



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Greater Wellington Regional Council

10 YEAR PLAN 2015-25



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Policies (including the GWRC Revenue and Financing Policy and the GWRC Significance and Engagement Policy) are contained in the separate 10 Year Plan Policies volume.

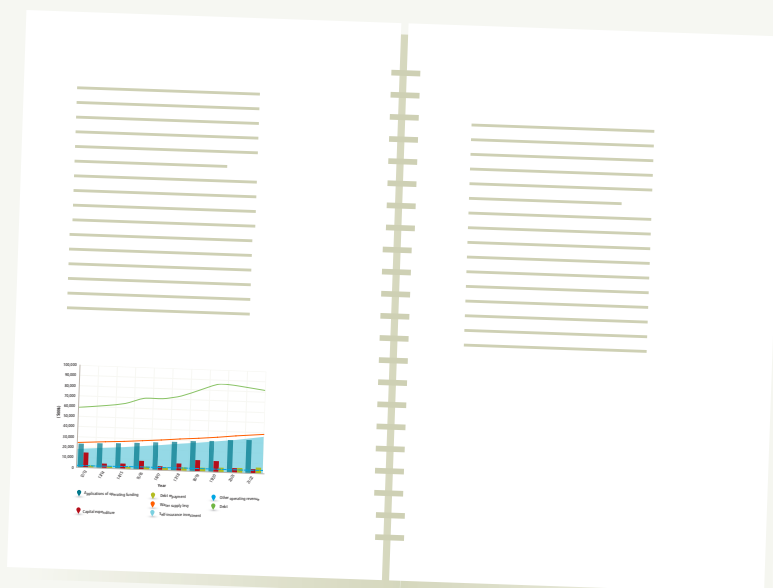


SECTION 1

Overview

He Whakarāpopototanga

WHAT IS THIS DOCUMENT?



This is the 10 Year Plan – the Long Term Plan for the Greater Wellington Regional Council for the years 2015-25. This is a statutory requirement under the Local Government Act.

This document contains important information including:

Key issues for the region

Community Outcomes

10 year Financial Strategy

Council Controlled Organisations

30 year Infrastructure Strategy

Funding

Proposed activities

The purpose of the 10 Year Plan is to describe the activities of the Greater Wellington Regional Council and provide a long term direction for decisions, programmes and projects.

CHAIR'S MESSAGE



The people of the greater Wellington region have been telling us that they want us to invest to future-proof the region, and this ambitious 10 Year Plan does that.

The heavy rainfall of May 2015 and the resulting localised flooding was a powerful reminder of how much this investment is needed. Much of the region was brought to a standstill when slips and flooding took out rail and road routes along the Kapiti Coast and through the Hutt Valley. These floods occurred even though the stop banks on our major rivers held. Had our rivers breached their banks – and in some places they were at their highest level in 35 years – the disruption and damage would have been much more severe.

Because of our unique geography the region is particularly vulnerable to the impact of natural events such as earthquakes, storms and flooding. We need to be prepared. We've been measuring sea level rise for many years now and climate change will increase the rate of the rise as well as generating more frequent and severe weather events. We now know more about seismic and tsunami risk and Wellingtonians understand that "the big one" could be just around the corner. They also understand that we must keep investing in resilience.

This means ensuring that our stop banks continue to hold and that we can keep the water flowing following an emergency, so we will continue our comprehensive flood control programme and are now investigating a cross-harbour water pipeline linking the Hutt to Wellington City. We're also planning a storage lake at Takapu Road to supply emergency water to Porirua and northern Wellington.

More resilience in our road and rail networks has also long been on this council's list of objectives. Transmission Gully is finally under construction to provide a more secure route up the west side of the region, and a new east-west link road from Petone to Grenada will enable better access to the Hutt Valley from State Highway 1.

These strategic roads are part of a massive investment in our transport networks that also includes a boost for public transport, walking and cycling.

We've already introduced Matangi trains and a second batch will arrive in stages through to the middle of 2016. They will replace the remaining old Ganz Mavag units that have been in operation for more than 30 years - providing the single, modern, electric train fleet the region's commuters deserve.

Patronage has increased steadily following the introduction of the first batch of Matangi trains and we expect this trend to continue as the fleet is progressively upgraded.

With the rail upgrade well advanced the Council is now focusing on revitalising the bus network. Plans include a Bus Rapid Transit system through the Wellington CBD and more high-frequency, all day bus routes and evening and weekend services to the suburbs. A single electronic fare and ticketing system will simplify switching between buses, trains and ferries.

We're investing heavily in these public transport initiatives and at the same time have agreed to no public transport fare increases for 2015/16.

Investment in essential infrastructure requires money. We have kept the rates increase needed to pay for existing business as usual activities to around the rate of inflation at 1.1%, reflecting our strong financial management. To pay for capital commitments already made, such as the purchase of our hugely popular Matangi trains, we have increased rates by a further 4.8%, and the new projects as set out in this plan will require a further 3.9% rates rise.

Because GWRC rates are already relatively low, this means an average rates increase of just \$38 for the average household, or 73 cents a week. This will pay for all the extra resilience and transport spending residents have been asking for and I'm proud that we will be able to deliver so much for the people of the region at such a low additional cost for each household.

This plan is the result of a collaborative process. Hundreds of people made formal submissions on our draft 10 Year Plan and many more attended open days across the region to talk with councillors and vote in a straw poll on which of six 'Shape Your Region' packages in the plan they thought should be prioritised. People overwhelmingly told us they supported continued investment in regional infrastructure.

They also told us that the environment and water quality were hugely important, and these will continue to be a significant part of our delivery. As well as notifying our new Natural Resources Plan in the coming year, we will continue our important work monitoring and reporting on the state of the environment, managing pest plants and animals and providing a pollution response service.

We will also work increasingly closely with communities, iwi and land owners through our newly-formed water catchment committees that we are calling Whaitua Committees. These groups will decide how water quality will be managed in their catchments, reflecting local values and aspirations and informed by new scientific evidence and models for managing water use more efficiently. Residents can expect to see this work pick up over the coming years as the Whaitua Committees are progressively implemented throughout the whole region.

All these initiatives are but some of the work that the Greater Wellington Regional Council undertakes to keep our region safe, resilient and prosperous. We have a range of other responsibilities that we deliver, often in partnership with communities, businesses, local councils and other organisations. We look forward to working in these partnerships in future years.



Fran Wilde
Chair

ROLE OF THE GREATER WELLINGTON REGIONAL COUNCIL

Greater Wellington Regional Council (GWRC) is responsible for a wide range of activities and makes a significant contribution to the overall wellbeing of the Wellington region.

GWRC operates in the following key areas:

- Provision and management of regional infrastructure and services – flood protection assets that protect urban populations and productive rural land; a secure supply of safe, high-quality water; managing regional parks; managing harbour navigation and safety; as well as planning, procuring and funding public transport services and owning the train fleet and public transport infrastructure
- Sustainable management of natural resources (land, air, biodiversity and water) and the control of pests to protect resources on which our primary sector, export economy and quality of life are based
- Strategic planning for the region – delivered through statutory instruments, such as the Regional Policy Statement, the Regional Land Transport Plan and the Regional Pest Management Strategy and also non-statutory instruments such as the Wellington Regional Strategy (the region's sustainable economic growth strategy)

GWRC is guided by legislation, including the Local Government Act 2002 (LGA) which directs local authorities to meet the current and future needs of communities for good-quality infrastructure, services and performance of regulatory functions, in a way that is most cost-effective for households and businesses. The LGA also requires local authorities to be accountable and to ensure that their decision-making processes are open to the influence and scrutiny of their communities.

For more detail on the activities of GWRC see SECTION FIVE in this document. SECTION FIVE also contains information on the process of possible reorganisation of local government in the Wellington region.

GWRC PURPOSE

Enriching life in the Wellington region by building resilient, connected and prosperous communities, protecting and enhancing our natural assets, and inspiring pride in what makes us unique.

RELATIONSHIP WITH MANA WHENUA

GWRC has established and maintains relationships with tangata whenua, who are recognised as mana whenua and kaitiaki of the region.

GWRC's relationship with mana whenua is guided by the LGA and the Resource Management Act 1991. These Acts require GWRC to recognise and provide for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (RMA S.6) and provide opportunities and resources that enable Māori to participate in decision making.

GWRC's mana whenua partners are as follows:

- Ngāti Kahungunu ki Wairarapa - represented by Ngāti Kahungunu ki Wairarapa Trust
- Rangitāne o Wairarapa - represented by Rangitāne o Wairarapa Inc.
- Ngāti Raukawa ki te Tonga - represented by Ngā Hapū o Ōtaki
- Te Ātiawa ki Whakarongotai - represented by Ati Awa ki Whakarongotai Charitable Trust
- Ngāti Toa Rangātira - represented by Te Rūnanga o Toa Rangātira Inc.
- Taranaki Whānui ki te Upoko o te Ika - represented by Port Nicholson Block Settlement Trust.

ARA TAHI

Ara Tahi is a leadership forum of the six mana whenua groups and GWRC. Ara Tahi was established in 1993 initially as a Māori advisory group and in the last four years has focused more on strategic matters of mutual concern.

MEMORANDUM OF PARTNERSHIP

Ara Tahi was instrumental in the development of the Memorandum of Partnership – an agreement that outlines how mana whenua and GWRC work together. The Memorandum of Partnership is built on and replaces the Charter of Understanding (1993, revised 2000) and establishes a structural and operational relationship between the Council and mana whenua, in the context of the Treaty of Waitangi, Te Tiriti o Waitangi and the legislation which gives functions, duties and powers to the Council.

For more detail see Section Five Regional Leadership - 'Relationships with Māori' in this document.

GREATER WELLINGTON REGIONAL COUNCIL COMMUNITY OUTCOMES

The community outcomes represent the outcomes that the GWRC aims to achieve in meeting the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions.

GWRC aims to improve residents' quality of life by contributing to the achievement of the following outcomes:



	Strong Economy	Connected Community	Resilient Community	Healthy Environment	Engaged Community
	A thriving and diverse economy supported by high quality infrastructure that retains and grows businesses and employment	People are able to move around the region efficiently and communications networks are effective and accessible	A regional community that plans for the future, adapts to climate change and is prepared for emergencies	An environment with clean air, fresh water, healthy soils and diverse ecosystems that supports community needs	People participate in shaping the region's future, take pride in the region, value the region's urban and rural landscapes, and enjoy the region's amenities
GWRC Activity Groups					
Regional Leadership	✓	✓	✓	✓	✓
Public Transport	✓	✓		✓	✓
Water Supply	✓		✓	✓	✓
Environment	✓			✓	✓
Flood protection and control works	✓		✓	✓	✓
Parks				✓	✓

The ways that our activities contribute to each of the outcomes is detailed in the activity group sections.

MEASURING PROGRESS TOWARDS GWRC COMMUNITY OUTCOMES

Indicators provide a long-term picture of whether we are generally progressing in the right direction towards our community outcomes.

The Wellington Region Genuine Progress Index (GPI) provides a useful way to measure the region's well-being, by counting beneficial activities as positive, harmful activities as negative, and provides a systematic way to integrate economic issues with environmental, social and cultural concerns. We have identified a number of individual indicators from the GPI as well as several combined indices that are closely aligned with GWRC's community outcomes, and intend to use these where possible to measure against these outcomes.



THE REGIONAL CONTEXT

The Wellington region covers 8,111km² of the lower North Island. The northern boundary extends from north of Otaki on the west coast across north of Castlepoint on the east coast. The region also includes a coastal marine area of 7,867km² with almost 500km of coastline.

Planning for the next 10 years requires a view on the challenges and opportunities that the region will face and how these might affect the work of GWRC. Some of these existing and emerging challenges and opportunities are outlined below.

Environment and Resilience

Environmental challenges facing the region are significant. For the Wellington region, these relate to the physical environment in which we live and the additional pressures resulting from climate change and changing land uses:

- The need for the region to be prepared for a large hazard event is vital due to high earthquake risk. The range of hazards that could occur from a magnitude 7.5 event on the Wellington Fault include fault rupture, liquefaction, landslides, land subduction, flooding and tsunamis. These could affect all parts of the region. GWRC plays a fundamental role in both reducing the potential impacts and responding to such events.
- The Wellington region, like many in New Zealand, is facing increasing pressure on soil and water resources. The complex and interrelated nature of water and land management issues, combined with legal requirements, require innovative thinking, strong science-based knowledge and collaborative solutions.
- The proximity of our urban areas to the coast and the location of much of the region's key transport and other infrastructure at or near sea level, means we need to plan well and adapt to cope with sea level rise and other impacts of climate change. The region will face some hard decisions associated with sea level rise and climate change. Decision-making, planning and asset management will need to be co-ordinated at both a local and regional level to ensure the region is resilient to these changes.



Demographic Change

The region's population is undergoing significant change, creating some challenging circumstances for local government in the future. Demographic analysis shows that some areas of the region will experience continued steady population growth whilst others will see little change or even some decline over the next 30 years. The population mix will also change to one of an increasingly aging population, which will affect the numbers of people working. The services that local government provides will need to adapt to these changing trends. Also of note is that approximately 84% of the Māori population of the region are taura here/matāwaka Māori living outside of their iwi boundaries.¹



Economic Patterns

In economic terms the region has performed relatively poorly over recent years compared to the rest of New Zealand, particularly in terms of economic activity, the labour market and productivity². This has occurred despite the region having significant strengths based around knowledge industries (e.g. information communications and technology, finance and insurance, business services, tertiary education and research) and Wellington's role as the national capital.



The continued growth of online commerce may well change the shape and functions of our urban areas, particularly town centres which rely on a concentration of retail stores and offices. This could also influence our travel patterns.

Debt continues to be an important consideration for local government – ever increasing expectations and demands on local government have led to a growing debt which future generations who use the infrastructure and services will have to pay for. In response, we are now seeing pressure for local government to keep rates and debt low. Affordability continues to be a major consideration in all aspects of our business.

Increasing resource scarcity will be an important consideration for the region in the future. The region is already facing issues with water availability, and reliance on fossil fuels will likely place increasing demands on local government to reduce its carbon footprint and look to more environmentally sustainable and cost effective solutions.

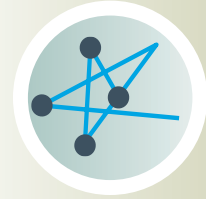
1 Greater Wellington Socio-Demographic Profile 1986-2031. Professor Natalie Jackson, National Institute of Demographic and Economic Analysis, University of Waikato, 2012.

2 2012 Wellington Region Annual Economic Profile, Infometrics Ltd, 2012

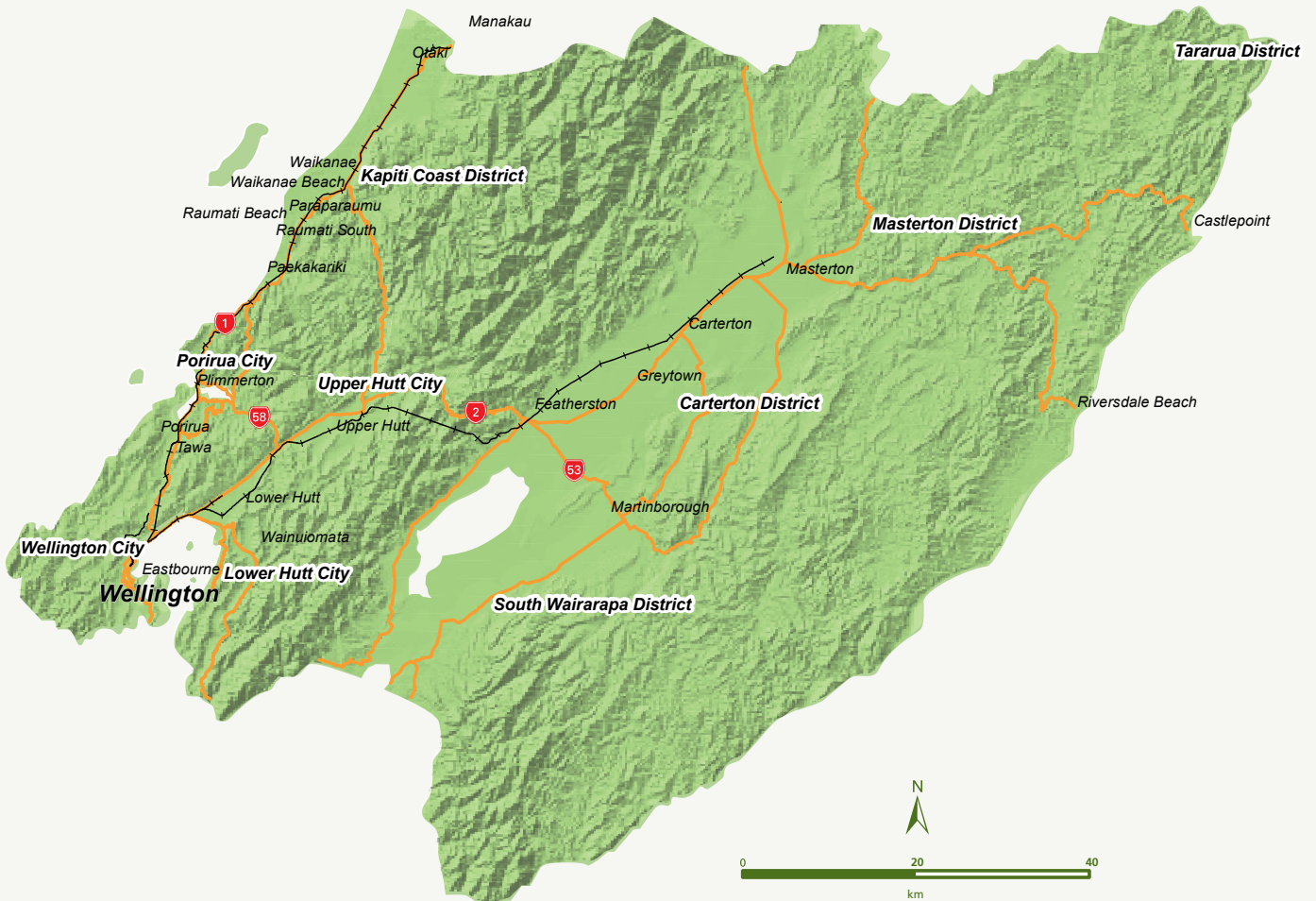
Transport Connections

Despite the continued expansion of online connectivity, there is also a strong community desire to be better physically connected. Moving goods as part of economic activity also requires good transport connections.

The Government has ambitious plans to improve the strategic road network as part of the Roads of National Significance programme. This includes projects such as the Transmission Gully Motorway, Mackays to Peka Peka Expressway as well as a number of proposed improvements to the state highway through the centre of Wellington. GWRC also has significant proposals to improve the public transport system, including both rail and bus. City and district councils have ambitious plans to improve the region's cycle network. These projects require significant investment from both national taxpayers, regional and city ratepayers and fare payers, and will require environmental and social impacts to be carefully managed. Once in place they will transform how people and goods travel around the region, opening up new opportunities for economic and urban development.



Wellington region



KEY ISSUES AND OUR PLANNED RESPONSES

We have identified four key issues for the Wellington region over the next 10 years. These are outlined below along with our plans to address them.

Whilst a significant number of our activities outlined in this 10 year plan will contribute to addressing these key issues, we have grouped the major elements into 'project packages' to assist comprehension. The project packages bring together improvements to the levels of service we provide, and respond to community expectations or the need to enhance our infrastructure assets. In some cases, the project packages address more than one of the key issues we've identified.

Overlaying all of these issues is that of affordability – the ability and willingness of the community to pay for services. This is considered in the context of each project package and in overall terms as part of our financial strategy.

These packages provide an overview of the key features of this 10 year plan, however this is not a comprehensive overview of all our activities – this is provided in Section 5.

ISSUE 1: INVESTING IN REGIONAL INFRASTRUCTURE

Planning, providing and managing key infrastructure, including bulk drinking water, protecting communities through flood protection schemes, and running our public transport network are all critical to the success of the regional economy. However, the cost of investing in good quality infrastructure is significant and affordability for ratepayers is an important consideration.

Two project packages address this through enhancing our regional infrastructure.

Package 1: Public transport Infrastructure

GWRC is responsible for planning and funding the Metlink public transport network. We contract companies to run the train, bus and ferry services on our behalf. We also own and maintain parts of the network, including trains and railway stations. In the last few years we've invested significantly in our Metlink public transport network, including the purchase of new Matangi trains. This package brings together a range of improvements to public transport infrastructure to increase service levels.

We plan to increase investment in the bus network and infrastructure. The additional investment will enable us to improve the quality of existing bus shelters, accelerate the programme of new bus shelter installations, and improve signage. We also plan to encourage cycling through the trial of bike racks on buses. We'll be implementing a new bus network in Wellington City and replacing trolley buses with a fleet of new Hybrid buses.

We plan to continue to improve rail services by increasing the frequency of peak services from the busiest stations and improving the journey times from the outer stations on the electrified network from 2019/20.



We also plan to refurbish the train carriages used on the Wairarapa line from 2016 to 2021. We will be working with KiwiRail over the next 10 years to improve the capacity and robustness of the rail network through projects such as double tracking between Trentham and Upper Hutt¹. We are also planning to increase investment in park and ride car parks to encourage commuters to get out of their cars and use public transport.

Much of this package was consulted on through the Regional Public Transport Plan adopted in 2014.

Cost: This package has a capital cost of \$29 million, which would be funded through borrowing. Total operating expenditure is forecast to be \$78 million over the 10 years. This translates to additional rates of \$0.15 million in 2015/16 and averaging \$5 million per year over the next 10 years.

Funding: GWRC's share of the capital costs would be funded by borrowing, with interest and principal paid back over time through targeted rates. Government co-funding is available for around 50% of the total cost through the New Zealand Transport Agency. Upgrade of the rail network would be funded by KiwiRail.

We will also review the way we fund the rates share of public transport. Currently we use a targeted rate, which differs between each city and district depending on the numbers of transport users and their travel patterns. This review will take place in 2015 and any changes will flow through into subsequent annual plans.

Package 2: Protecting Communities from Flood Risk

A major flood has the potential to significantly affect large parts of the region and cause millions of dollars of damage. GWRC works with communities to manage flood risk from the region's rivers and streams. We manage floodplain management plans, maintain and build flood protection works, work with the community to improve the environment and provide advice on flood risk.

We'll be continuing to improve the resilience of our communities to flooding, as well as helping people to plan ahead and respond to floods.

Over the next 10 years we aim to develop and update floodplain management plans for the Upper Ruamahanga, Waiohine, Waiwhetu, Pinehaven, Mangaroa, Wainuiomata, Otaki and Hutt catchments and the Lower Wairarapa Valley Development Scheme area.

We also plan to build a number of new or upgraded flood stopbanks to reduce risks, including significant works in the Hutt City Centre, Waiwhetu, Upper Ruamahanga and Lower Wairarapa Valley Development Scheme areas. Additional funding will also be provided for floodplain works to protect isolated settlements and improve maintenance.

Cost: This package has a capital cost of \$53 million over the next 10 years. Total operating expenditure is forecast to be \$17 million over the next 10 years. This would translate to additional rates of \$0.42 million in 2015/16 and averaging \$2.7 million per year over the next 10 years.

Funding: Capital costs would be funded by borrowing, with interest and principal paid back over time through rates. Operating costs will be funded through general and targeted rates.



¹ This is funded through the Government rather than by regional rates

ISSUE 2: GROWING PUBLIC TRANSPORT PATRONAGE AND PEOPLE WALKING AND CYCLING

Investment in improved infrastructure, transport services and marketing to potential users is all critical if we are to meet our targets for increasing public transport users and improving take-up of active transport such as walking, cycling, running, scootering etc. Active transport contributes to reducing congestion on our roads, assisting economic growth, mitigating climate change by reducing vehicle emissions, improving road safety and promoting public health. We have developed two project packages to address this.

Package 3: Getting more people on public transport

GWRC is responsible for planning and funding the Metlink public transport network. Part of our role is to encourage more people to use public transport. This reduces congestion on our roads, reduces transport emissions and makes public transport services more cost-effective. This package brings together our major initiatives to increase public transport use in line with the targets in the Regional Land Transport Plan (around an overall 15% increase in trips over the next 10 years).

A new integrated electronic ticketing system, to be introduced from 2017/18, will enable travellers to use just one ticket on all Metlink public transport and allow free transfers between all services. We're planning to offer fare discounts for all children and off-peak travel, as well as capped fares. Improved passenger information will be provided through new online products and a better customer service centre. These projects have already been consulted on through the Regional Public Transport Plan adopted in 2014.

Additional wheelchair hoists will be installed in taxi vans to meet demand for the Total Mobility Scheme. This Scheme assists people with impairments that mean they can't use public transport.

Cost: This package has a capital cost of \$53 million over the next 10 years. Total operating expenditure is forecast to be \$81 million over the 10 years. This would translate to additional rates of \$0.29 million in 2015/16 and averaging \$6.7 million per year over the next 10 years.

Funding: Government co-funding would be available for around 50% of the total cost. GWRC's share of the capital costs would be funded by borrowing, with interest and principal paid back over time through targeted rates. Operating costs will be funded through targeted rates.

Package 4: Getting out and about (walking, cycling, running, scootering)

GWRC provides regional coordination and delivery of programmes aimed at getting more people walking, cycling, carpooling and using public transport. We also promote road safety. Getting people out of their cars and onto their feet or bikes is important for reducing congestion on our roads, reducing green house gas and particulate emissions and improving health.

The Regional Land Transport Plan aims to increase journey to work trips for walking and cycling by 17% by 2025. As a result of co-funding arrangements instead of increasing our promotional activities, behaviour change programmes, road safety programmes, and skills training activities, we now plan to maintain these activities at current levels. These are delivered in collaboration with other local authorities, schools, NZ Police, and the NZ Transport Agency.

Also, along with local councils and the Government, we'll contribute to building



a new walking and cycling link between Wellington and the Hutt, reflecting the regional importance of completing and improving this strategic link.

Cost: This package has a total operating expenditure forecast to be \$4.8 million over the 10 years. This would translate to additional rates of \$0.23 million in 2015/16 growing to an average of \$0.24 million per year over the next 10 years.

Funding: Costs will be funded through general rates. Government co-funding would be available for around 50% of the total cost.

ISSUE 3: MAKING SURE WE CAN COPE IN EMERGENCIES

The Wellington region is particularly vulnerable to earthquakes, tsunamis, major storms, floods and landslips. Climate change is expected to increase the frequency and intensity of storms as well as increase flood risk and coastal erosion through sea level rise. Climate change also brings an increased risk of drought and wildfire threatening ecosystems and settlements and placing pressure on water resources. Our infrastructure needs to be able to cope and bounce back after a major emergency.

Package 5: Keeping the water flowing

Working through Wellington Water¹, we are responsible for collecting, treating and distributing bulk water to the Wellington City Council, Hutt City Council, Upper Hutt City Council and Porirua City Council.

Whilst we are not planning to change the day-to-day level of service we provide our customers, we are proposing a number of new linked projects to provide additional water following a major emergency. These aim to provide up to 20 litres of water per person (for up to 40 days) to those parts of the region most at risk from a break to the bulk water pipes- Wellington and Porirua. Without this it is likely that households would be without water following a major emergency.

The projects include a cross-harbour pipeline linking the Hutt to Wellington City (further investigation in 2015 and 2016 and construction from 2017) and an emergency storage lake at Takapu Road to supply Porirua and northern Wellington (proposed to start in 2018).

To ensure the bulk water pipes can be repaired and replaced quickly after a major event like an earthquake, we'll boost our self-insurance fund as this is more cost-effective than paying for commercial insurance.

Recent studies have shown that we also need to renew some of the wells to the aquifer that supplies the Waterloo treatment plant. This is due to happen over the next 10+ years.

Cost: This package has a capital cost of \$126 million over the next 10 years. Total operating expenditure, including finance costs and debt repayment is forecast to be \$56 million over the 10 years. This would translate to additional levy of \$0.3 million in 2015/16 growing to an average of \$5.2 million per year over the next 10 years.

Funding: Capital costs would be funded by borrowing, with interest and principal paid back over time through the water levy. Operating costs will be funded through the water levy.

Note: Package 2: Protecting communities from flood risk also helps to address this issue.

¹ Wellington Water is a council-owned water management company, formed in September 2014 by GWRC and the Hutt, Porirua, Upper Hutt and Wellington city councils, to deliver drinking water, wastewater and storm-water services.



ISSUE 4: KEEPING OUR ENVIRONMENT CLEAN

The Government's national policy statement on freshwater requires renewed focus on maintaining and improving water quality in our rivers, lakes and sea. In the Wellington region our waterways are under pressure from urban and rural development and we want to work with our communities to manage these pressures. There are issues around soil erosion in our hill country areas, and pest plants and animals are a problem around the region.

Package 6: Environment and water quality

GWRC is responsible for regulating the use of the region's natural resources. We do this through policies, plans and consents, helping the community manage and restore ecosystems and manage land sustainably. We monitor and report on the state of the environment, manage pest plants and animals and provide a pollution response service. We'll enhance our possum control programmes to cover more parts of the region and grow the educational programme we help fund in schools through Enviroschools.

We have already committed to establishing catchment (Whaitua) committees for each of our five primary catchments in the region. The committees will recommend how water quality should be managed based on scientific research and modelling. As part of this package we are now proposing to accelerate work in this area to enable the committees to complete their work faster.

We will expand and improve our partnership programmes with farmers and landowners through the preparation of additional Farm Environment Plans and Riparian/Wetland Plans including the catchments around Wairarapa Moana and Porirua Harbour. These plans aim to improve water quality and biodiversity through managing erosion prone soils, nutrients and fencing and planting along waterways.

This package responds to the requirements of the Government's National Policy Statement for Freshwater and will see GWRC take a strong leadership role in ensuring improved water quality across the region.

Cost: This package has a total operating expenditure forecast to be \$26 million over the 10 years. This would translate to additional rates of \$2.1 million in 2015/16 growing to an average of \$2.6 million per year over the next 10 years.

Funding: Costs will be funded through general and targeted rates, landowner contributions, contributions from other local authorities and Government co-funding.



