


Risks	Benefits
Internal pipe condition is currently unknown	No capital investment required
Large river flow event could cause washout of remedial work exposing or damaging pipe	No effects associated with construction
Annual risk to environment with rock replacement	
High annual cost to maintain	
Offers no additional resilience to natural events	

## Option 2 - Reinforce Existing

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- Keep existing pipeline but provide additional protection with concrete encasement and stabilisation piles
- Annual rock replacement required (assumed 15%)
- Pipe replacement likely required within 20-30 years



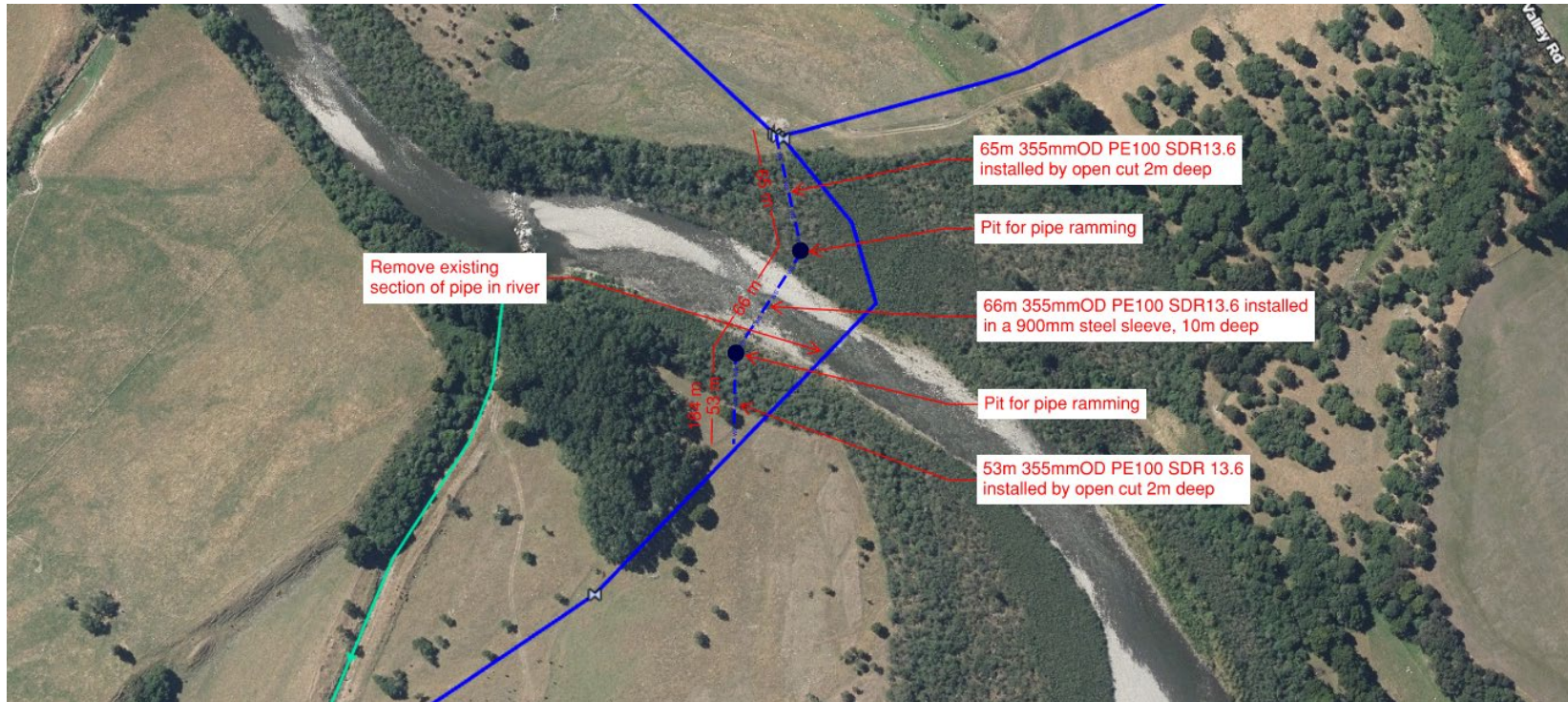
Risks	Benefits
Internal pipe condition is currently unknown	Provides some resilience to high river flow events and scour protection
Multiple large river flow event could cause washout of upstream or downstream armouring, putting the encasement at risk of damage	
Risk to environment from sediment mobilisation during construction	
High annual cost to maintain	
Annual risk to environment with rock replacement	



# Option 3 – New pipe installed by pipe ramming method

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- New pipe installed by pipe ramming at 4m depth.
- 100 year design life, no maintenance required

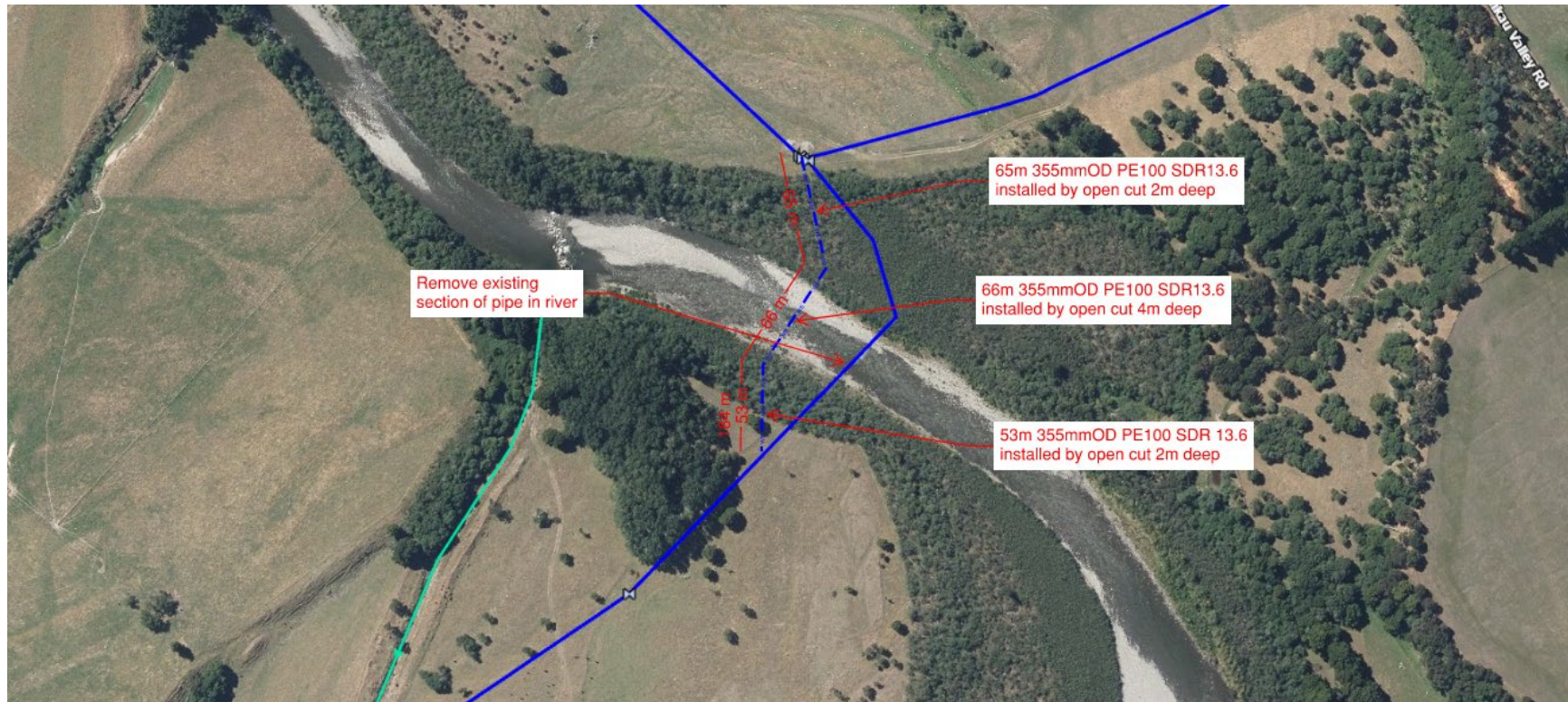


Risks	Benefits
There is evidence of some boulders up to 800mm below the ground surface at this location. The pipe ram could strike a boulder that cannot be passed resulting in an open trench in the river to complete the work – both would need to be consented	Provides added resilience to riverbed degradation.  Can potentially achieve 100 year design life
	Does not require construction works in the river
	A pipe sleeve potentially provides better access after a seismic event to inspect / repair the pipe



# Option 4 – New pipe installed by open trench

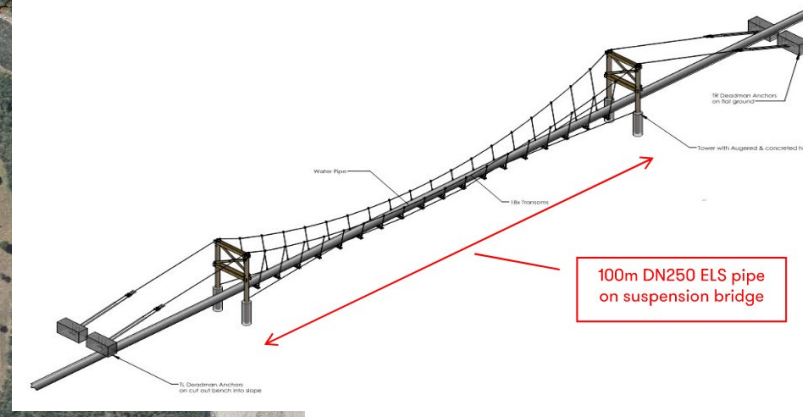
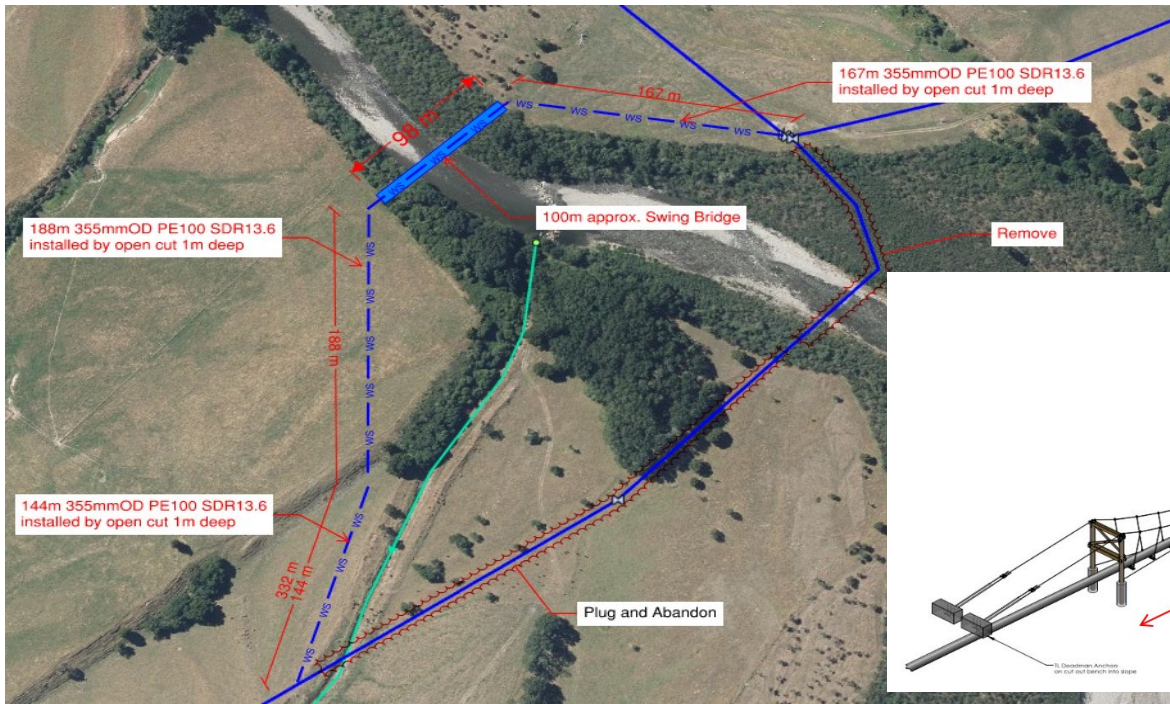
- New pipe installed by open trench at 4m depth.
- 100 year design life, no maintenance required



Risks	Benefits
Requires river diversion and likely impact on river environment	Provides added resilience to riverbed degradation.
Flooding during construction could have safety implications for working around an open trench	Can potentially achieve 100 year design life
	Relatively quick installation time and lower capital cost

# Option 5 – Bridge at existing site

- New pipe installed on suspension swing bridge upstream of existing crossing and Water Race intake weir
- Annual bridge and pipeline inspections required
- ~500m additional pipeline required

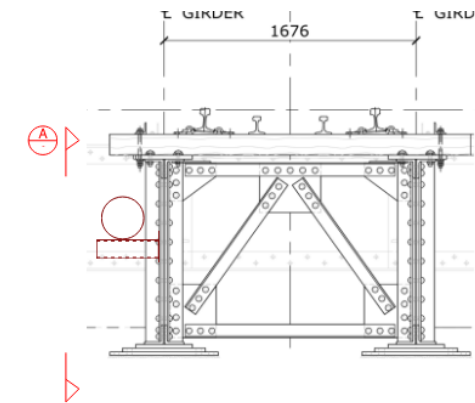


Risks	Benefits
Requires additional crossing of Wairarapa faultline	Provides added resilience to river movement and scour
Lifespan of a wooden suspension bridge structure is anticipated at 50 year maximum	Does not require work in the river
Requires annual bridge and pipe inspections	
Lightweight structure so will move and flex to a high degree in a seismic event, which may put added pressure on pipe	

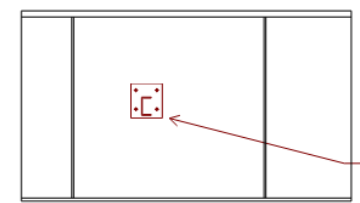


# Option 6 – Rail Bridge

- New pipe installed on existing rail bridge downstream of existing crossing
- Annual bridge and pipeline inspections required
- ~1.3km additional pipeline required

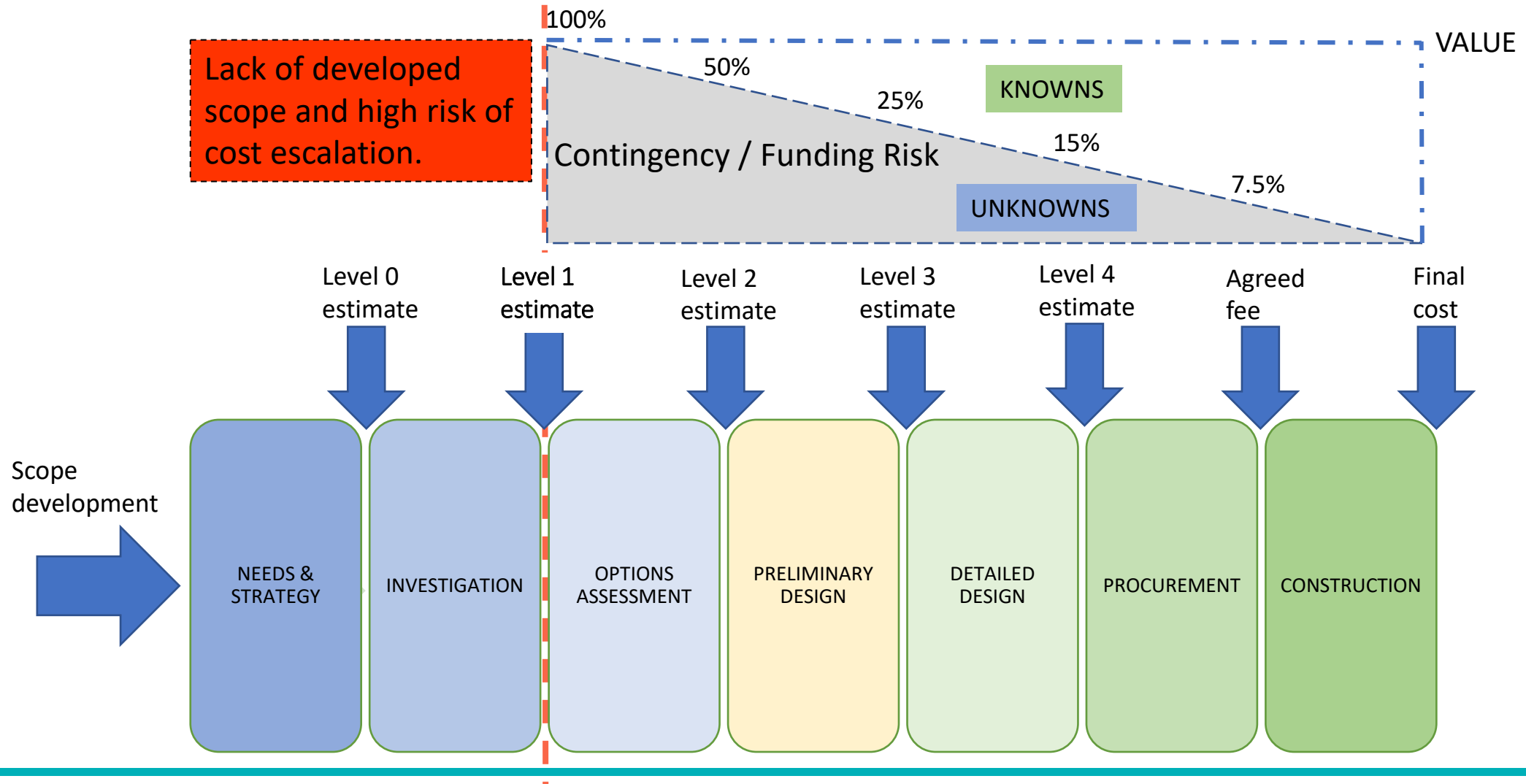


A-A Elevation on Girder



125PFC with 200% base plate bolted to existing girder web.  
4 - M16 Gr 9.9  
At approx 4m centres along bridge

Risks	Benefits
Requires annual bridge and pipe inspections on an asset not owned by SWDC.	Provides added resilience to river movement and scour
Access agreement may be required by Kiwirail	Does not require work in the river
Over 1.3km of extra pipe length compared to existing alignment, potentially increases risk of failure in seismic event.	Provides added resilience to fault rupture being on a structure that is further away from the fault
	Bridge structure is likely to be maintained by Kiwirail in reasonable condition for the foreseeable future.



Outside of estimating manual

Multiple options -100% contingency

Single option – 50% contingency

## Level 0

Sometimes estimates are requested prior to any investigation or feasibility work being carried out, and without any defined scope of works. These estimates fall outside any recommended procedures.

## Level 1

Under the WWL procedures, these estimates apply to the Definition Phase. These estimates are based on:

- Risk Register outputs,
- No site investigations,
- Estimate land requirements,
- Estimated consent conditions,
- Possibility of scope change,
- A range of options that may be developed and delivered.

## Level 2

Under the WWL procedures, these estimates are prepared during the Development Phase. These estimates are based on:

- Risk Register outputs,
- Limited site investigations,
- Estimate land requirements,
- Estimated consent conditions,
- Possibility of scope change,
- Outline design drawings with schedule of quantities

# Level 1 Cost Estimates

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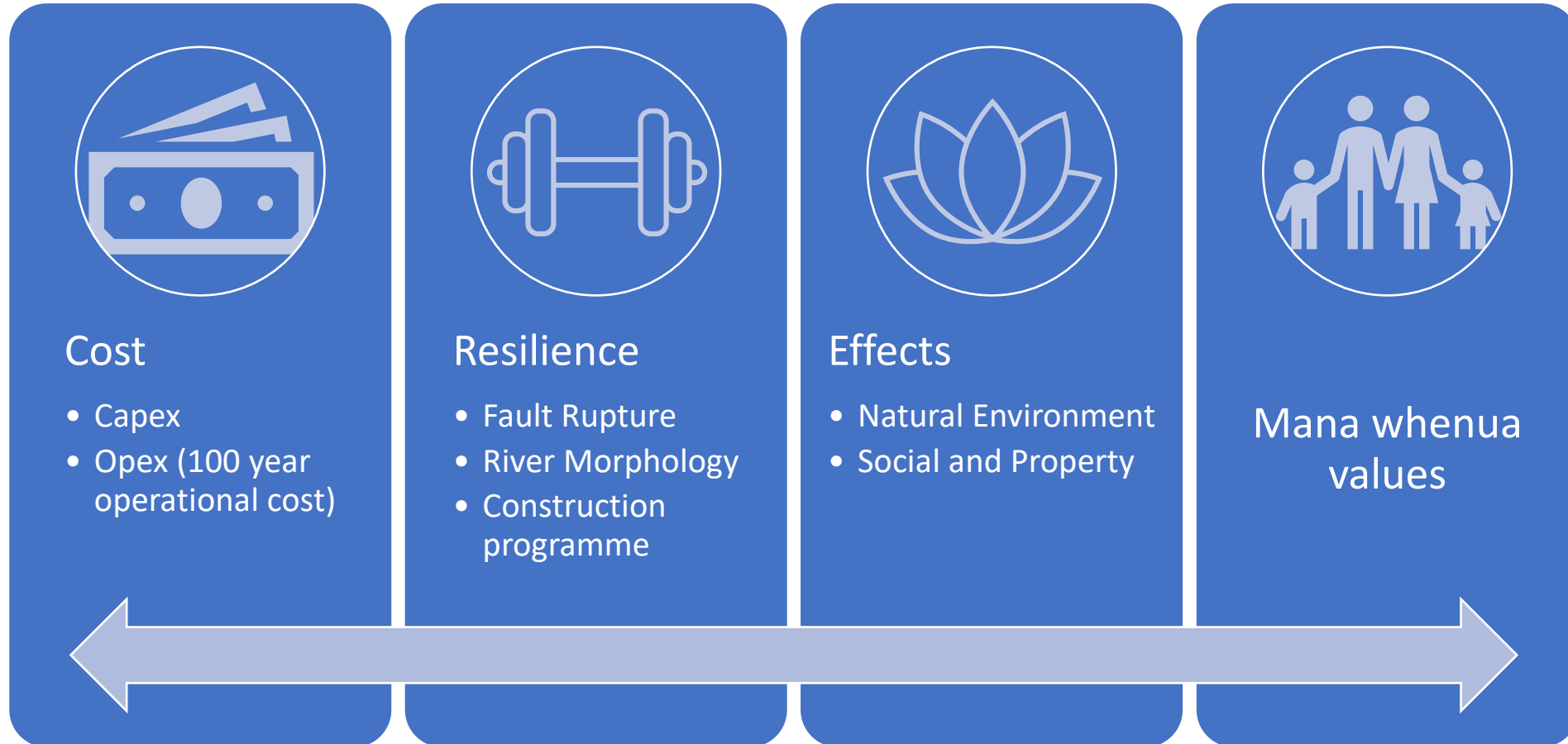
Options	Level 1 Capex estimate	Estimated maintenance <sup>1</sup>
1. Do minimum – keep existing pipe as is and undertake annual maintenance	\$130,000	\$3,080,000
2. Reinforce the existing pipe	\$5,390,000	\$1,620,000
3. Trenchless installation (pipe ram) 4m deep at existing crossing site	\$4,930,000	\$0
4. Open trench installation 4m deep at existing crossing site	\$2,750,000	\$0
5. Suspension bridge close to existing crossing site	\$6,410,000	\$630,000
6. Diversion to rail line and crossing on rail bridge	\$7,900,000	\$100,000

**Cost estimates have been prepared for the purpose of comparison only**

<sup>1</sup> *Estimated maintenance is based on 100 year design life net present value*

# Things to consider

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## **Rangitane o Wairarapa:**

- Do not support options involving a pipeline in the river (1&2)
- Have concerns about how the river will move and the impact natural events could have
- Questioned why Featherston's water supply comes from the Greytown catchment
- Did not provide specific feedback on options under or over the river.

## **Ngati Kahungunu ki Wairarapa**

- Have not been engaged on this project to date, we continue to seek their feedback

## Existing pipeline – Options 1&2

- A 10 year resource consent has been granted for maintenance and repair meaning Option 1 is consented until 2032.
- Option 2 is likely to require additional consent for the pipe stabilisation works in the river bed, this may be opposed by key stakeholders including Mana Whenua and Fish and Game.

## Installing a new pipeline under river – Options 3&4

- These options may comply with permitted activities under R117 of pNRP.
- Although stakeholders may not support the short term affects during construction, there is benefit to the river with the removal of the existing pipe.

## Removing existing pipeline – Options 3-6

- Resource Consent may be required to remove the existing pipeline from the river. Although stakeholders may not support the short term affects during removal, there is benefit to the river with the removal of the existing pipe.







# Our assessment of the options

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1. Do minimum – keep existing pipe as is and undertake annual maintenance
2. Reinforce the existing pipe
3. Trenchless installation (pipe ram) 4m deep at existing crossing site
4. Open trench installation 4m deep at existing crossing site
5. Suspension bridge close to existing crossing site
6. Diversion to rail line and crossing on rail bridge

				
1. Do minimum – keep existing pipe as is and undertake annual maintenance	Yellow	Red	Yellow	Red
2. Reinforce the existing pipe	Yellow	Yellow	Yellow	Red
3. Trenchless installation (pipe ram) 4m deep at existing crossing site	Yellow	Green	Green	White
4. Open trench installation 4m deep at existing crossing site	Yellow	Green	Yellow	White
5. Suspension bridge close to existing crossing site	Red	Yellow	Green	White
6. Diversion to rail line and crossing on rail bridge	Red	Yellow	Yellow	White

- A Multi Criteria Assessment workshop was held on 16 May 2022. This was attended by subject matter experts, SWDC representative and Wellington Water.
- The options were assessed against the criteria shown on the previous slides.
- The outcome of this process has identified that the highest scoring option is:

### **Option 4 – New pipe installed by open trench**

- The highest scoring option has been endorsed by the Wellington Water Three Waters Decision Making Committee.

There is no available funding in this LTP period to deliver this project.

For the short term we recommend Option 1 – Do Minimum, noting the risks that this option presents (see slide 5).

When funding is available, we recommend progressing Option 4 -New pipe installed by open trench.

- Developing the design for this option could be undertaken early if some funding became available. This could assist a response if the pipeline was to fail before the long-term solution is completed.

**Appendix 5 – Featherston Water  
Treatment Plant Short Term Consent,  
Project Management Plan, July 2022**

# Project management plan

**Council:** South Wairarapa District Council

**Suburb(s):** Featherston

**Project name:** Featherston Wastewater Treatment Plant Short Term Consent

**Project code:** OPE1 00872

**Start date:** 24 May 2022



**End date:** 18 December 2023

**Consultant organisation:** GHD



## Document information

### People involved

Activity	Title	Name	Electronic signature	Date
Prepared by	Project Manager	Steven Kelliher		27/06/2022
Reviewed by	Project Director	Mary O'Callahan		27/06/2022
Approved by	Wellington Water Major Projects Director			

### Revision history

Date	Version number	Description of change
27/06/2020	1.0	Develop phase PMP
15/06/2022	2.0	Consent phase - First release to Wellington Water
27/06/2022	2.1	Update following WWL feedback

## Wellington Water Approval of Consultancy Fee Allocation

PMP Version	Project Phase	Fee Estimate (ex gst)	Prov. Sums (ex gst)	Total Fee Approved (ex gst)	WWL Approval Name and Signature	Date
1.0	Develop	\$542,303		\$542,303		
2.1	Consent <sup>1</sup>	\$817,648	\$320,563	\$1,138,211		
	Detailed design					
	Procure					
	Construct					
	Close out					
	<b>Sub-Total</b>	<b>\$1,359,951</b>	<b>\$320,563</b>	<b>\$1,680,514</b>		

<sup>1</sup> Estimate excludes panel management fee

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Table 6: Summary of the GHD consultancy fee estimate

Table 7: Key risks

### List of appendices

Appendix A: Programme

Appendix B: Consultancy Fee Estimate

Appendix C: Risk Register

Appendix D: PMP (Version 1) Scope

# 1 Purpose of the plan

The purpose of this project management plan is to describe the project, provide a comprehensive baseline of what has to be achieved by the project, how it will be achieved, who will be involved and how it will be managed. The plan also identifies key project risks and methodology to mitigate them. This plan follows from an earlier abandoned PMP, the project scope for this earlier PMP for reference is summarised in Appendix D.

For reference the original project brief is:

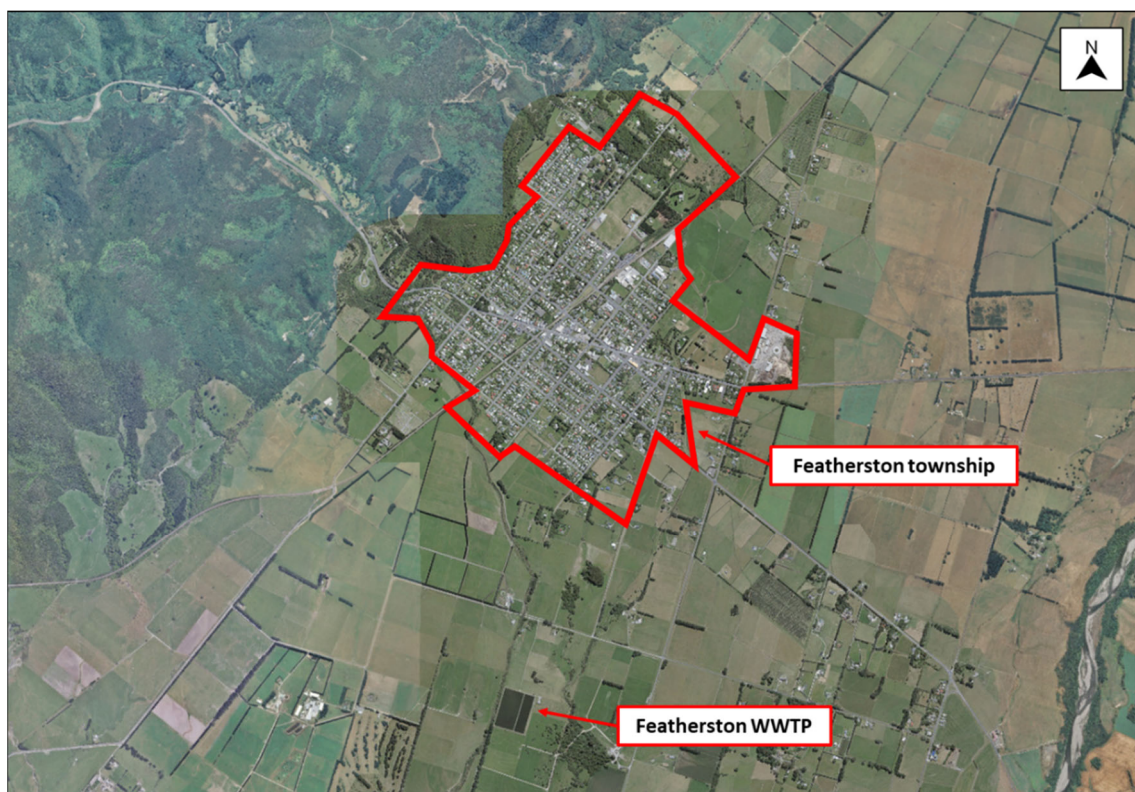
- Project Review Brief – Management of Featherston’s Wastewater Disposal – 8 April 2020

This plan is a live document and is subject to change. It will be updated as the project progresses.

# 1 Introduction

## 1.1 Project location and layout

The Featherston wastewater treatment plant is located approximately 2km South of the Featherston township.



**Figure 1** Featherston WWTP location plan

## 1.2 Project background

The Featherston wastewater treatment plant (WWTP) receives wastewater from the town of Featherston, which has a population of approximately 2,700 people. The plant was constructed in 1975 and was designed to service a population of 5,000 to 6,000 people.

The current resource consent application (WAR120294) to permit discharge of effluent to the environment is on hold, a Section 37 is in place until February 1, 2023.

In 2020, a new brief was developed with SWDC to re-fresh the project and take the lessons from the previous application to find an option that would be acceptable to all stakeholders. A multi-criteria assessment was undertaken consisting of four workshops with SWDC, WWL, Iwi, GWRC, key stakeholders (Regional Public Health, DOC, Fish & Game), to determine the preferred option to discharge/manage Featherston's wastewater. Throughout the process providing opportunities for the community to have their say.

The multi-criteria assessment (MCA) focussed on developing high level concept options and assessing the long list options against a range of assessment criteria and KPI's, to determine the preferred receiving environment (the short list). This process excluded developing or refining treatment plant upgrade options as it introduced permutations of options and would have reduced the efficiency of the process. As a result the MCA process completed the third workshop (long list to short list) where the process was then put on hold as SWDC had concerns about the affordability and consentability of the short-listed options. Subsequently, the mitigations to understand these concerns included:

1. An affordability assessment by SWDC, which re-confirmed the available budget of \$17M, and determined an LTP debt cap of an additional \$20M could be made available but would significantly increase rates to the community and compromise available three waters budget for other projects.
2. A peer review of the consentability rating presented at the workshops, in order to understand the potential consenting risks associated with the shortlist, focussing on the wastewater discharges.
3. Develop a design concept which included re-using or re-purposing existing plant where possible and prioritising elements to upgrade that would result in an upgrade concept that had a cost estimate under the \$17M funding cap.

It is understood SWDC now have a better understanding of what the cost and potential outcome of this refined option will be, and are comfortable to proceed based on the LTP budget concept option presented in the memo "12531052-MEM\_FWWTP LTP Budget Concept Memo\_v3" (March 2022). The memo presented an upgrade of the existing treatment plant, utilising MBBR technology for primary treatment, upgrading of the inlet to install a screen, upgrade of the oxidation ponds to improve retention time, and upgrading of the outlet to construct a wetland before discharging to Donald's Creek.

WWL gave a briefing to SWDC in March 2022 to present the concept option and a delivery approach to seek a short term consent for the upgrade to the plant. This short term consent approach would include conducting field work and assessments to determine the suitability of a longer term option with land based discharges.

Meetings have been held with GWRC environmental regulation and Rangitane O Wairarapa in April and May 2022 to discuss the short term consent approach and progressing with the LTP budget concept option. Ongoing consultation with GWRC environmental regulation, Ngati Kahungunu and

Rangitane O Wairarapa and key stakeholders needs to progress to determine if any of the project partners or key stakeholders have any concerns with this short-term consenting approach.

### 1.2.1 History of consent applications

The resource consent granted in 2009 (WAR970080) permitted the discharge of treated wastewater from the Featherston WWTP into Donalds Creek. This consent expired in August 2012. A consent application (WAR120294) was lodged on 25 May 2012, to seek continuation of discharging of treated effluent into Donalds Creek.

The Section 42A officers report for WAR170229 noted that GWRC officers also held concerns that WAR120294 may not be able to meet Section 107 of the RMA in relation to discharge effects in receiving waters.

Around the same time that submissions were being considered, land known as the 'Hodder Farm' became available for purchase near the Featherston WWTP site, which SWDC decided to purchase. As a result of this new land, SWDC re-evaluated the proposal and chose to amend WAR120294 to include a discharge to land element.

GWRC considered the addition of a discharge to land element to application WAR120294 was altering the character of the proposal in such a way that it was most appropriate for SWDC to lodge a new application (see section 5.5.3 below). WAR120294 was placed 'on hold' under a Section 37 extension of time until a decision was made on the new application. This allowed SWDC to retain the ability to legally operate its existing wastewater operation (under WAR970080) under Section 124(2) of the RMA.

A new resource consent application WAR170229 was lodged with GWRC on 1 March 2017 by SWDC. This application sought to obtain long-term discharge permits for a term of 35 years, and to undertake a two-stage upgrade to the Featherston WWTP for an irrigation based land treatment scheme, including upgrades to the Featherston underground sewerage network.

The Section 42A report identified effects of discharges on macroinvertebrate communities in Donalds Creek, and noted there would be a conspicuous change in water clarity. The report stated there was uncertainty as to the effect of discharges to land on groundwater contamination of bores, and that there were potential effects on neighbouring properties from groundwater mounding.

In March 2020, the SWDC resolved to withdraw that application and work with Wellington Water (WWL) to lodge a new discharge consent application.

The 2012 application is currently on-hold under section 37 (extension of time limits) while SWDC and WWL determine the options for treatment and disposal of wastewater from the FWWTP. This extension of time has been granted until 1 February 2023.

## 1.3 Project summary

In summary the purpose of this Project is to:

- obtain resource consent for a wastewater disposal option I which minimises the public health harm and environmental effects associated with wastewater discharges.
- Achieving a short -term option that satisfies the statutory requirements of the RMA and that meets Government direction (central and regional) for enhancing the health of waterways.

## 2 Project description





### 2.1 Project scope

This version (2.0) of the Project Management Plan has been prepared to deliver the following scope of work to achieve RMA compliance of the Featherston wastewater treatment plant:

1. Prepare a short term consent application for continued wastewater discharge to Donalds Creek incorporating a range of operational and environmental enhancements to the wastewater treatment plant.
2. Undertake field investigations to determine the suitability of land based discharges and undertake a land-based disposal trial.
3. Develop a treatment plant design in accordance with the budget concept memo "12531052-MEM\_FWWTP LTP Budget Concept Memo\_v3" (March 2022) that fits within the affordability cap identified by SWDC.

### 2.2 Wellington Water service goals

Wellington Water service goals for this project are:

<b>Primary</b>		We minimise public health risks associated with wastewater and stormwater
<b>Secondary</b>		We manage the use of resources in a sustainable way
<b>Secondary</b>		We will enhance the health of our waterways and the ocean
<b>Secondary</b>		We ensure the impact of water services is for the good of the natural and built environment

### 2.3 Project objectives

The primary project objective is to determine the most effective option to manage the disposal of wastewater discharges from the Featherston WWTP.

### 2.4 Codes, specifications and other relevant documents

Codes, specifications, and other relevant documents for this project includes:

- Resource Management Act 1991 (RMA)
- Wellington Regional Policy Statement
- Wellington Regional Freshwater Plan
- Wellington Regional Discharges to Land Plan
- Wellington Regional Air Management Plan
- Proposed Natural Resources Plan
- Wairarapa Combined District Plan

- National Policy Statement for Freshwater Management 2020
- National Environmental Standards for Freshwater 2020
- Ruamahanga Whaitua Implementation Plan

For the concept design of the short-term consent option, the following standards will be taken into consideration:

- Regional Standard for Waters Services (May 2019)
- Regional Specification for Water Services (May 2019)
- National Code of Practice for Utility Operators Access to Transport Corridors (Nov 2011)
- Wellington Water H&S standards, policies and procedures

## 2.5 Project deliverables

- Communications Plan
- Receiving Environment Monitoring Plan (REMP)
- Short Term Consent application, inclusive of:
  - Assessment of Environmental Effects supported by:
    - WWTP process review/upgrade identification
    - Hydrogeological investigation
    - Water quality assessment
    - Ecological assessment
    - Cultural Impact Assessment(s)
- Basis of Design Report
- Concept Design Documentation, inclusive of:
  - Wetland concept design
  - General Arrangement drawings
  - Process flow diagram
  - Land disposal trial concept design
- Safety in Design register

## 2.6 Work breakdown structure

The work breakdown structure is shown below (Figure 2).

There are five main workstreams in that are discussed in this version of the PMP as shown in Level 2 of the WBS:

- Consent
- Communication
- Environment
- Treatment plant design
- Project management

Level 3 tasks are the summary tasks, Level 4 tasks are not shown in this WBS but are listed in the schedule and fee estimate in Appendix A and B.



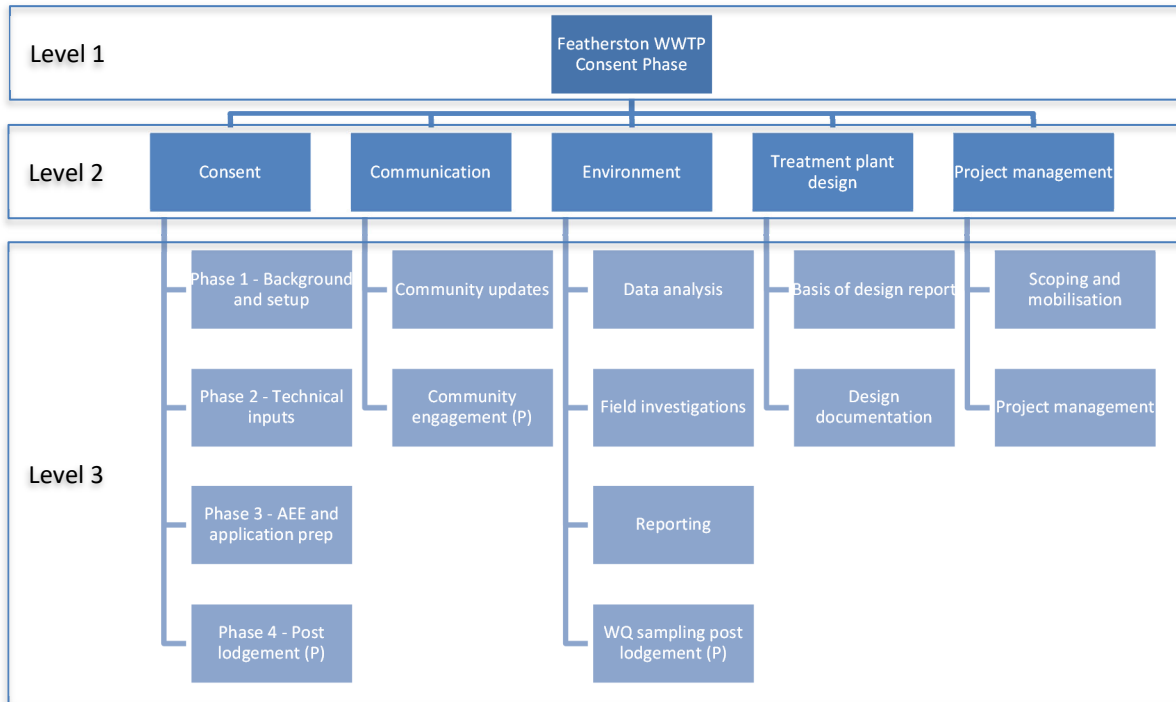


Figure 2: Work breakdown structure ('P' - provisional item) (Level 4 not shown)

## 2.7 Consultants Scope of Work

Below is a detailed description of the scope for each workstream.

The GHD scope of work as listed in this PMP will be delivered under the terms and conditions of the CCCS panel contract for the provision of consultancy services dated June 2016.

### 2.7.1 Environment

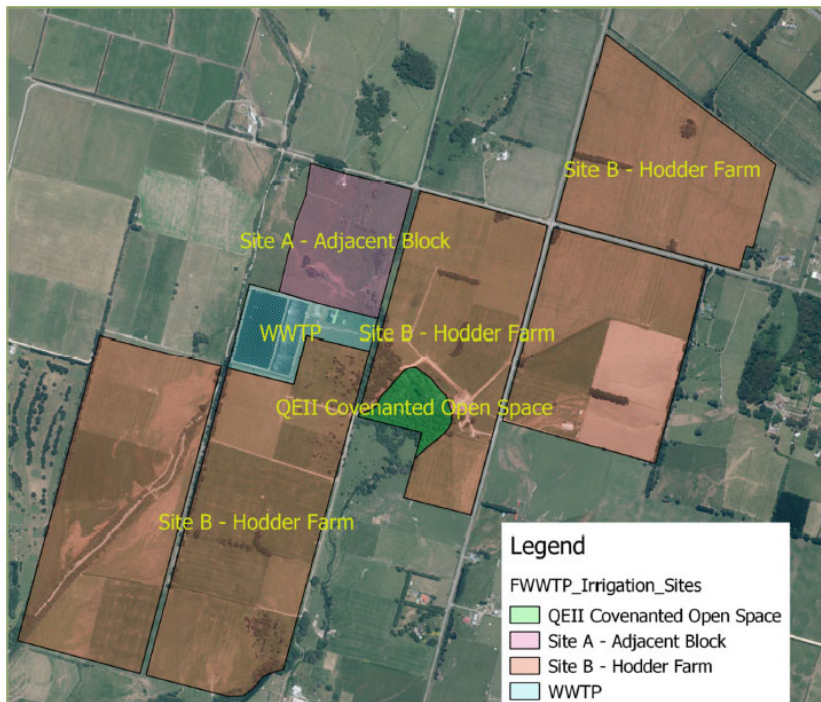
The environmental investigation will focus on three key areas:

- Continued discharge of treated wastewater to Donalds Creek
- Providing a basis for a subsurface land application trial, this to inform the longer term expansion of wastewater disposal to land.
- Support subsurface wetland design

The 2017 resource consent application proposed spray irrigation of wastewater to an adjacent land block and Hodder Farm as shown below. A preliminary review of land suitability (GHD, 2021) indicated that the land to the south and adjacent to the WWTP are unlikely to be suitable for year-round spray irrigation due to poorly drained soils and/or high groundwater table. As part of a short term consent, trialling of subsurface irrigation is proposed to determine a long term sustainable land application rate. This to inform the longer term expansion of wastewater disposal to land, and the ability to make best use of council owned land.

The site investigation for land disposal will focus on the land blocks to the east/northeast of the WWTP, with this area identified as an appropriate trial location.





**Figure 2 Existing land parcels**

The following outlines the environment scope of works

1. Data review - we will review the available environmental data and use this to confirm the scope of field investigation.
2. Field investigation – we will undertake field investigations to collect environmental data to inform the technical assessment. The field scope will be confirmed following the data review, however the following is envisaged:
  - a. Sampling of surface water (5 locations, fortnightly for 12 weeks)
    - i. Continued sampling of surface water throughout summer/low flow period (fortnightly for 24 weeks) (provisional)
  - b. Soil sampling – allowance for 5 soil investigation locations.
  - c. Soil analysis for soil health characteristics (allowance for 10 samples)
  - d. Particle size distribution analysis – (allowance for 4 samples)
  - e. Permeability testing (permeameter) – 10 tests (2 per location)
  - f. Installation of a water level logger into a groundwater monitoring well
  - g. Installation of flow monitoring equipment (telemetry) in Donalds Creek and an onsite weather station
  - h. The following ecological and environmental parameters are considered beneficial to inform a baseline aquatic ecological monitoring package, which will be collected at site quarterly:
    - i. Depth and flow profiles (to understand water quantity and habitat availability under different flow/volume scenarios)
    - ii. Macrophyte (aquatic vegetation) densities
    - iii. Periphyton/fungus cover and speciation
    - iv. Chlorophyll a concentrations
    - v. Macroinvertebrate community composition
    - vi. Fish community
    - vii. Freshwater mussel and fingernail clam presence, distribution, and densities
3. Reporting of results of field investigation (as part of technical assessment)
  - a. Preparation of technical assessment of effects – to be included as an appendix to the resource consent application.

## 2.7.2 Communications

A communications plan will be developed to detail the communications strategy with the community after initial kick off meetings together with SWDC.

Consultation and engagement with project partners and key stakeholders will be undertaken as part of the consent preparation, via regular meetings and working groups established throughout delivery. The communications approach discussed in this workstream is specifically with regard to community engagement and key stakeholders not directly involved in the preparation of the consent application.

There are two approaches that will be assessed as listed below, with one approach developed in the comms plan:

1. Informing the community
  - a. This would include a number of public updates through online and printed media, to provide visibility of the project and its progress, leading any interested parties to the project website for further information, comments or feedback.
2. Engagement with the community
  - a. Engaging with the community would occur through structured forums such as drop in events, Q&A sessions, presentations, or establishing special interest groups. This would be a more intensive approach and would require more involvement from technical specialists.

## 2.7.3 Consent

GWRC expect an application to be lodged, submissions closed and a hearing date set by the Section 37 date (1 February 2023). Given this will not be achieved in the available time, the following steps are recommended to be taken:

- Consult Greater Wellington Regional Council (GWRC), iwi and stakeholders on the short-term concept, and establish support.
- Over the next 6 months, hold a series of hui with iwi, key stakeholders and SWDC, and have a series of pre-application meetings with GWRC to minimise the amount of any post lodgement work and associated delays as far as practicable. Due to the condensed timeframe, it is as imperative that these parties are directly involved in the development of the short-term consent proposal.

To prepare the consent application, the scope of work will be delivered in the following phases of work:

### Phase 1: Background research / defining the scope of the short-term consent to be sought

Review available technical information. Pre application meeting with GWRC in regards to the appropriateness of limits, discharge parameters and expectations for technical assessments. Scope and briefs for further technical input.

### Phase 2: Technical Inputs

This phase relates to the technical inputs required to support to the short-term consent process. The scope and briefs for the technical inputs will be determined through Phase 1. At the beginning of Phase 2, a further pre-application meeting will be held with GWRC to confirm the approach to technical inputs and get buy-in before proceeding.

The potential technical inputs needed for this AEE include:

- a. WWTP process review/upgrade identification
- b. Hydrogeological investigation
- c. Water quality assessment
- d. Ecological assessment

The focus of the short-term consent should be on a WWTP process that will reduce effects on macroinvertebrates and improve visual clarity. Ammonia and sediment are the highest priority for removal. The short-term consent will need to address operational improvements, introduce new discharge parameters and limits in line with the NPS Freshwater national bottom lines and PNRP Objectives and Policies, and introduce environmental enhancements. The short-term treatment solution should also incorporate some of the features that will be used for whichever long-term solution is chosen. Adequate monitoring data to be collected over the next few years (within the duration of the short-term consent) and prior to the lodgement of a resource consent application for the long-term option, to gain a better understanding of whether the improvements and enhancements are effective at reducing environmental effects and to undertake operational and optimisation improvements and upgrades to the WWTP in order to maximise the treatment capability of the existing plant.

### **Phase 3: Assessment of Effects on the Environment preparation for the short-term consent**

Phase 3 relates largely to the preparation of the Assessment of Effects on the Environment (AEE). A further hui to discuss the operational refinements to the existing plant proposed for the 10 year short term consent period.

The short-term consent will need to describe how, in the short-term, improvements will be made to operability and performance of existing assets through general plant upgrades (inlet screening, provision of generator, pond upgrades) sufficient to achieve a consentable short-term solution.

A pre-application meeting with GWRC will also be undertaken as a follow up from the previous hui and to discuss any issues identified through the AEE preparation and technical / specialist investigations.

### **Phase 4: Lodgement, public notification and GWRC processing**

Phase 4 involves lodgement of the short term consent application, public notification and processing of the application by GWRC.

A provisional sum has been estimated for this phase, and is expected to include:

### **Post lodgement of short term consent**

Over the consent processing period (during summer months) collect adequate monitoring data in order gain an understanding of the extent to which water quality, clarity, and effects on aquatic life (on macroinvertebrate communities) from the discharge to water (Donalds Creek). Ongoing environmental monitoring will also enable an improved understanding of seasonality effects and effects on groundwater and soils (in relation to land discharge) and also help inform the future long-term discharge option.

## **2.7.4 Treatment plant design**

A concept design memo has already been prepared with the purpose of determining a concept level cost estimate, the treatment plant design for the consent application will leverage this work and develop a suite of drawings to include in the application.

The treatment plant design will involve:

1. Complete a drone survey of the area to obtain the latest lidar information of the site
2. Site survey of the existing equipment and review as-built documentation with the intent of how it is to integrate with the concept design
3. Develop the process flow diagram, scope equipment and liaison with equipment suppliers for sizing
4. Wetland design, including liaison with ecologists and horticulturalists
5. Concept design of land based discharge systems
6. Development of a basis of design report
  - a. This report gives a outline of the design parameters, assumptions and design scope, it will also include:
    - i. Sludge management strategy
    - ii. Package up the report from the MBBR trial
7. Concept design document
  - a. Its assumed approximately 10 drawings will be prepared using the drone survey of the site location, inclusive of:
    - i. Location plan
    - ii. General arrangement drawing
    - iii. Isometric drawing / Elevation drawing
    - iv. Flow diagram (existing and upgraded)
    - v. Detailed views of the proposed upgrades
8. During the development of these documents feedback received from consultation with project partners and key stakeholders
9. Revise cost estimate using newly requested estimates from suppliers (or checking with the supplier if existing estimates remain)
  - a. Given current market conditions some suppliers may not choose to provide updated estimates, considerations for escalation will need to be applied in the estimate accordingly.
10. Once all drawings are drafted a Safety in Design workshop will be undertaken with Wellington Water and SWDC to review the safety risks of the proposed upgrade and suggested mitigations
11. A procurement plan will be developed based on this concept design for consultation with the Wellington Water procurement team and SWDC.
  - a. If required procurement specialists from Resolve Group will be engaged to review the plan and provide advice.

To close out the concept design process the WWL design acceptance process will be completed, which will involve a peer review of the concept design. Once complete Gateway 2 will be completed.

## 2.7.5 Project management

To enable effective delivery of the project team will require timeline receipt of information and well planned meetings to enable technical teams to carry out their scope of work efficiently. Throughout this it will require clear project level communication to both the delivery team and the client, whilst actively managing risk.

The delivery programme presented is accelerated timeframe, it is feasible but includes a low level of float that needs to be managed with a high level of consideration.

The project management approach includes:

- Team briefings and setup of project administration (financial tracking, deliverable registers, risk register, programme, sub-contractor contracts)
- Client kick off meeting
- Fortnightly project team meetings for attendance by the following GHD team members, Roanna Purcaru, Helen Anderson, Ian Ho and from Latitude Dan Ormond, given the programme duration and the amount of workstreams involved fortnightly meetings are most appropriate. The project manager will chair progress meetings arrange minutes to be issued after all meetings.
- Project manager provisioned for 2 days per week, to coordinate resources, manage team communications, monitor team progress, weekly client meetings and reporting.
- Fortnightly steering group meetings, assumed 1 hour per meeting, for Mary O’Callahan to attend on behalf of GHD – it is assumed that WWL personnel will brief the steering group and the project governance group meetings.
- Monthly governance group meetings, assumed 1 hour per meeting, for May O’Callahan to attend on behalf of GHD - it is assumed that WWL personnel will brief the steering group and project governance group meetings.

### 2.7.6 Assumptions

The following list of assumptions are in regard to the consultants scope of work:

1. This PMP, cost estimate and consultants scope of work has been developed on the basis of delivering the project on behalf of Wellington Water. If the project team and delivery approach changes the PMP will no longer be valid and will require updating and re-submission.
2. GHD is not liable in respect of delay or disruption to the tasks in this variation directly or indirectly caused or contributed to by Covid-19, epidemic or pandemic. Any such delay or disruption shall be treated as a Variation (with corresponding, cost, change of resources and extension of time).
3. All rates used for these estimates are from FY2021-22, as work extends into the following financial year, the subsequent year’s agreed rates will be applied.
4. All third party costs are passed through at cost
5. GHD to have involvement in SWDC update meetings, in an effort to streamline project communications
6. The design estimates are based on high level concept developed in LTP Budget Concept Memo (12531052-MEM\_FWWTP LTP Budget Concept Memo\_v3” (March 2022))
7. Allowance for one SiD workshop only, no allowance for HAZOP
8. The treatment plant design excludes development of solutions to address Inflow and Infiltration (I&I), projected realistic reductions based on network improvement are to be provided to the design team.
9. The GHD scope of work as listed in this PMP will be delivered under the terms and conditions of the CCCS panel contract for the provision of consultancy services dated June 2016.
10. Disbursements for travel are estimated at \$10k, if additional travel is required above this estimate a variation will be submitted to re-estimate the remaining value
11. Estimates do not include allowance for procurement planning
12. Field investigation
  - a. Our cost estimate also allows for service clearance prior to intrusive works, preparation of a health and safety plan, travel time and project management.

- b. Site investigation areas are limited to the Hodder Farm land block to the east / northeast of the WWTP.
  - c. Monitoring wells previously installed by LEI are suitable for groundwater monitoring and sampling. If unsuitable for use, drilling costs and monitoring well installation will be addressed as a variation.
  - d. Telemetry costs to be confirmed following site visit by supplier (estimate only for installation costs)
  - e. Allowance as a provisional cost for additional surface water sampling over summer / low flow period (12 sampling rounds)
13. The Phase 4 Post lodgement cost estimate is Provisional Only and will require re-scoping following lodgement and notification of the short-term consent

## 2.8 Exclusions

The following exclusions have been made from the consultants scope of work during the consent phase:

1. No optioneering or option assessments will be completed as part of this scope of work. Only prioritisation of the elements identified in the concept design is allowed for.
2. Environmental monitoring once the short term consent is approved, it is expected that environmental monitoring will be a consent condition for transitioning to the longer term discharge solution (potentially land based). It is estimated that this could be approximately \$150k per year.

## 2.9 Project constraints

Below are the following constraints:

- Affordability / council budget constraints
- Annual budget constraints
- Section 37 deadline
- Ability to gain GWRC, stakeholder and iwi feedback for short term consent concept
- Availability of iwi to resource a cultural impact assessment for the project within the tight programme – noting that separate assessments for each iwi may be necessary
- Limited ability to limit unreasonable section 92 (additional information) requests from GWRC and associated additional costs arising

## 2.10 Reference documents

The project Woogle page can be found here:

<https://woogle.wellingtonwater.co.nz/project/8244/SitePages/Home.aspx>

The key reference documents for this project are listed below and will be uploaded to the project Woogle page following its establishment:

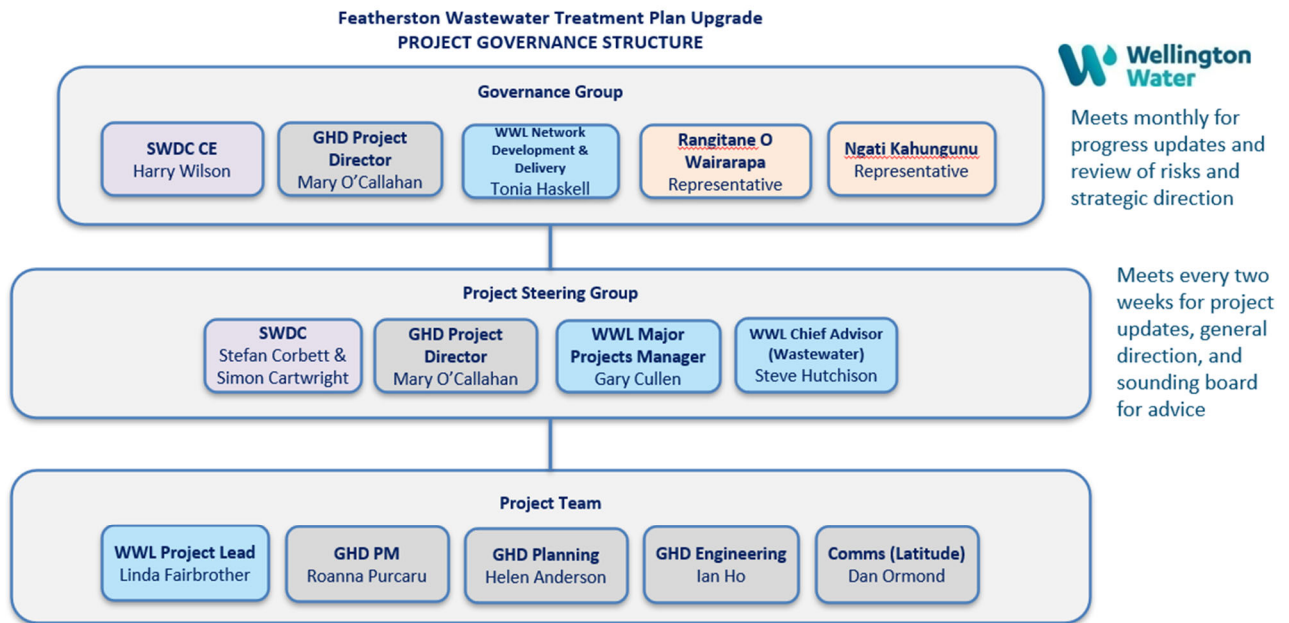
- Project Review Brief – Management of Featherston’s Wastewater Disposal – 8 April 2020
- Resource Consent Application FINAL, and accompanying Appendices (WAR170229)
- SWDC and submitter evidence for WAR170229
- Technical memos and reports from previous consultants for WAR170229



# 3 Project management

## 3.1 Project governance

The project governance for this project is shown on the figure below.



Our water, our future.

Figure 3 Project governance structure (as at 27-June-2022)

## 3.2 Roles and responsibilities

The project team and their area of responsibility is shown in the following table. Steering group (S) and project governance group (G) members are also highlighted.

Table 1: Roles and responsibilities

Role	Name	Responsibility	Position
CEO (SWDC)	Harry Wilson	Have oversight of the project and provide feedback on the clients needs and expectations.	G



<b>Role</b>	<b>Name</b>	<b>Responsibility</b>	<b>Position</b>
<b>Client representative</b> (SWDC)	Stefan Corbett	Have oversight of the project and provide feedback on the clients needs and expectations. Provide review and approvals of project deliverables (where required by SWDC) to the project team.	S
<b>Independent Consultant</b> (Southern Cross Consulting)	Simon Cartwright	Provide independent advice at steering group meetings.	S
<b>Project Sponsor</b> (Wellington Water)	Paul Gardiner	Provides a key role in initiation of the project and approving change.	
<b>Project Lead</b> (Wellington Water)	Linda Fairbrother	Provide oversight of the project, facilitate communication between the client, sponsor and project team. Escalate issues or change.	
<b>Chief Advisor</b> (Wellington Water)	Steve Hutchison	Escalation of issues or changes that will impact scope.	S
<b>Manager, Major Projects</b> (Wellington Water)	Gary Cullen	Provide oversight of the project, facilitate communication between the client, sponsor and project team. Escalate issues or change.	S
<b>General Manager (NDD)</b> (Wellington Water)	Tonia Haskell	Provide oversight of the project, facilitate communication between the client, sponsor and project team. Escalate issues or change.	G
<b>Network Manager</b> (Wellington Water)	Gillian Woodward	Provider operational input into the plant upgrades and priorities.	
<b>Communications</b> (Wellington Water)	Vanessa McFarlane	Sign off the comms plan and provide advice if any comms issues require escalation	
<b>Planning Lead</b> (Wellington Water)	Paul Gardiner	Review and input into the consent approach and application.	
<b>Network Engineering Lead</b> (Wellington Water)	Amy Smith	Technical support and input to design, involvement in Safety in Design.	

Role	Name	Responsibility	Position
<b>Project Director</b> (GHD)	Mary O'Callahan	Provide project oversight on behalf of GHD. Review and approve deliverables for release.	S / G
<b>Project Manager</b> (GHD)	Roanna Purcaru	Lead the GHD team in delivery of the option assessment. Be the main point of contact at GHD for Wellington Water.	
<b>Planning Lead</b> (GHD)	Helen Anderson	Provide Planning inputs and assessment through the consenting process	
<b>Environmental Lead</b> (GHD)	Anthony Kirk	Lead the review of recent environmental performance against the current and proposed benchmarks	
<b>Process Lead</b> (GHD)	Ian Ho	Lead the process and wastewater concept design and evaluation of options. Development of the high level cost estimates.	
<b>Stakeholder engagement</b> (Latitude)	Dan Ormond	Prepare the communication and engagement strategy and advise on communications with stakeholders.	
<b>Legal Counsel</b> (Buddle Findlay)	Frances Wedde	Review the consenting strategy and AEE, lead notified hearing process (phase 4)	

### 3.3 Project contacts register

The contact details for the project team are shown in the table below.

**Table 2: Project contacts register**

Name	Phone number	Email address
Mary O'Callahan <b>Project Director</b> (GHD)	021 101 3603	<a href="mailto:Mary.OCallahan@ghd.com">Mary.OCallahan@ghd.com</a>
Roanna Purcaru <b>Project Manager</b> (GHD)	027 238 7429	<a href="mailto:Roanna.purcaru@ghd.com">Roanna.purcaru@ghd.com</a>
Helen Anderson <b>Planning Lead</b> (GHD)	029 496 3768	<a href="mailto:Helen.anderson@ghd.com">Helen.anderson@ghd.com</a>
Anthony Kirk <b>Environmental Lead</b> (GHD)	029 3551013	<a href="mailto:anthony.kirk@ghd.com">anthony.kirk@ghd.com</a>
Ian Ho <b>Process Lead</b> (GHD)	027 343 9835	<a href="mailto:Ian.Ho@ghd.com">Ian.Ho@ghd.com</a>

Name	Phone number	Email address
Dan Ormond <b>Stakeholder engagement Consultant</b> (Latitude)	027 251 9849	<a href="mailto:Dan@latitudesc.co.nz">Dan@latitudesc.co.nz</a>
Jeremy Garratt-Walker <b>Ecologist</b> (Boffa Miskell)	022 071 2301	<a href="mailto:Jeremy.Garrett-Walker@boffamiskell.co.nz">Jeremy.Garrett-Walker@boffamiskell.co.nz</a>
Frances Wedde <b>Legal Counsel</b> (Buddle Findlay)	021 870 357	<a href="mailto:Frances.Wedde@buddlefindlay.com">Frances.Wedde@buddlefindlay.com</a>

### 3.4 Change control

The project will follow the Wellington Water change control process.

Any significant issues or risks that arise, which could impact the project scope or budget will be flagged in an email as an early warning to the Wellington Water Project Director.

The cost change procedures are:

- Changes to consultancy fees will be documented on the Project Change Notice (PCN) forms and submitted to the Wellington Water project director for approval.
- Changes that require an increase in project budget over \$100,000 or move construction by 1 month into the subsequent financial year will be documented on a Project Change Request (PCR) form, which will be sent to the Project Director for approval prior to proceeding.

### 3.5 Project delivery approach

Prepare a consent application and achieve lodgement in early 2023, in order to attempt to lodge the short-term consent application before the Section 37 deadline of 1 February 2023.

The approach is to prepare a consent application efficiently by maximising environmental and ecological monitoring over winter and spring, whilst engaging with and completing consultation with project partners and key stakeholders over the next 6 months.

The application will need to rely on the data from collected over winter and spring, with summer monitoring to be collected post lodgement (subject to approval by GWRC). Regular consultation with GWRC will be required to develop the application, and this will also require involvement from the GWRC technical specialists who will review the application.

GWRC have requested that if a short term consent is applied for that a pathway for a long term solution for discharging effluent to the environment must be presented in the application. To determine this pathway, in parallel with the development of the wetland a programme of field investigations will be undertaken to assess the suitability and feasibility of land based discharge systems.

The delivery approach will require all five workstreams to run concurrently, culminating in a draft Assessment of Environmental Effects (AEE) by September / October 2022, that will enable:

1. Preliminary legal review
2. Peer review of the basis of design
3. Consultation with project partners and key stakeholders to confirm the project team understanding of their feedback to date

Legal support will be provided by Buddle Findlay, they have a background on the project and understanding of all parties involved.

Between October 2022 and end of January 2023 there will be an iterative approach to update the AEE, address clarifications with stakeholders and GWRC Environmental regulation. This approach will assist in mitigating onerous additional information requests once the application is lodged.

The objective of the delivery approach is to achieve lodgement by end of January 2023 as stated in the letter and timeline sent to GWRC in June 2022.

## 4 Programme

A detailed programme is presented in Appendix A, and summarised below in Section 4.1. This is a live document and will be updated as the project progresses.

### 4.1 Key milestones

The following table sets out the key milestones and anticipated timing that SWDC intend to follow to achieve the lodgement of a new consent application by the end of 2022.

Milestone Name	Target Date
PMP approval	24/06/2022
Gateway 2 – Approval of preferred option	02/12/2022
Gateway 3A – Lodgement of consent application	23/01/2023
Gateway 3B – Consent approval	18/12/2023

## 5 Communication

A communications plan will be developed for this project after initial kick off meetings. Once the communications plan is developed, it will be a live document and appended to this PMP.

### 5.1 Internal project communication and reporting

Monthly reporting will be completed using the major project report template.

Weekly meetings will be held with Wellington Water with minutes provided after each session.

Any communications to external stakeholders, client council, Iwi and GWRC will have the Wellington Water project lead copied in.

## 6 Procurement

### 6.1 Procurement strategy

A procurement strategy will be developed as part of the design workstream summarised in Section 2.7.4.

## 7 Financial

### 7.1 Cost estimate

The level 2 cost estimate is \$17M, this was developed back from the available funding of the project. This cost estimate was calculated using the template in the Cost Estimation Manual.

This cost estimate is summarised in Table 3, full details are to be referred to in the LTP Budget Concept Memo (12531052-MEM\_FWWTP LTP Budget Concept Memo\_v3" (March 2022)).

The professional fees estimated for consenting, detailed design and procurement are based on percentages of the capital works value.

The scope and estimate prepared in this version of the PMP corresponds with the consenting phase estimates in Table 3.

Table 3: Budget concept cost estimate from March 2022

PROJECT ESTIMATE				
Project Name:	Management of Featherston's Wastewater Disposal			
Current Phase:	Concept Design - Level 2 Cost Estimate			
Description:	FWWTP LTP Budget Concept - Priority Works Only			
Phase	Description	Base Estimate	Contingency	Total
<b>Development</b>				
	Consultancy Fees	\$ 412,288	\$ 225,388	\$ 637,676
	Site Investigations			\$ -
	Other Costs (Legal, Land, etc.)			\$ -
	<b>Total Project Development</b>	<b>\$ 412,288</b>	<b>\$ 225,388</b>	<b>\$ 637,676</b>
<b>Consenting</b>				
	Consultancy Fees	\$ 700,000	\$ 140,000	\$ 840,000
	Site Investigations	\$ 430,000	\$ 86,000	\$ 516,000
	Consenting Fees, Community Engagement			\$ -
	Other Costs (Legal, Land, etc.)		\$ 500,000	\$ 500,000
	<b>Total Consenting</b>	<b>\$ 1,130,000</b>	<b>\$ 726,000</b>	<b>\$ 1,856,000</b>
<b>Detailed Design</b>				
	Consultancy Fees	\$ 472,400	\$ 94,480	\$ 566,880
	Site Investigations	\$ 150,000	\$ 30,000	\$ 180,000
	Other Costs (Legal, Land, etc.)			\$ -
	<b>Total Detailed Design</b>	<b>\$ 622,400</b>	<b>\$ 124,480</b>	<b>\$ 746,880</b>
<b>Procurement</b>				
	Consultancy Fees	\$ 118,100	\$ 23,620	\$ 141,720
	Other Costs (Legal, Land, etc.)			\$ -
	<b>Total Procurement</b>	<b>\$ 118,100</b>	<b>\$ 23,620</b>	<b>\$ 141,720</b>
<b>Construction</b>				
	Contractor's Preliminary and General	\$ 1,948,650	\$ 389,730	\$ 2,338,380
	Inlet Works	\$ 554,000	\$ 110,800	\$ 664,800
	Odour Control	\$ -	\$ -	\$ -
	Secondary Treatment - Pond Upgrades	\$ 205,000	\$ 61,000	\$ 266,000
	Nitrification Plant	\$ 3,399,000	\$ 407,800	\$ 3,806,800
	Tertiary Treatment	\$ -	\$ -	\$ -
	Chemical Dosing	\$ -	\$ -	\$ -
	Wetland and Stream Discharge	\$ 542,000	\$ 216,800	\$ 758,800
	Land Irrigation	\$ 800,000	\$ -	\$ 800,000
	Pond Desludging	\$ -	\$ -	\$ -
	Site General	\$ 405,000	\$ 81,000	\$ 486,000
	<b>Subtotal Physical Works</b>	<b>\$ 7,853,650</b>	<b>\$ 1,267,130</b>	<b>\$ 9,120,780</b>
	Professional Costs During Construction	\$ 345,250	\$ 69,050	\$ 414,300
	<b>Total Construction</b>	<b>\$ 8,198,900</b>	<b>\$ 1,336,180</b>	<b>\$ 9,535,080</b>
<b>Base Estimate</b>				
	Base Estimate	\$ 10,481,688		
	Contingency	23.2%	\$ 2,435,668	
	Wellington Water Management Fee			\$ 628,292
	<b>Expected Estimate</b>			<b>\$ 13,545,648</b>
<b>95th Percentile Estimate</b>				
	Funding Risk			\$ 3,681,089
	<b>95th Percentile Estimate</b>			<b>\$ 17,226,737</b>
Notes:	This estimate is exclusive of escalation and GST.			

## 7.2 Cash flow

Annual cashflows are developed based on estimates and quotes received when preparing this PMP. The cashflow is developed using the project programme and forecasted at the summary task level as shown in Table 5.

**Table 4: Annual budget estimates**

Year	Estimate
FY2023	\$1,493,771
FY2024	\$559,872

**Table 5: Summary of project costs (tasks highlighted in yellow paid by WWL directly, all other estimates are GHD professional fees, GHD sub-contractors and provisional sums)**

ITEM	ESTIMATE
<b>02 - CONSENT</b>	
<b>Communications</b>	
Setup and coordination of community updates	\$36,709
PROVISIONAL - setup and coordination of community engagement	\$57,328
	\$0
<b>Consent</b>	
Phase 1: Background research / defining the scope	\$57,421
Phase 2: Technical Inputs (for short term consenting)	\$84,596
Phase 3: AEE preparation for the short-term consent	\$108,066
Phase 4: Lodgement, public notification and GWRC processing and Post Lodgement	\$220,000
Buddle Findlay (phase 1 to 3 only)	\$46,000
Mana whenua consultation fees	\$10,000
CIA	\$20,000
Peer review	\$12,000
Buddle Findlay (phase 4 - post lodgement)	\$160,000
GWRC consultation fees	\$50,000
GWRC lodgement fees	\$100,000
GWRC and Environmental Court hearing fees	\$100,000
<b>Environment</b>	
Deliverable 1: Data analysis	\$6,572
Deliverable 2: Field investigation	\$131,169
Deliverable 3: Reporting	\$28,379
<b>Project Management</b>	
Project Management	\$317,846
<b>Treatment plant design</b>	
Deliverable 1: Basis of Design Report	\$12,993
Deliverable 2: Concept Design Documentation	\$86,053
<b>CONTINGENCY</b>	<b>\$300,000</b>
<b>Sub-total</b>	<b>\$1,945,131</b>
MANAGEMENT FEE (8%)	\$155,610
Total (incl. management fee)	\$2,100,742



The estimate for consenting costs excluding management fee is \$1.93M which is 80k over the concept level estimate. The management fee for this phase of the project is \$154k which corresponds with the 8% percentage for this portion of work used in the concept level estimate in Table 3.

### 7.3 Cost control review

Actual costs are reconciled at the end of each month and packaged in the monthly report. Consultancy costs are monitored fortnightly or at more regular intervals (as required) throughout delivery.

A task level tracking document will be utilised to established earned value and determine if there is a risk of deviating from the estimates in this PMP, or to assist manage change early. Together with the project programme these tools will be monitored by the project manager throughout delivery.

### 7.4 Consultancy Fee Estimate for current phase

The tables below sets out the GHD Fee estimate for approval under this version of the PMP, each table summarises the detailed fee estimates provided in Appendix B.

**Table 6: Summary of the GHD consultancy fee estimate**

SCHEDULED ITEMS	ESTIMATE
<b>Communications</b>	
Setup and coordination of community updates	\$36,709
<b>Consent</b>	
Phase 1: Background research / defining the scope	\$57,421
Phase 2: Technical Inputs (for short term consenting)	\$84,596
Phase 3: AEE preparation for the short-term consent	\$108,066
<b>Environment</b>	
Deliverable 1: Data analysis	\$6,572
Deliverable 2: Field investigation	\$95,645
Deliverable 3: Reporting	\$20,668
<b>Project Management</b>	
Scoping consent phase	\$39,205
Project Management	\$259,721
General disbursements for travel	\$10,000
<b>Treatment plant design</b>	
Deliverable 1: Basis of Design Report	\$12,993
Deliverable 2: Concept Design Documentation	\$86,053
<b>Sub-total</b>	<b>\$817,648</b>

<b>PROVISIONAL SUMS</b>	
PROVISIONAL - setup and coordination of community engagement	\$57,328
Phase 4: Lodgement, public notification and GWRC processing and Post Lodgement (PROVISIONAL)	\$220,000
WQ sampling ongoing after consent submitted (provisional 6 months/12 trips) (PROVISIONAL)	\$35,524
Interpretation of low flow monitoring and update reports (PROVISIONAL)	\$7,711
<b>Sub-total</b>	<b>\$320,563</b>
<b>Total</b>	<b>\$1,138,211</b>

## 7.5 Contingency

A project level contingency of \$300,000 up to consent lodgement is suggested based on the project risks if a 3 to 6 month delay occurred.

The contingency will need to be assessed for the post-lodgement phase, this will need to be completed closer to lodgement date.

# 8 Health and safety

Health and safety for this project will only be relevant to future phases beyond the consenting stage, for design, construction and operation stages once the preferred option is consented.

## 8.1 Health and safety objectives

The health and safety objectives for the project are:

- Compliance with the Health and Safety at Work Act 2015
- Compliance with the Health and Safety at Work Regulations 2016
- Comply with health and safety directives issued by Wellington Water
- Compliance with the Regional Specification and Standard for Water Services (December 2021)

## 8.2 GHD Health and safety requirements

To comply with GHD's HSE Management System Manual (GHD-MAN-HSE-01) the following mandatory HSE tasks are included:

- Setup, review and manage a project risk register throughout the delivery of the project
- JSEAs (HSE009) are developed for each site activity undertaken on the project, reviewed and approved by the project director or suitably skilled and experienced delegate before site based works commence and affected staff inducted in their requirements.
- HSE018 Site Inspections and HSE068 Job HSE Audits are conducted in accordance with the HSE015 Inspection and Monitoring Schedule for principal contractor and client's representative jobs
- HSE injuries, incidents, near misses or hazards are reported in IRIS and investigated in accordance with the 11.01.01 HSE Practice Management Procedure, this plan and any specific requirement of the client
- Implement a Safety in Design process to eliminate or reduce risks that arise during the life cycle of an asset.

- Project related HSE actions related to inspections, audits, HSE Plan Reviews, Incidents and hazards are completed within agreed timeframes and monitored in the GHD HSE database for ongoing suitability
- External suppliers engaged by GHD to undertake site work are appropriately reviewed prior to them commencing site work QA021, HSE046/HSE047 External Supplier Pre Work Reviews
- Undertake the HSE067 Management JSEA Site Review

These mandatory tasks make up the framework of the GHD Project HSE Plan, and are to be read and implemented in consultation with any separate management plans (e.g. environmental, security etc where applicable), Wellington Water or site specific health, safety and environment (HSE) requirements and other GHD-specific HSE Management System documentation including Hazard Guides.

### 8.3 GHD HSE roles and responsibilities

- **Project Director:** The project director is responsible for controlling the overall delivery of the HSE for this project management plan and ensuring compliance with GHD's HSE Management System requirements for the job. The project director will identify and provide resources for the Job.
- **Project Manager:** The job manager is responsible for the implementation of the HSE for this project management plan. The job manager may delegate site delivered roles and responsibilities to a "field supervisor", however remains overall responsibility for practical implementation of HSE on the job.
- **Project team:** The project team are responsible to conduct their activities in accordance with the specific HSE requirements of this project and supporting initiatives.

### 8.4 Safety in design

The project will follow the Wellington Water Safety in Design Process (HSP-26). During the design phase aspects relating to Health & Safety will be reviewed by designated technical specialists and operations team input. A safety in design register will be initiated at the end of the design phase, Safety in Design workshops will be carried out in future phases of the project.

Safety in design workshops will be held at the following points:

- During Preliminary Design to develop the initial SID register.
- During the Detailed Design Stage.
- Following contract award to include the contractor and review the work methodology and planning to confirm safety risks.

Following the construction phase, the SID register will be reviewed with Wellington Water to ensure operational and maintenance hazards relating to the project are captured and transferred prior to project closure.

The SID H&S risk assessment will be added to Appendix once complete. The SID H&S risk assessment is a living document and will be updated throughout the project.

## 8.5 Health and safety monitoring

There is no significant site work planned for this project. Any site visits such as to the Featherston WWTP will be monitored by the GHD Project Manager.

## 8.6 Health and safety reporting

We will report on health and safety performance as part of our monthly report, if there are any relevant updates to report.

# 9 Quality assurance system

## 9.1 Quality objectives

All deliverables will follow the requirements of the GHD Management System for Quality Control. This involves verifying deliverables and implementing checks and reviews in accordance with GHDs internal Quality Assurance procedures.

The key quality objectives for the project are:

- Technical - Identify and utilise key resources with relevant project experience
- Quality - Deliver reports that adhere to the GHD quality systems and review processes, utilise peer reviewers following the Wellington Water process
- Financial - Accurate cost estimating, forecasts and budget management
- Risk Management - Proactive management and early warning of risks, leverage legal reviews to assist guide the process

# 10 Environment

## 10.1 Environmental objectives

The key environmental objectives for the project are to:

- To identify the key environmental project risks on the site
- To consult with stakeholders to confirm their perception of environmental risk aligns with the project assessment.
- To assess the potential environmental impact of options and identify potential mitigation requirements.

## 10.2 Environmental monitoring and reporting

During environmental monitoring if there is any risks or major non-compliances noted they will be reported once identified.

We will report on environmental performance against objectives within our monthly report.

# 11 Risk

## 11.1 Risk management

In keeping with the consultancy panel approach, GHD will work closely alongside Wellington Water to manage the project and associated risks. A risk register will be developed, and will be a live document, updated following each key stage and any significant changes to project scope or risk profile.

The GHD Project Manager is responsible for managing project risk and ensuring risks and their mitigation is clearly communicated to Wellington Water. We will maintain a high level of communication with the Wellington Water Project Director and elevate issues or risks as required. The key project risks currently identified for this project are listed below.

## 11.2 Project risk register

At the time of this PMP preparation the top risks being managed are listed in Table 5

**Table 7: Key risks**

Key Risk	Control Measure
<b>Risk of missing the Section 37 deadline of Feb 23</b>	<p><b>Description:</b> There is a short amount of time to prepare the consent application and consult with key stakeholders before submission. This could cause in-effective consultation with project partners and key stakeholders.</p> <p><b>Mitigation:</b> Agree the scope of work with SWDC and mobilise team to start consent preparation as soon as possible - in progress Setup regular working groups with key stakeholders to have regular input in the design and application.</p> <p><b>Consequence:</b> Reputational risk, increased costs with re-work and ongoing meetings with stakeholders</p>
<b>Budget limitations / Affordability</b>	<p><b>Description:</b> This project is a significant one for SWDC given its history so far in not obtaining consent for irrigation of treated wastewater to land, and the community not generally supportive of the proposal. The project influences a wide range of stakeholders in the region. There is the risk that local and national government influences and impacts the progress of the project through funding, public communication, stakeholder communication and pressure on the project team.</p> <p><b>Mitigation:</b> Staging of options to be developed to support option selection - to be progressed during consent application preparation.</p>

Key Risk	Control Measure
	<p>Meetings with WWL operations and SWDC to determine the operational improvements and priorities of upgrades.</p> <p><b>Consequence:</b> Delays (3 to 6 months) to lodging the consent to agree / prioritise upgrades</p>
<p><b>Objection to the consent application</b></p>	<p><b>Description:</b> There is a risk that if partners, stakeholders or community have a significant objection to the project or specific detail of the project, then additional work may be required to understand and resolve these issues or alternatively resulting in a shorter term consent.</p> <p><b>Mitigation:</b> Regular meetings and updates to stakeholders. Comms plan developed for the community engagement strategy.</p> <p><b>Consequence:</b> Delays (3 to 6 months) and increased cost utilising technical specialists to address concerns.</p>
<p><b>Concerns with the consent approach / RMA changes</b></p>	<p><b>Description:</b> The details of the short term consent approach need to be developed together with GWRC to maximise the amount of environmental data available over the 6 month period from commencing work to lodgement.</p> <p><b>Mitigation:</b> Regular meetings with GWRC to determine the details of the consent approach. Legal input early in the consent development. Environment monitoring plan to be developed and discussed with GWRC technical specialists</p> <p><b>Consequence:</b> Delays lodging the consent by 3 to 6 months to obtain summer and autumn seasonal data.</p>
<p><b>Level of Iwi engagement</b></p>	<p><b>Description:</b> With the hiatus in progress and limited contact with project partners, there is uncertainty in the iwi position on the short term consent approach.</p> <p><b>Mitigation:</b> Establish regular meetings early in the consent phase to obtain input in the design and consent application.</p> <p><b>Consequence:</b> Delays (3 to 6 months) lodging the consent if effective consultation is not achieved.</p>
<p><b>Robustness of option assessment process</b></p>	<p><b>Description:</b> The original option assessment phase did not concluded with the Multi Criteria Assessment (MCA) stopping after workshop 3. No option assessment has been completed for the design of the upgrades in the Short term consent.</p> <p><b>Mitigation:</b> Monitor risk as design and consent preparation progresses. Some option assessments may need to be commented on or developed by the design team during the consent preparation.</p>

Key Risk	Control Measure
	<b>Consequence:</b> Delay to lodging resource consent or additional information requests after lodgement.

Other risks of note listed on the register include:

- Technical assessment expert availability, timing and any need for additional investigations / new issues – we have a drop dead lodgement but may then get more s92 requests and need time extensions
- Iwi and key stakeholder position and availability to engage
- Local government elections changing strategy / corporate intent changing



# Appendix A: Programme





# Appendix B: Consultancy Fee Estimate



ESTIMATE - SCOPE OF WORK

27 June 2022  
Featherston WWTP - consent phase

Table with columns for Role / Name, Displ, and various staff names like Mary O'Callahan, Helen Anderson, etc.

Table with columns for Disbursements, including Item, Ecology, Comms, Recon, Field equipment, and Travel.

Summary table with columns: Grand Total, Total number of work weeks, Hrs/Wk, Rate \$, TOTAL LABOUR Hrs, \$ Value, and ESTIMATE TOTAL \$.

Table with columns: Act ID, CA, WP, Activity Description, Start Date, Finish Date, Dur Days, and various resource allocation metrics.

Main activity schedule table with columns: Act ID, CA, WP, Activity Description, Start Date, Finish Date, Dur Days, and various resource allocation metrics for each activity.



# Appendix C: Risk Register





# ASSETS AND SERVICES COMMITTEE

13 JULY 2022

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## AGENDA ITEM C3

### ACTION ITEMS REPORT

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#### **Purpose of Report**

To present the Assets and Services Committee with updates on actions and resolutions.

#### **Recommendations**

Officers recommend that the Committee:

1. *Receive the Assets and Services Action Items Report.*

#### **1. Executive Summary**

Action items from recent meetings are presented to the Committee for information. The Chair may ask officers for comment and all members may ask officers for clarification and information through the Chair.

If the action has been completed between meetings it will be shown as 'actioned' for one meeting and then will remain in a master register but no longer reported on. Procedural resolutions are not reported on.

#### **2. Appendices**

Appendix 1 – Action items to 13 July 2022

Contact Officer: Stefan Corbett, Group Manager Partnerships and Operations

Reviewed by: Harry Wilson, Chief Executive Officer

# **Appendix 1 – Action Items to 13 July 2022**

Number	Raised Date	Action Type	Responsible Manager	Assigned to	Action or Task details	Open	Notes
161	12-May-21	Resolution	S Corbett		<p>ASSETS AND SERVICES COMMITTEE RESOLVED (A&amp;S2021/12):</p> <ol style="list-style-type: none"> <li>To receive the Road Safety in Greytown Report.</li> <li>To note the issues identified by the local community and Greytown Community Board.</li> <li>To consider the proposed initiative once the proposed safety improvements from Waka Kotahi, NZTA, for the SH2 corridor in Greytown are known.</li> </ol> <p>(Moved Cr Maynard/Secoded Cr Jephson) Carried</p>	Open	<p>07/07/21 - Waka Kotahi, NZTA providing update and proposal in meeting.</p> <p>26/8/21 Waka Kotahi consultation for SH 2 safety improvements deadline has been extended due to Covid-19</p> <p>6/5/22: Still awaiting final outcome of Road to Zero and Speed Review from Waka Kotahi.</p> <p>1/6/22: Still in progress; officers noted work on the national speed register is being completed, including signage and the accuracy of this. Needs to be finalised. Speed review can take place following this work.</p>
484	6-Oct-21	Action	S Corbett		<p>Enable waste minimisation measures that encourage ratepayers to deal with their waste responsibly, thereby reducing the waste sent to landfill as well as the cost to Council and ratepayers of landfill disposal</p>	Open	<p>Note: Created by FAR for A&amp;S to consider</p> <p>15/10/21: Officers are conscious of the need to minimise waste and are working to achieve waste reduction to landfill. Price increase of rubbish bags is the most recent initiative to get ratepayers thinking on what they are throwing vs recycling which is free. Waste Minimisation Action Plan to be developed.</p> <p>27/1/22: Environmental and Sustainability advisor due to start end of Feb and will be moving these initiatives forward.</p> <p>20/04/22: Updated report requested for next A&amp;S meeting.</p> <p>06/05/22: Updates to follow in July A&amp;S report.</p>
516	27-Oct-21	Action	S Corbett		<p>Work on a health and safety action plan with the Wairarapa Trails Action Group to ensure</p>	Open	<p>8/11/21: WTAG chairperson Greg Lang, Carterton Mayor is having discussions with</p>

Number	Raised Date	Action Type	Responsible Manager	Assigned to	Action or Task details	Open	Notes
					network safety of the proposed trails and continue discussions on cyclist safety on Underhill Road leading to the Tauherenikau Cycle Bridge, including advance changing of speed limit on Underhill Road.		SWDC Mayor on a way forward to resolve this problem on both sides of Underhill Road 20/12/21: Bridge construction delayed 12-14 weeks (subject to weather). 27/1/22: Underhill Road will be included as part of the speed review, other initiatives will be investigated prior to the bridge opening in September. 9/3/21: Action amended to include advance changing of speed limit on Underhill Road.
15	2-Feb-22	Action	S Corbett		Commence discussions with parties necessary to secure a long-term option for the Tauherenikau Water Pipeline	Open	6/5/22 - Awaiting options from WWL and workshop expected by end of May. 1/6/22: Report expected by end of June 2022.
162	20-Apr-22	Action	S Corbett		Provide Greytown Community Board with progress update on Bidwill's Cutting Road pedestrian crossing	Open	6/5/22: Works are programmed for June 2022 following completion of subsidised footpath renewals and funded kerb, channel and footpath extensions. This is subject to concrete supply availability and contractors avoiding Covid. 09/05/22: Email update sent to GCB. 1/6/22: Footpath work planned to start by end of June 2022.
254	1-Jun-22	Action	A Bradley	A Andersen	Schedule Matariki funding application as an agenda item for Feb 2022 meeting.	Open	6/7/22: Further information required re: funding source for officers to follow up.