

27 September 2023

File Ref: OIAPR-1274023063-23506

[REDACTED]

Tēnā koe [REDACTED]

### **Request for information 2023-229**

I refer to your request for information dated 30 August 2023, which was received by Greater Wellington Regional Council (Greater Wellington) on 30 August 2023. You have requested the following:

*“Under the OIA I would like to request the following documents for the Riverlink project:*

- 1. Set of Construction Drawings*
- 2. Construction Management Plan*
- 3. Construction Programme*
- 4. All correspondence relating to the decision to close Melling Station for 18 months and to close one lane of SH2 to relay a watermain.”*

### **Greater Wellington’s response follows:**

- 1. Set of Construction Drawings*

The most current construction drawings are the reference design drawings. These can be found here: <https://teawakairangi.co.nz/overview/resources/>

- 2. Construction Management Plan*

The construction management plan is still being developed. We are therefore refusing this part of your request under section 17(e) of the Local Government Official Information and Meetings Act 1987 (the Act) on the basis that the document alleged to contain the information does not exist, or despite reasonable efforts to locate it, cannot be found.

We have considered consulting with you on this part of your request but don't believe consulting with you would remove the reason for refusal.

### 3. Construction Programme

The Construction Programme can be found here: <https://teawakairangi.co.nz/overview/riverlink-timeline/>

### 4. All correspondence relating to the decision to close Melling Station for 18 months and to close one lane of SH2 to relay a watermain.

The Te Awa Kairangi / Hutt River Valley Subcommittee report (**Attachment 1**) includes details on the decision to close Melling Station for 18 months. As the Project Alliance Agreement has not yet been concluded, all other correspondence relating to this decision has been withheld under the following grounds of the Act:

- section 7(2)(b)(ii) – releasing this information would be likely to unreasonably prejudice the commercial position of Greater Wellington and the Alliance.
- section 7(2)(h) – to enable Greater Wellington to carry out, without prejudice or disadvantage, our commercial activities
- section 7(2)(i) – to enable Greater Wellington to carry on, without prejudice or disadvantage, our commercial negotiations.

We have considered whether the public interest in the requested correspondence outweighs Greater Wellington's need to withhold. As a result, we do not consider that the public interest outweighs Greater Wellington's reason for withholding this information, under the grounds identified above.

State Highways are owned and managed by Waka Kotahi (not local or regional councils) and the decision to close State Highway 2 lies with them, not Greater Wellington. Accordingly, we hold no documents on this aspect of your request. We have therefore transferred this part of your request under section 12 of the Act, to Waka Kotahi. Further correspondence in relation to this part of your request will therefore come to you directly from Waka Kotahi.

We have arranged to meet with you on 5 October 2023, at 3pm in our Cuba Street offices (100 Cuba Street, Te Aro) to discuss your request in more detail. Please ask for Tracy Berghan, Manager RiverLink when you arrive.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



David Hipkins  
Kaiwhakahaere Matua Taiao | Group Manager Environment (Acting)

PROACTIVE RELEASE

**Te Awa Kairangi / Hutt River Valley Subcommittee**  
**22 August 2023**  
**Report 23.375**



**For Information**

## **RIVERLINK PROJECT UPDATE REPORT**

### **Te take mō te pūrongo**

#### **Purpose**

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

### **Te horopaki**

#### **Context**

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

Achieve Ora Tangata, Ora Taiao and Ora Wairua	To reorient the city to face and connect with Te Awa Kairangi and respond to climate change by: <ul style="list-style-type: none"><li>• Providing resilient transport choices allowing all people and businesses to move safely and reliably to, from and within our city centre.</li><li>• Improving flood protection for the Lower Hutt city centre and areas south of the city to enable better resilience for people and property.</li><li>• Stimulating and supporting urban regeneration and economic development. Encourage growth and the regeneration of Lower Hutt city centre and promote commercial and residential development.</li></ul>
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## **Te tātaritanga Analysis**

### ***Overall Project***

6. The Alliance team are continuing to work through the development of the concept design for pricing and are due to complete this by the end of October 2023. The concept design takes into account the overall design used for the consenting process, the minimum requirements and consent conditions.
7. This next level of design will provide the basis for developing a target outturn cost, that will be reviewed by our independent estimators before finalising and bringing back to project partners for sign off.
8. Through the period since our last update the team have been working with the programme partners to clarify key elements of the concept design so that, these are fully understood, that concept designs are meeting our expectations, and that we are targeting value solutions.
9. Through this process, the Alliance team are also bringing together designers and constructors with partner specialists to consider and find efficiencies through the construction methods that will be used. The key areas of focus have been:
  - Melling Bridge structure and construction.
  - Storm and wastewater infrastructure works.
  - Innovations identified through other proposals.
  - Potential construction programme savings.
  - Supply options for of key materials.
10. The Project Design Liaison Group (PDLG), has had its second meeting along with the Alliance's Construction and Design managers attended along with RiverLink partners and cycling, walking and disability group representatives.
11. Approval of the final Project Alliance Agreement (PAA) and supporting Partner Agreements was to be sought by all three funding partners in October 2023, subject to agreement of all partners. This has been extended to early December 2023. The PAA will be between Waka Kotahi as the single principle representing all five project partners. A separate Riverlink Partnership Agreement (RPA) will be developed in parallel to the PAA that will be between each partner and Waka Kotahi reflecting that partners input into the PAA.

### ***Greater Wellington***

#### ***Property***

12. A total of 143 properties are being acquired for the RiverLink Project.
  - a 140 properties have now been acquired with 3 land acquisitions remaining.

- b 60 commercial rights (lessee interests, easement interests, business closures and business relocations) have been acquired with 15 lease acquisitions remaining.
13. Responsibility for site security and health and public safety risks now lies with the Project Management Office (PMO) and Project Governance Group (PGG).
  14. Vacant possession secured for:
    - a Area E (85-103 Pharazyn Street)
    - b Area B (even numbers 50-90 Marsden Street)
    - c Area I (7-12 Daly Street)
    - d Area H (39b-56 Mills Street)
  15. In progress: vacant possession for 22 properties – various stages in the next month:
    - a Area A (odd numbers 57-75 Marsden Street) - partially secured.
    - b Area D (64-84 Pharazyn Street) - partially secured.
    - c Area C (42-62 Pharazyn Street)

#### ***Early Works***

16. Initial construction work for the Mills Street portion of the Hutt River stopbank will see pre-load being constructed. Planning for this work is well underway with an Outline Plan currently being submitted to HCC for acceptance. Greater Wellington will utilise an existing commercial agreement with river aggregate management to source and supply pre-load material to the Mills Street stopbank location. The same contractor will have a work order issued for the placement and compaction of the pre-load material to ensure Greater Wellington has total oversight of the work.
17. Community engagement and pre-condition surveys are currently being arranged for commencing stakeholder engagement tasks prior to the end of August 2023. The first physical presence on the stopbank site will be the erection of temporary fencing during the end of August 2023 and the accepted temporary traffic management being placed on Hutt City streets. Pre-load material hauling from the Hutt River to the pre-load site is scheduled to commence on 4 September 2023.

#### ***Property Relocation and Demolition***

18. Asbestos surveys and utility disconnections for power, gas and fibre internet have been completed on Area E Pharazyn Street and Area B Marsden Street. Works are in progress on Area H Mills Street.
19. Three properties on Pharazyn Street were sold to Brittons house movers and relocated between 7-9 June 2023. A further six properties on Marsden Street were relocated in July 2023. One more will be completed when there is a period of dry weather. Two properties will be relocated from Mills Street, in August 2023.

20. CERES NZ have been appointed as the demolition contractor for the project. Works are planned to commence 14 August 2023, the first works will be asbestos removal and demolition of properties on Area E Pharazyn Street.

#### ***Greater Wellington Council Presentation***

21. Greater Wellington has a report going to the Council meeting on 24 August 2023 regarding the construction timing for the Melling Train station.

#### ***Hutt City Council (no change)***

22. Following the success with the Infrastructure Acceleration Funding bid, HCC have formed a team to manage the delivery of the stormwater and wastewater upgrades. An appraisal of the procurement and delivery options for the project has been carried out and the design of these projects will be delivered using an Early Contractor Involvement (ECI) model working in partnership with the RiverLink Alliance.
23. Most of the construction work is outside of the footprint of the RiverLink project and will be constructed by the ECI team. The construction of the elements of the project within the footprint of the RiverLink project will be delivered by the RiverLink Alliance. The stormwater elements which are within the footprint are already consented through the RiverLink consent.

#### **Ngā hua ahumoni**

#### **Financial implications**

#### ***Greater Wellington***

24. Greater Wellington has, through its 2021-31 Long Term Plan and subsequent annual planning processes, committed funding of \$295 million to delivery of the flood protection benefits of RiverLink. The current forecasts for delivery of the flood protection benefits are being reviewed through the projects Interim Project Alliance Agreement processes. Further changes to this funding commitment may be necessary prior to signing the funding agreement in October 2023.
25. These budgets do not include allowances for improvements to facilities related to public transport associated with the relocation of Melling Train Station, as Waka Kotahi are responsible for its relocation.
26. Inflation and escalation will need to be adjusted for, during the project life. The next formal opportunity for this will be through the 2024-34 Long Term Plan.

#### ***Hutt City Council***

27. HCC voted in favour of increasing its 2021-2031 Long Term Plan funding for RiverLink to \$129.7 million, with a net cost of \$88.5 million after revenue from subsidies and land sales. This funding will allow HCC to deliver key RiverLink scheme components including a pedestrian cycle bridge, a riverbank park, city centre urban revitalisation, intersection improvements, strategic property purchases and parking areas.

## **Ngā Take e hāngai ana te iwi Māori Implications for Māori**

28. Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika are members of the RiverLink Project Management Board.
29. The Mana Whenua Steering Group established between Waka Kotahi and Ngāti Toa Rangitira and Taranaki Whānui ki Te Upoko o Te Ika to oversee Te Ara Tupua, Eastern Bays Pathway has been expanded to include RiverLink.

## **Ngā āpitihanga Attachments**

<b>Number</b>	<b>Title</b>
1	Report of the Project Director, Rod James RiverLink PMO

## **Ngā kaiwaitohu Signatories**

Writer	Tracy Berghan – Manager RiverLink
Approvers	Wayne O’Donnell – Programme Director Lian Butcher – Kaiwhakahaere Matua, Taiao   Group Manager, Environment

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

Attachment 1 to Report 23.375

**Report of the Project Director - RiverLink**

Date: 8 August 2023

**RiverLink – Project Update Report**

**1. Purpose**

This report provides an update on current progress with the RiverLink programme. The report builds on previous reports to the Subcommittee. The last of these reports was provided in June 2023.

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

**2. Background**

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

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

- Overall progress
- Advance works and investigations
- Progress with the partner agreement
- Communications and engagement

**3. Overall progress**

Our Alliance team are continuing to work through the development of their concept design for pricing and are due to complete this by the end of October. This concept design considers our overall design used for the consenting process; ensuring that all minimum requirements and consent conditions are delivered.

This next level of design will provide the basis for developing a target outturn cost, that will be reviewed by our independent estimators before finalising.

Through the period since our last update the team have been working with the programme partners to clarify key elements of the concept design so that, these are fully understood, that concept designs are meeting our expectations, and that we are targeting good value solutions.

Through this process the Alliance team are also bringing together designers and constructors with our partner specialists to consider and find efficiencies through the construction methods that will be used.

Some key areas of focus have included:

- The Melling Bridge structure and construction.
- The details of planned storm and wastewater infrastructure works.
- Consideration of innovations identified through other proposals.
- Potential construction programme savings.
- Supply options for of key materials.

In parallel with the concept design work, we are continuing to make progress with a range of advance works and investigations.

#### ***Stopbank and Riverwork***

Delivery of the Mills Street design is being run through a dedicated team in order for this work to begin ahead of the main project.

Work is currently in progress on the construction methodology, sequence, and programme. This includes work to understand and determine the best route for 33kV and 11kV HV line relocations, and the planned approach to related stormwater works.

To take advantage of some current river works being carried out in the vicinity by Greater Wellington, the placement of available river material on the alignment of the Mills Street stopbank is being explored as the first stage of its construction.

#### ***Investigations***

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

#### ***Site clearance and demolition***

Work has commenced on site clearance and demolition.

In the Daily Street area works have been underway for several weeks and are currently focused on asbestos removal at this stage.

This contract is due to be completed around December this year and will include all demolition and clearance of these buildings above ground. (i.e. does not include any earthworks).

In the Pharazyn street area work is commencing mid-August, starting with asbestos removal, and completing all above ground demolition and clearance by April 2024.

As part of this clearance work we are relocating 16 houses. 9 of these have already been moved.

### **5. Partner Agreement**

Work on the detailed RiverLink Partner Agreement (RPA) is progressing with a final draft expected by the end of August.

The commercial structures have now been completed by KPMG, and are being integrated into the final legal agreement, led by Buddle Findlay and with the support of partner legal teams.

### **6. Communications and engagement**

Communications and engagement activities over the past 2 months have included:

- Engagement with the regional market on future work that will be available for local suppliers, covering the processes that will be used and how interested suppliers can register and follow upcoming opportunities.
- Alliance presentation to business leaders through Hutt Valley Chamber.
- Monthly programme features in the Hutt News, highlighting demolition works, procurement process, name change and introduction to the Alliance team.
- Letter drops and interactions with residents and businesses on demolition works, and precondition surveys.
- Te Awa Kairangi Committee walk around of the project area, attended by a number of Councilors, PDLG members, and stakeholders.