

I hereby give notice that an ordinary meeting of the Manurewa Local Board will be held on:

Date: Thursday, 27 June 2024
Time: 1.30pm
Meeting Room: Manurewa Local Board Office
Venue: 7 Hill Road
Manurewa

Manurewa Local Board

OPEN AGENDA

MEMBERSHIP

Chairperson	Matt Winiata
Deputy Chairperson	Glenn Murphy
Members	Joseph Allan
	Heather Andrew
	Anne Candy
	Angela Cunningham-Marino
	Andrew Lesa
	Rangi McLean

(Quorum 4 members)

Chloe Hill
Democracy Advisor

20 June 2024

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1 Nau mai | Welcome

A board member will lead the meeting in prayer.

2 Ngā Tamōtanga | Apologies

At the close of the agenda no apologies had been received.

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Manurewa Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Thursday, 20 June 2024, as true and correct.

5 He Tamōtanga Motuhake | Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Te Mihi | Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.

7 Ngā Petihana | Petitions

At the close of the agenda no requests to present petitions had been received.

8 Ngā Tono Whakaaturanga | Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Manurewa Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

8.1 Deputation - Ezekiel Robson

Te take mō te pūrongo Purpose of the report

1. Ezekiel Robson would like to speak to the board about Auckland Transport's proposal to close level crossings at Homai Train Station.

**Ngā tūtohunga
Recommendation/s**

That the Manurewa Local Board:

- a) whakamihi / thank Ezekiel Robson for this attendance and presentation.

Attachments

- A 27 June 2024: Manurewa Local Board - Deputation - Ezekiel Robson -
Map..... 107

9 Te Matapaki Tūmatanui | Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of three minutes per speaker is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.

10 Ngā Pakihi Autaia | Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

Views on the Draft Auckland Regional Land Transport Plan 2024-2034

File No.: CP2024/08696

Item 11

Te take mō te pūrongo Purpose of the report

1. To provide views on the Draft Auckland Regional Land Transport Plan 2024-2034.

Whakarāpopototanga matua Executive summary

2. Auckland Transport (AT) is leading engagement on the Draft Regional Land Transport Plan 2024-2034 (RLTP) and is seeking local board views.
3. Public engagement on the draft RLTP finished on 17 June 2024. AT has provided local boards with summaries of public feedback to aid local boards in developing their views.
4. This report formalises the local board's views. Local boards are recommended to use the template in Attachment A to provide their views.

Ngā tūtohunga Recommendation/s

That the Manurewa Local Board:

- a) provide views on the Draft Regional Land Transport Plan 2024-2034 using the template in Attachment A to this report.

Horopaki Context

What is the Regional Land Transport Plan

5. The draft Regional Land Transport Plan (RLTP) is the Auckland region's bid for national funding for transport in Auckland. It is a 10-year investment proposal.
6. Auckland Transport (AT) produces the RLTP on behalf of the Regional Transport Committee (RTC) which is comprised of members of the AT Board and includes representatives from New Zealand Transport Agency (NZTA) and KiwiRail.
7. The draft RLTP includes projects proposed in the national State Highway Investment Proposal and KiwiRail's Rail Network Investment Programme. It also includes projects from the Department of Conservation.
8. After local boards provide their feedback, the process to finalise and adopt the RLTP has the following steps.
 - a) It is considered and endorsed by the RTC and by Auckland Council's Transport and Infrastructure Committee (TIC).
 - b) The final RLTP is submitted to the NZTA's board for consideration no later than 1 August 2024.
 - c) The NZTA Board considers every region's submitted RLTP and produces the National Land Transport Plan by 1st October 2024. This sets out the activities and projects provisionally expected to receive funding from the National Land Transport Fund (subject to confirmation of business cases).

9. Auckland Council's financial contribution to the draft RLTP is set through the Long-term Plan.

Local board views

10. The statutory role of local boards within the development of the RLTP is to state the expectations of their communities. Local boards do not decide whether transport projects or programmes are included in the draft RLTP, but perform an important role by providing a community perspective about the proposed programme.
11. Local boards are encouraged to present their feedback directly to the RTC during hearings on 26 and 27 June 2024. Local board feedback is considered by the RTC, which is the legislated decision-making body for transport matters in Auckland.
12. Local board views will also inform the Transport and Infrastructure Committee when it deliberates at its 4 July 2024 meeting.

Information about public engagement

13. Public engagement was conducted from 17 May 2024 – 17 June 2024. The engagement met the requirements for a special consultative procedure as outlined in the Local Government Act 2002.
14. AT's engagement included:
- mailing notification of engagement to 550,000 households across Auckland
 - running radio, print and social media notification of engagement
 - providing opportunities to engage electronically through the AT website
 - conducting more than 20 community drop-in sessions at which communities could engage with officers from AT, NZTA and Kiwi Rail
 - providing hard copies of the draft RLTP and paper submission forms at libraries and Auckland Council service centres
 - meeting with Auckland Council's advisory panels
 - constituting an RTC hearings panel and hearing submissions from the public.

Tātaritanga me ngā tohutohu Analysis and advice

A summary of the draft RLTP

15. The draft RLTP responds to the challenges of the region's growing population as well as Auckland Council and government transport policy. Specifically, that the transport network is:
- a) **Fast and connected.** Improvements that make public transport faster, more accessible, and more reliable
 - b) **Resilient.** Investments that ensure our network is ready for challenges and less vulnerable to storms, flooding and other emergencies
 - c) **Productive.** Projects that support regional growth and productivity like technology to better manage traffic flow and make journeys quicker and more reliable at peak times
 - d) **Safe.** Investments that support a network that gets everyone home safely
 - e) **Sustainable.** Investments that help Auckland reduce its transport emissions.

16. The draft RLTP proposes a \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects. However, the costs of this programme are a lot more than Auckland is likely to receive. Therefore, AT is leading engagement on behalf of the RTC on which projects are the highest regional priorities for funding. The draft RLTP proposes that the following items are effectively mandatory and should receive funding in all circumstances:
 - a) renewal and maintenance of local roads, rail and state highway networks, to ensure these remain fit for purpose into the future and that whole-of-life costs and disruptions are minimised
 - b) existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network
 - c) completing projects already committed to or in progress (for example, Eastern Busway and City Rail Link).
17. This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options are that AT concentrates on:
 - a) smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low-emissions options
 - b) larger rapid transit projects that will provide new high-speed public transport links across Auckland but will cost more and take longer to deliver
 - c) smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways and encourage more sustainable travel from key growth areas
 - d) major state highway projects that will improve resilience, reliability and travel times on the motorway network and enhance our links to other regions
 - e) cycling projects that will increase the size of the cycling network
 - f) investment in safety infrastructure to reduce deaths and serious injuries on our transport network.
18. The draft RLTP proposes that public transport projects are generally our highest priority for funding, followed by projects to optimise local roads, address growth challenges and expand the cycling network. It concludes that delivering all of the State Highway improvements, while still important, is a lower priority for available funding.
19. The draft RLTP also includes a proposal for the Local Board Transport Capital Fund of \$62.8 million across all local boards over three years. For comparison, the fund was \$7 million for the 2023/2024 financial year, but in the draft RLTP this increases to \$19.8 million for 2024/25, \$21.3 million for 2025/26 and \$21.7 million for 2026/27. Local boards are recommended to provide their views on the proposed increase to the fund in their feedback.

Providing local board views

20. RLTP's are developed every three years. This is an opportunity for local board elected members to influence longer-term transport planning in Auckland.
21. AT recommends local boards use all the information gathered from their local board plan, the Long-term Plan and RLTP processes to help inform their feedback.
22. Additionally, all local boards are supported by an AT Elected Member Relationship Partner (EMRP) who has provided opportunities for workshops or discussions with subject matter experts about the draft RLTP. The workshops were also an opportunity to support local boards to prioritise their feedback.
23. The Manurewa local board workshopped the draft RLTP on 6 June 2024.

24. Attachment B provides the workshop presentation with the EMRP's advice, using their local knowledge of the area.

Tauākī whakaaweawe āhuarangi Climate impact statement

25. AT engages closely with Auckland Council when developing strategy. The actions and measures that support the outcomes sought by the Auckland Plan 2050 and the council's directions on climate change through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan all inform the priorities. The draft RLTP is informed by these discussions and AT reviews the potential climate impacts of all projects to minimise carbon emissions.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

26. The draft RLTP is developed with input from Auckland Council, the Mayor's Office, officials from Auckland Council and the Transport and Infrastructure Committee.
27. One of the most important council inputs is the budget expectations set for AT during development of the Long-term Plan. This process confirms Auckland Council's funding offer to AT that is made based on agreed assumptions about levels of service.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

28. Local board plans inform development of the council's Long-term Plan which identifies levels of transport funding that AT should expect from Auckland Council. Local board plans are reviewed by AT and provide information that informs transport planning. Essentially, the draft RLTP is the result of a long engagement with local boards and the community.
29. The RLTP team engaged with local boards directly in October and November 2023. The team discussed current priorities and plans for engagement.
30. During the same period, local boards received their annual AT Forward Works Programme briefing that provided an update about AT's current and planned work programme. In March 2024, local boards provided feedback about their priorities, which was shared within AT.
31. The draft RLTP was endorsed by the Transport and Infrastructure Committee and approved by the RTC for consultation. This was then circulated publicly on 17 May 2024, initiating a month-long period of public engagement.
32. Local boards were able to request information about the draft RLTP either by asking their AT Elected Member Relationship Partner or contacting the project team directly. Elected Member Relationship Partners organised workshops with local boards to discuss providing feedback.
33. The Manurewa local board workshopped the draft RLTP on 6 June 2024. Attachment B provides the workshop presentation with the EMRP's advice, using their local knowledge of the area.
34. Additionally, local boards are provided with summaries of feedback from public consultation in their area.

Tauākī whakaaweawe Māori Māori impact statement

35. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
36. Auckland iwi were engaged during the development of the draft RLTP and were individually informed of the public engagement.

37. AT's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

Ngā ritenga ā-pūtea Financial implications

38. There are no direct financial implications for local boards in receiving this report.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

39. Broadly, the key risk associated with this RLTP is increased public expectations for delivery of projects that may not receive National Land Transport Plan funding. This will be mitigated by highlighting key parts of the programme that are expected to be subject to higher risk, based on Government Policy Statement on Land Transport 2024 activity class allocations. There is also a risk that NZTA does not fund elements of AT's programme contained in the RLTP.
40. The most significant direct risk to local board budgets is a reduction in the currently proposed Local Board Transport Capital Funding. Local boards can mitigate this risk by clearly advocating their position on this fund.

Ngā koringa ā-muri Next steps

41. The RTC will review the feedback from all local boards and consider it during its deliberations about the RLTP.
42. Local board formal views will be provided to the Transport and Infrastructure Committee when it resolves on the RLTP at its 4 July 2024 meeting.
43. The draft RLTP will be considered by the RTC and confirmed by 1 August 2024, after which the document becomes a confirmed programme for transport work in Auckland.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Template for local board views on the Draft Regional Land Transport Plan 2024-2034	13
B	RLTP workshop presentation material with local advice	17

Ngā kaihaina Signatories

Author	Ben Stallworthy - Principal Advisor Strategic Relationships, Auckland Transport
Authorisers	Louise Mason - General Manager Local Board Services Georgina Gilmour - Senior Local Board Advisor

Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for local boards

The Draft RLTP 2024-2034 is available [here](#).

Challenges

Have we correctly identified the most important challenges facing Auckland?
Page 11 of the draft RLTP.

If you said “no,” what’s [the single biggest challenge](#) we’re missing?

Priorities

Are we [missing anything](#) from the draft RLTP priorities?
Page 94 of the draft RLTP.

If you said “yes,” what [one priority](#) would you add to the RLTP priorities?

Manurewa Local Board Transport Capital Fund

File No.: CP2024/08748

Item 12

Te take mō te pūrongo

Purpose of the report

1. To receive and consider the report from Auckland Transport on the Local Board Transport Capital Fund.

Whakarāpopototanga matua

Executive summary

2. The Manurewa Local Board Transport Capital Fund report is provided as Attachment A.

Ngā tūtohunga

Recommendation/s

That the Manurewa Local Board:

- a) whiwhi / receive and consider the report from Auckland Transport on the Local Board Transport Capital Fund in Attachment A.

Ngā tāpirihanga

Attachments

No.	Title	Page
A ↓	Local Board Transport Capital Fund Report	31

Ngā kaihaina

Signatories

Author	Rohin Patel - Democracy Advisor
Authoriser	Manoj Ragupathy - Local Area Manager

Manurewa Cycle Connection – Climate Action Transport Targeted Rate

File No.: CP2024/08749

Item 13

Te take mō te pūrongo

Purpose of the reports

1. To receive and consider the report from Auckland Transport on the Manurewa cycle connection – Climate Action Transport Targeted rate.

Whakarāpopototanga matua

Executive summary

2. Auckland Transport's Manurewa cycle connection – Climate Action Transport Targeted rate report is provided as Attachment A.

Ngā tūtohunga

Recommendation/s

That the Manurewa Local Board:

- a) whiwhi / receive and consider the report from Auckland Transport on the Manurewa cycle connection – Climate Action Transport Targeted Rate in Attachment A.

Ngā tāpirihanga

Attachments

No.	Title	Page
A ↓	Manurewa cycle connection – Climate Action Transport Targeted Rate Report	37

Ngā kaihaina

Signatories

Author	Rohin Patel - Democracy Advisor
Authoriser	Manoj Ragupathy - Local Area Manager

Endorsment of the Pahurehure Inlet Shoreline Adaptation Plan

File No.: CP2024/05500

Item 14

Te take mō te pūrongo

Purpose of the report

1. To seek ohia / endorsement for the Pahurehure Inlet Shoreline Adaptation Plan in Attachment A.

Whakarāpopototanga matua

Executive summary

2. Shoreline adaptation plans (SAP) are being developed across Auckland to provide a long-term adaptation strategy for council-owned land and assets in response to the impacts of coastal hazards and climate change (including sea-level rise).
3. Development of plans for Manukau Harbour North, Manukau Harbour East and Pahurehure Inlet (this shoreline adaptation plan) are being undertaken in parallel (referred to as 'Tranche 1'). This tranche will complete shoreline adaptation planning for the Manukau Harbour.
4. Mana Whenua engagement with local iwi Ngāti Te Ata Waiohua, Ngāti Tamaoho, Waikato – Tainui, Ngaati Whanaunga, Te Ahiwaru and Te Ākitai Waiohua was initiated in May 2023. The values of mana whenua and local iwi have been applied through the selection of adaptation strategies and development of the Pahurehure Inlet Shoreline Adaptation Plan and will continue through implementation.
5. The Manurewa Local Board provided feedback on the development of adaptation strategies in 2024 workshops. In particular, the board provided direction on engaging with local iwi and community groups, while considering the aspirations of local community and wider coastal users of boats and coastal access at Weymouth.
6. Community engagement for Pahurehure Inlet SAP ran in parallel with Manukau Harbour East and Manukau Harbour North as Tranche 1. This commenced in June 2023 and closed in August 2023. Community groups, local board members and ward councillors demonstrated significant interest and support for the community engagement events.
7. The Pahurehure Inlet SAP, provided in Attachment A, includes adaptation strategies for each 'stretch' of shoreline, to provide guidance on how council-owned land and assets can be adapted over time to sustainably manage the escalating impacts of coastal hazards and climate change.
8. The result of the development of these strategies has demonstrated that, within the Manurewa Local Board's area of the Pahurehure Inlet SAP (Units 5 and 6), many areas of the Wattle Downs and Weymouth shoreline can be managed over the next 100 years through limited intervention.
9. Hold the line is identified for the Greers Reserve to Weymouth Wharf and Te Pua / Keith Park (stretches 27 and 29) to maintain existing infrastructure and highly valued coastal connections and land, while acknowledging an increased risk from coastal inundation over time. Managed retreat is identified in the long term for Te Pua / Keith Park due to the increasing risk from both inundation and erosion including the impacts of climate change and sea level rise. Assets within the western extent of the Weymouth Peninsula (stretch 30) are also identified as requiring managed retreat in the long term and planning for both areas will need to respond to iwi and community values, needs and aspirations.
10. The strategies selected in the shoreline adaptation plans do not commit council to any additional investment and no financial investment decisions have been made at this time.

They will be integrated into relevant council documents and plans including asset management plans and help to inform the appropriate maintenance and renewal of assets.

11. Staff recommend that the Manurewa Local Board endorse the Pahurehure Inlet Shoreline Adaptation Plan, as a guiding document to manage and adapt council-owned land and assets to the impacts of coastal hazards and climate change over time.
12. Following endorsement from the Manurewa Local Board (along with Franklin Local Board and Papakura Local Board), the Pahurehure Inlet Shoreline Adaptation Plan will be presented to the Planning, Environment and Parks Committee for approval in 2024.

Ngā tūtohunga Recommendation/s

That the Manurewa Local Board:

- a) ohia / endorse the Pahurehure Inlet Shoreline Adaptation Plan in Attachment A.

Horopaki Context

13. The Coastal Management Framework adopted by the council in 2017 ([ENV/2017/116](#)) set the direction for a regionwide shoreline adaptation plan (SAP) programme and responds to the priority area in [Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan](#), that “communities and individuals are prepared for our changing climate and coastline”.
14. The SAP work programme is focused on how we manage and adapt Auckland Council-owned land and assets to the impacts of coastal hazards and climate change over time. The SAPs are non-statutory living plans which guide asset management planning and decision making.
15. As SAPs are developed and approved they are added to the [Auckland Design Manual](#) and are available on the [Auckland Council website](#) as they are approved.
16. Once the Pahurehure Inlet Shoreline Adaptation Plan (Pahurehure Inlet SAP) has been endorsed by the associated local boards (Manurewa, Franklin and Papakura), staff will present the Pahurehure Inlet SAP to the Planning, Environment and Parks Committee for approval.
17. Once each SAP plan is approved it will inform regional prioritisation and funding of implementation actions. They also present an opportunity for iwi and other programme partners to collaborate in their implementation.
18. Development of the Pahurehure Inlet SAP has included engagement with ngā hapū me ngā iwi o Tāmaki Makaurau, the nineteen iwi of Tāmaki Makaurau and recognises that each iwi is wholly autonomous, individual and unique. Engagement also included the Manurewa Local Board, local community and relevant infrastructure providers such as Auckland Transport and Watercare Services. This engagement identified specific values and objectives, and in combination with the technical results of a coastal hazards exposure assessment and advice from asset owners, these objectives are used to determine shoreline adaptation strategies.
19. The strategies provide high-level guidance on how council-owned land and assets located in coastal areas can be adapted over time to sustainably manage the escalating impacts of coastal hazards and climate change. The strategies are covered in Table 1.

Table 1. Adaptation strategy descriptions

Adaptation strategy	Description of the strategy
Limited intervention	<p>Maintain and making safe.</p> <ul style="list-style-type: none"> • Works may be undertaken to repair existing protection structures for the purpose of extending the asset's life. • Works may support moving back the coastal edge (seawalls) and council owned assets, such as playgrounds, pathways and amenities. • Does not support keeping the coastline in fixed position.
No active intervention	<p>Natural processes are allowed to continue.</p> <ul style="list-style-type: none"> • No investment in the provision or maintenance of any hazard protection structures associated with coastal hazards and flood protection (does not apply to the management of land stability or subsidence or other man-made hazard risk management). • Applies only where council-owned land and assets are not exposed/vulnerable to coastal hazard and catchment flooding risk.
Hold the line	<p>The coastal edge is fixed at a certain location.</p> <ul style="list-style-type: none"> • Defence of the coastal edge may be through nature-based options (for example beach nourishment) or engineered hard structures (for example sea walls). • Nature-based options preferred, if possible, but in most cases engineered hard structures would be required. • An identified use or service is maintained within its existing location, for example a road or parks' land uses. • Could result in losing intertidal areas or beach space due to preventing a landward realignment of the coast in response to sea level rise.
Managed retreat	<p>Assets and land uses are relocated or realigned.</p> <ul style="list-style-type: none"> • Relocation or realignment from hazard-prone areas to reduce risk to assets and maintain identified values (including ecological, cultural, recreational). • Relocation is planned and undertaken proactively over time. • Planning to retreat or relocate assets and land uses are responsive to community, cultural and ecological opportunities needs and aspirations. • Supports opportunity for nature-based solutions, and maintenance of coastal values.

20. The process of developing the draft Pahurehure Inlet SAP and resulting recommendations are discussed below.

Tātaritanga me ngā tohutohu Analysis and advice

21. The Pahurehure Inlet SAP (Attachment A) includes the area of the coastline from the Puhinui Creek in the north culminating at Karaka Point south. This coastline includes three local board areas. The areas of the coast or 'units' which are located within the Manurewa Local Board area are Units 5 and 6 as identified in Figures 1 and 2 below. The analysis below includes a specific focus on the coastal areas included within Units 5 and 6.



Figure 1: Unit 5 located within the Pahurehure Inlet SAP area



Figure 2: Unit 6 located within the Pahurehure Inlet SAP area

22. Research and analysis were undertaken to inform an understanding of coastal processes, coastal hazards and the resulting risk to council-owned land and assets, along with identified ecological, cultural and historic heritage features. This assessment influences the selection of adaptation strategies and includes the following notable findings.

- The Pahurehure inlet is a relatively low wave-energy environment, sheltered from the prevailing southwest to west sector by the narrow inlet entrance, and with short wave fetches (the distance over which the wind blows across the water to generate waves) within tidal basin and narrow creeks. The shoreline with the highest wave exposure in the Pahurehure Inlet SAP area is along the western margin of Weymouth peninsula.
- The land in the Pahurehure Inlet Shoreline Adaptation Plan area is in many areas sufficiently elevated to assist in the mitigation of sea-level rise impacts (refer to Figure 4). However, there are some low-lying areas that will be exposed to the impacts of ongoing sea-level rise if unprotected, including Park Estate, Bottle Top Bay, Brylee Reserve, Longford Park and Wattle Downs.

Similarly low-lying areas, such as the upper Waimahia Creek (Weymouth) and Conifer Grove stormwater ponds will be affected by coastal inundation, which are likely to increase in extent and frequency when the sea level rises. There are discrete low-lying areas, some of which include assets such as at Te Pua / Keith Park in Weymouth and sections of coastal walkway, that are exposed to coastal inundation that will be made worse with sea-level rise. Other parts of low-lying peripheral coastal land including areas on the western side of the Weymouth peninsular are likely to become exposed as sea-level rises, see to Figure 3 below.

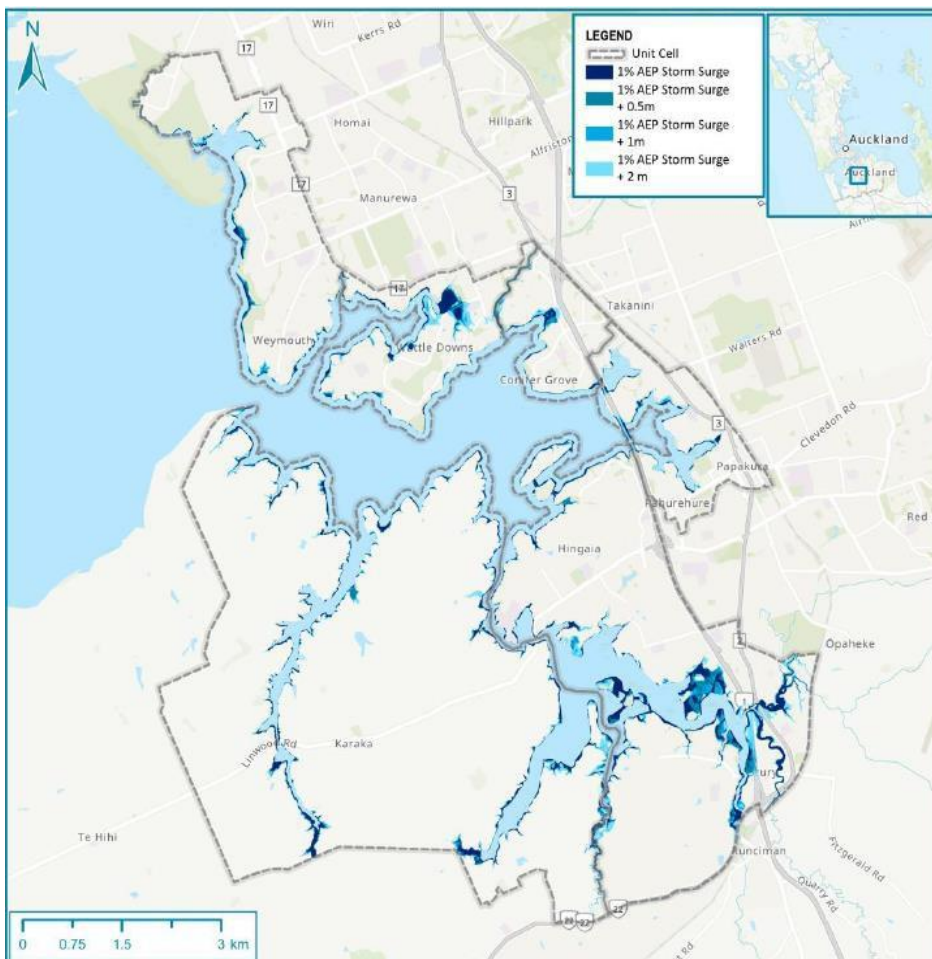


Figure 3: Coastal inundation for 1% annual exceedance probability or 1 in 100 year storm surge for present day and with 0.5m, 1m and 2m sea level rise.

23. The cliffs and coastal slopes along the Pahurehure Inlet shoreline are prone to erosion. Due to the complexity of the combination of the forces acting upon the land, various parts of the shoreline erode at different rates.
24. Coastal instability and erosion along this shoreline will be greater in areas of increased exposure, where there is greater wave exposure, and where the cliff/slope is over-steepened and has little vegetative cover. Climate change and associated sea-level rise will likely worsen natural processes leading to slope instability and erosion.

Adaptation strategies support ecological outcomes

25. An assessment of available information was undertaken to identify important ecological features and opportunities to support ecological outcomes within the selection of adaptation strategies. This assessment is summarised in Attachment A – Section 2.

26. The Manukau Harbour catchment has undergone significant modification and changes in land cover over time which has resulted in a significant loss of native habitat and fragmentation.
27. Specific ecological considerations that have informed the development of the Pahurehure Inlet shoreline adaptation strategy are:
 - unique ecosystems including intertidal sand and mudflats, beaches, wetlands, mangroves and grasslands
 - coastal vegetation and habitat for roosting shore birds
 - eight significant marine ecological areas and 19 significant terrestrial ecological areas
 - one biodiversity focus area, located within Puhinui Reserve which guides the delivery of conservation activity.

Social, policy and cultural context support adaptation selection

28. An analysis of the social, policy and cultural context was undertaken and provided important context for the selection of adaptation strategies. Key elements which are central to the development, change and use of the Pahurehure Inlet coastline are identified below.
 - The Pahurehure Inlet SAP area largely covers an established urban area and new residential development which are concentrated along the shorelines of Pahurehure Inlet No.2, Conifer Grove, Wattle Downs and Weymouth. The area includes mixed use, such as residential and aged-care facilities, and commercial and industrial land around Pahurehure Inlet No. 1, Drury and Clendon.
 - Coastal access is concentrated in areas close to residential areas and includes a network of paths and tracks, and coastal parks. Engagement feedback identified highly valued coastal walking connections and aspirations to expand such networks (refer to section 2.5, 2.6 and section 4.0 of Attachment A). Key boat launching facilities are located at Weymouth and Bottle Top Bay.
 - Engagement with resident groups including the Weymouth and the Wattle Downs Residents and Ratepayers groups, local board members and the Manukau Harbour Forum is detailed in Attachment A- section 4.0.

Local input into local issues

29. Community engagement informs the development of the shoreline adaptation plans by identifying how the community use and value their coastal areas.
30. The SAP programme does not include consultation with the community on the selection of adaptive strategies.
31. Community engagement was delivered in person and digitally as follows.
 - Tranche 1 SAPs ran in parallel and included a series of in-person, public outreach events to inform people of the SAP programme and receive feedback. Public engagement was open from 23 June - 7 August 2023. Events were held at local venues as identified in Attachment A – section 4.
 - Digital engagement for the Pahurehure Inlet SAP was undertaken using Social Pinpoint and Engagement HQ. Social Pinpoint, an online engagement platform, provided 57 comments pinned to an interactive map for the Pahurehure Inlet SAP. Engagement HQ received a total of 68 surveys. Feedback also included email submissions and direct discussion which was presented to local boards.
32. An analysis of the results was undertaken to develop high level community objectives for adaptation strategies and includes the following categories as outlined in Table 2. Engagement with local iwi and asset owners is captured separately and is discussed in further detail below.

Table 2: Community objectives for the Pahurehure Inlet Shoreline Adaptation Plan
(Also see 4.2 and 4.3 of Attachment A.)

Community objectives for the Pahurehure Inlet Shoreline Adaptation Plan	
Coastal connections, use and access	<ol style="list-style-type: none"> 1. Community connections to coastal areas are maintained and strengthened in a manner which responds to the natural character, features and ecological outcomes for different areas of the coast, providing access and connection for diverse users. 2. Coastal infrastructure is designed for all coastal users and located appropriately to support safe and maintained access to and along the coast, both for land and water-based activities. 3. Priority areas for access and recreation include Conifer Grove walkway, Karaka Harbourside walkways, Wattle Downs beaches and the Weymouth beach/wharf.
Environmental	<ol style="list-style-type: none"> 4. Catchment and coastal habitats and biodiversity are valued, supported and restored, utilising local knowledge and supporting local communities' stewardship of their local coastal areas.
Cultural	<ol style="list-style-type: none"> 5. Coastal management aims to enhance understanding and recognition of the rich cultural landscape across the Pahurehure Inlet and wider Manukau Harbour, and in doing so aligns with the aspirations of local iwi.
Responding to risk	<ol style="list-style-type: none"> 6. Coastal erosion and other natural hazard and climatic impacts on coastal areas are identified and planned for, enabling proactive, management of risks and impacts to support the resilience of community facilities, assets and valued species and ecosystems in hazard zones.

Developing the adaptation strategy for Pahurehure inlet

33. The Pahurehure Inlet shoreline has been divided into a number of coastal units, defined by the driving coastal processes and other key geographical features (see attachment B). Within those units, stretches have been developed to reflect the differing distribution of infrastructure and assets and the approach to management of these areas.
34. The following two units and respective 11 stretches are located within the Manurewa Local Board area as identified in Table 3.

Table 3: Units and stretches within the Manurewa Local Boards area of the Pahurehure inlet SAP

Unit	Unit Name	Stretches
Unit 5	Wattle Downs	Stretch 21: Eastern Wattle Downs Stretch 22: Kauri Point Reserve Stretch 23: St Annes Stretch 24: Kuurae Stretch 25: Waimahia Inlet east
Unit 6	Weymouth	Stretch 26: Waimahia Inlet west Stretch 27: Greers Reserve to Weymouth Wharf Stretch 28: Te-rangi-o-te-pua-karaka (Beihlers Road to Lawsons Way) Stretch 29: Te Pua / Keith Park Stretch 30: Weymouth Peninsula (Pitt Ave) Stretch 31: Puhinui Creek

35. Much of the Pahurehure Inlet shoreline can be managed over the next 100 years through limited and no active intervention (refer to table 6.1 in section 6.0 for a summary of the adaptation strategies in Attachment A). Specific areas have been identified where hold the line is required to maintain existing infrastructure and highly valued coastal connections and land. Managed retreat is identified to signal the need for proactive management of land uses and assets where increasing risk from coastal hazards will impact the long-term feasibility of maintaining all uses within a specific area.
36. There are several closed landfills (council managed) located within the Pahurehure Inlet SAP area. Management of these closed landfills are determined by the Closed Landfill Asset Management Plan 2021. This plan is renewed every five years and the Pahurehure Inlet SAP strategies may need to be revised to reflect the future management of these closed landfills.

Shoreline adaptation strategies and timeframes for the Pahurehure Inlet

37. The Pahurehure Inlet adaptation strategies for the Manurewa Local Board area are discussed by timeframe and summarized below (refer to Attachment A - Table 6.1 and figures 4 above, and 5 and 6 below).
 - Short term: next 20 years (refer to figure 5)
 - **Limited intervention:** much of the shoreline can be managed through supporting the continued management of existing defences and maintenance of assets in their current location. Where assets are renewed or new infrastructure developed within units 4 and 5, the location or alignment of pathways and design of assets should be carefully considered to avoid hazard areas and ensure they are resilient to the impacts of flooding where they are located in low lying areas.
 - **No active intervention:** for stretch 22, Kauri Point and 24, Kuurae, (name shared by Ngaati Te Ata Waiohua) locally known as ‘Kimptons’) within Wattle Downs. This reflects the presence of minimal or no council owned assets.
 - **Hold the line: for stretch 27:** Greers Reserve to Weymouth wharf and stretch 29: Te Pua / Keith Park reflect the highly valued recreational boating access including a boat launching ramp, Weymouth Wharf, Weymouth Yacht Club and grass reserves with park picnic amenities. Keith Park has also been identified by the community and through iwi engagement as having high recreational and cultural value. The esplanade reserve provides an important connection to the Manukau Harbour.

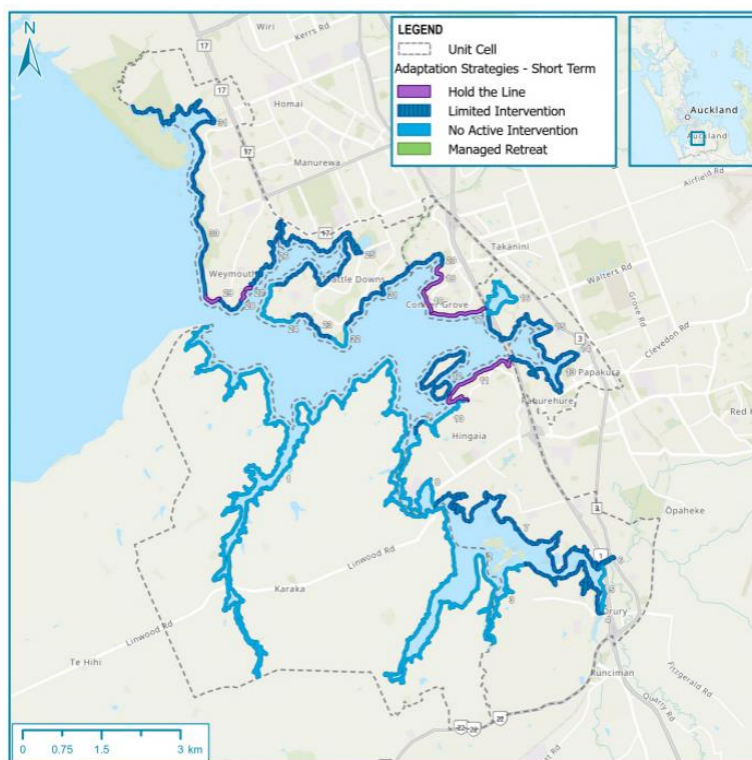


Figure 5: Short term adaptation strategies by coastal stretch, Pahurehure Inlet

- Medium term (20-60 years) refer to Figure 5
 - **Limited intervention:** remains the most prevalent strategy for Units 5 and 6. Noting that in lower lying areas, such as the Waimahia inlet (stretch 25 and 26) inundation risk may increase and the management of existing assets, including road ends (such as Stretch 28 Te-rangi-o-te-pua-karaka) will be required to ensure they are safely maintained to provide access.
 - **Limited intervention** for both Units 5 and 6 includes opportunities for reconfiguration of assets to avoid hazards and reduce ongoing maintenance requirements from increased exposure to coastal inundation flooding. Coastal connections such as the coastal walkway can be realigned to avoid increasing exposure to hazards and areas with wider parks areas such as St Annes reserve (stretch 23) can be reconfigured by providing space for a coastal ‘backshore’ (the area of a beach above the hightide line) resulting in a wider high tide beach area for birds and people to utilise.
 - **Hold the line** is retained for stretches 27 and 29 (Weymouth Wharf and Keith Park) where community use and values support the continued maintenance and investment in assets in these locations.

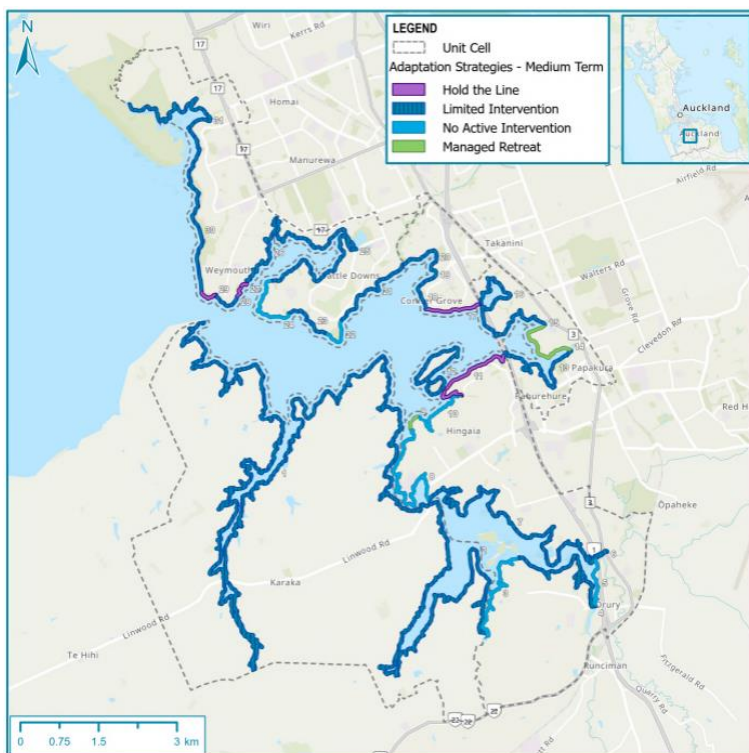


Figure 6: Medium term adaptation strategies by coastal stretch, Pahurehure Inlet

- Long term (60+ years) refer to Figure 6
 - In the long-term **limited intervention** is maintained for many areas including stretch 31 where there are opportunities to promote restoration planting along the coastal fringe and long-term restoration of indigenous biodiversity and cultural values with local iwi.
 - **Managed retreat** is required in the long term for Keith Park to reflect the need to consider the ability to accommodate all the existing activities located within the park with an increasing risk from inundation, assuming over 1m of sea level rise, and erosion. Planned retreat for Keith Park will require wider iwi and stakeholder consultation and planning.
 - **Managed retreat** is also identified in the long term for Stretch 30 Weymouth Peninsula, this is due to the increasing inundation risk to assets and facilities such as the low carparking area. Alternative locations may need to be explored within the local area to support the relocation of uses (such as the car park), this will require proactive planning in collaboration with iwi and community.

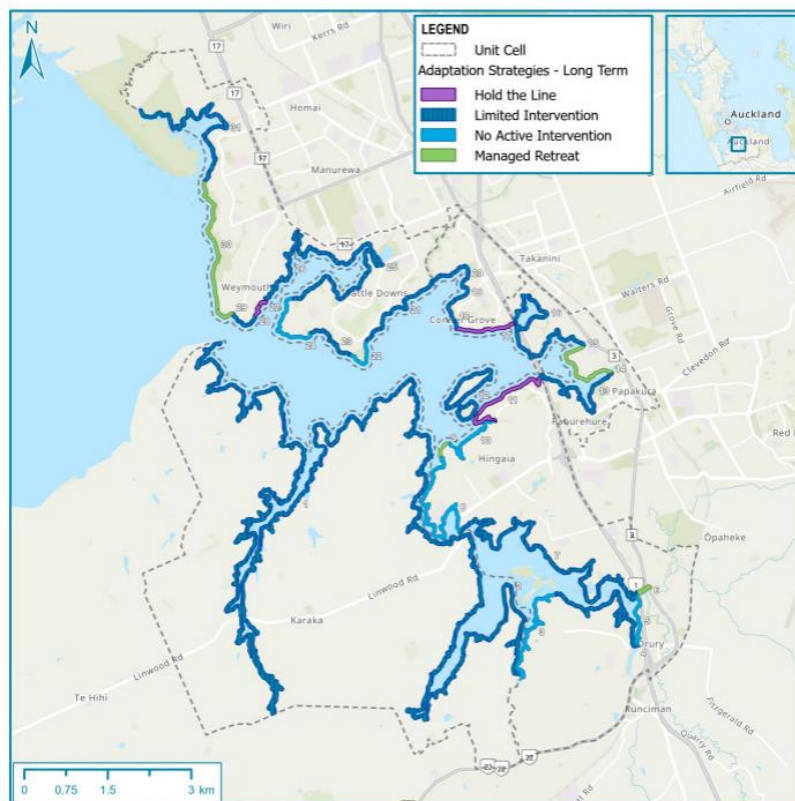


Figure 7: Long Term adaptation strategies by coastal stretch, Pahurehure Inlet

38. The Manukau Harbour is of cultural significance to iwi, including the location of significant sites. These sites are located within esplanade reserves, the coastal marine area, or in private ownership (for example stretch 24 Kuurae). Engagement with iwi is ongoing and Ngāti Tamaoho, Ngāti Te Ata Waihoua, Te Ākitai Waiohūa and Waikato Tainui, are anticipated to provide further cultural statements which will inform and support the implementation of the SAPs across their rohe.

Request for local board endorsement

39. This shoreline adaptation plan is community informed, incorporating proactive guidelines on managing coastal hazard impacts on local ecosystems, recreation and valued coastal connections, while being inclusive of mana whenua values and supporting the resilience of local communities.
40. Staff recommend that the Manurewa Local Board endorse the Pahurehure Inlet Shoreline Adaptation Plan as a guiding document to manage and adapt council-owned land and assets to the impacts of coastal hazards and climate change over time.

Tauākī whakaaweawe āhuarangi Climate impact statement

41. The SAP work programme is funded as part of the council's climate action package and is a core climate adaptation workstream. As global temperatures rise, Tāmaki Makaurau is predicted to experience between 0.6 m and 1.5 m of sea level rise by 2130, depending on the future CO₂ emissions scenario. The impacts of climate change and sea-level rise are expected to increase the frequency, intensity and magnitude of natural hazards including coastal erosion, coastal inundation, and rainfall flooding.
42. To prepare for the future with climate change, we need to plan adaptively. Shoreline adaptation plans will help reduce asset exposure and signal the need to work with nature by

developing natural systems (such as wide beaches, well vegetated dunes, and tidal marshes) that are more resilient to the impacts of climate change.

43. Shoreline adaptation plans assist in educating the public about the impacts of climate change and the need to adapt. Building awareness and signalling the need to be prepared for coastal hazard events is an important part of long-term resilience and preparedness. For that reason, shoreline adaptation plans report under the Community and Coast priority area of Tāruke-ā-Tāwhiri – Auckland’s Climate Plan 2020.
44. The Pahurehure Inlet SAP outlines how council-owned land and assets can be managed to mitigate the impacts of coastal hazards and climate change. Implementation of the plans will increase resilience by reducing exposure and vulnerability of assets in hazards zones.
45. Greenhouse gas emissions are not directly considered within the plan, which focuses on the strategic goal of adapting the shoreline to build long-term resilience.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

46. Considering the broad extent of council-owned coastal land and assets and the non-statutory nature of the shoreline adaptation plans, implementation will be a collaborative effort across council departments. The project team has worked in partnership with relevant departments to co-develop the Pahurehure Inlet Shoreline Adaptation Plan.
47. Strategies will be considered and integrated into all relevant council plans and documents including reserve management plans, regional parks management plans, open space network plans and asset management plans. This will support associated decision making, such as landowner and leasehold approvals.
48. Shoreline adaptation strategies will be integrated into all relevant council strategic and targeted asset management plans to inform appropriate outcomes in the maintenance and renewals work programmes. For example, assets that provide a coastal defence or amenity function will be considered through council’s coastal assets renewals programme.
49. The completion of the 20 shoreline adaptation plans will confirm regionally consistent themes, challenges and opportunities. This will inform the development of strategic recommendations around prioritisation, approach and funding decisions to support implementation.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

50. Initial engagement with the Manurewa Local Board began in March 2023 through workshop sessions to inform the planning for community engagement. Follow-up workshops were held in late 2023 to provide an update on what was heard through engagement. In March 2024 workshops were held to seek feedback and direction on the development of adaptation strategies. In discussion with board members at engagement events, the board sought that:
 - engagement was undertaken with local iwi and key community groups and their views and the local information they hold was considered in the development of the Pahurehure Inlet SAP
 - aspirations and needs for the community and wider coastal users for boat and coastal access at Weymouth were represented in the plan’s development.
51. Community objectives and area specific feedback confirmed the value of coastal walkways, parks and boat launching facilities and this has been reflected in the choice of strategies for stretches 27 (Weymouth Wharf) and 29 (Keith Park) where hold the line is identified to maintain facilities and uses over short and medium timeframes.

Tauākī whakaaweawe Māori Māori impact statement

52. The wellbeing of tāngata whenua and the ecosystems that support them is interlinked with the concept of 'mai te rangi ki te whenua, mai te whenua ki te rangi', as it provides for the spiritual / intrinsic connection to te taiao. Understanding inter-relationships, well-being and interconnectedness is a fundamental part of addressing climate change and sea-level rise, the impacts and the response.
53. As an adaptation workstream within Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, the SAPs seek to respect and acknowledge te ao Māori by giving effect to the Te Tirti o Waitangi, Kia Ora Tāmaki Makaurau and Te Ora o Tāmaki Makaurau frameworks and recognising and providing for te ao Māori concepts.
54. Engagement and collaboration with ngā hapū me ngā iwi o Tāmaki Makaurau have sought to establish partnership with mana whenua through the creation and implementation of SAPs under the SAP programme. The relevant programme principles which underpin this approach are included in Attachment A. These principles are intended to reflect those of the Te Ora o Tāmaki Makaurau Wellbeing Framework under which there are three dimensions of wellbeing that form a holistic approach - Taiao (environment), Whenua (land, earth), Tāngata (people).
55. Several iwi expressed an interest in the Pahurehure Inlet SAP development. While the use of statutory acknowledgement and treaty settlement documents provide a foundation for understanding documented and statutory interest, it is noted that Treaty Settlement processes are ongoing, and it is important to recognise that there are unresolved claims and disputes between the Crown and iwi/hapū. This can result in iwi who have strong affiliation or whakapapa to an area not holding a Statutory Acknowledgement. However, the SAP programme includes all iwi who respond through the engagement programme, inclusive of overlapping iwi interests.
56. Of note for the development of this SAP is the Manukau Harbour Claim (Wai 08). In 1985, the Waitangi Tribunal (the Tribunal) reported on a claim on behalf of the people of the Manukau Harbour. It concerned pollution of seafood resources and loss of surrounding land from confiscation after the New Zealand wars, and for public works. This claim is integral in understanding the impact on the wellbeing of those iwi and hapu who live on and around the Manukau and have done so for centuries. This report is identified and discussed in further detail in Attachment A - section 3.3.1.
57. For development of the Pahurehure Inlet SAP, local iwi, Ngāti Te Ata Waiohua and Ngāti Tamaoho have been actively involved in discussions and review of the developing adaptation strategies. Te Ākitai Waiohua, Waikato – Tainui, Ngaati Whanaunga and Te Ahiwaru, have been actively involved in discussion, regarding the SAP programme and the development of the Pahurehure Inlet SAP. Values provided by those iwi identified are included in Attachment A - section 3.0 and have been considered through the development of the SAP.

Ngā ritenga ā-pūtea Financial implications

58. Delivery of the shoreline adaptation plan work programme is regionally funded through the climate action package. No additional funding is sought from local boards to deliver the Pahurehure Inlet Shoreline Adaptation Plan.
59. Mitigating coastal hazards will become increasingly expensive for Auckland and wider Aotearoa. It will not be affordable or feasible to defend everywhere. Shoreline adaptation plans and the supporting coastal asset management plan will ensure that coastal projects consider the escalating future risk of climate change and respond in both an environmentally and economically sustainable manner.

60. No financial investment decisions have been made through the Pahurehure Inlet SAP. The adaptation strategies will be given effect to across relevant council decision-making. This includes the future management, maintenance and renewal of council assets and land located along the coast through existing work programmes and associated budgets. Over time, this will result in cost savings as assets are moved out of coastal hazard areas and incur less damage due to coastal erosion and flooding.
61. Once all shoreline adaptation plans across Auckland are completed, a regional funding prioritisation approach will be developed. The framework and process for undertaking this exercise will need to be agreed with the Governing Body. This will assist in budgetary requirements and support an equitable approach for areas where managed realignment or other major coastal works have been recommended.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

62. The risks and mitigations associated with the local boards endorsing the Pahurehure Inlet Shoreline Adaptation Plan are outlined in Table 4 below:

Table 4: Risk Identification and mitigations

Main Risk	Comments and risk management strategies
Coastal asset decisions are at risk of being made on an ad-hoc basis and may not adequately consider the escalating risk of climate change.	The Pahurehure Inlet SAP including implementation will require multiple departments across council to continue to work together. As a strategic document, each shoreline adaptation plan provides a coordinated and holistic approach to council owned land and assets supporting, alongside other relevant council policies and regulatory mechanisms, the clear and consistent consideration of the escalating risk of climate change in relation to coastal hazards.
Potential opposition to the proposed shoreline adaptation plan strategies (noting a high level of public interest in council management of assets in response to climate change and natural hazard risk).	The development of the Pahurehure Inlet SAP has been undertaken in partnership with local iwi and includes extensive engagement with the local community, wider public and infrastructure providers. These SAPs remain living documents, revisions to the SAP can be advanced to respond to further engagement with iwi and communities.
Due to uncertainty in emission reductions, coastal hazards may increase in frequency and intensity earlier than expected.	Shoreline adaptation plans have been developed using a conservative, worst-case climate change scenario in the long term. Further the SAPs are adaptive and advancement to the next timeframe can be considered ahead of the indicative timeframe identified (20/60/100 years).
As multiple teams are required to work together to implement the SAP, there is potential that the SAP is not applied across all business areas.	The project team have worked collaboratively with departments across council to develop the SAPs and will maintain relationships to support implementation. A governance group oversees the development and implementation of the SAP work program and also support strategic relationships.

Ngā koringa ā-muri

Next steps

63. Once the Pahurehure Inlet Shoreline Adaptation Plan has been endorsed by the Manurewa, Franklin and Papakura Local Boards, staff will present the Pahurehure Inlet Shoreline Adaptation Plan to the Planning, Environment and Parks Committee for approval.
64. Once approved, the Pahurehure Inlet Shoreline Adaptation Plan will be released to the public and to stakeholders across Auckland Council. The adaptation strategies will then be integrated into key council plans for regional and local implementation.

Ngā tāpirihanga

Attachments

No.	Title	Page
A↔	Pahurehure Inlet Shoreline Adaptation Plan (<i>Under Separate Cover</i>)	
B↓	Units and stretches within the Pahurehure Inlet Shoreline Adaptation Area	101

Ngā kaihaina

Signatories

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ATTACHMENTS

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