



MINUTES Notes and Actions

Thames-Coromandel Shoreline Management Plans

Meeting Five (M5)

Consequences & Acceptability

Thames & Thames Coast

Time:	2.00pm – 5.00pm
Date:	10 Mar 2021
Venue:	TCDC Thames – Council Chambers
Chairperson:	Peter Revell
Attendees:	TCDC: Amon Martin (AM), Jamie Boyle (JB), Monique Jenkinson (MJ) RHDHV - Sian John (SJ) Panel Members: Eric Carter, Murray Wakelin, April Chang, Ron Jamieson, Clive Monds, Peter Feran, Chris Dale, Jordan Downes Community Board Member: Cherie Staples, Peter Revell (Chair) WRC: Rick Liefting Waka Kotahi (NZTA): Liam Ryan TCDC Councilor Observer: None WRC Observer: Denis Tegg
Attendees Online:	Waka Kotahi (NZTA): David Greig
Guest Speaker:	Melissa Heath ANZIIF (Sen Assoc) DIP GI Director and Consultant Residential Risk Analysis Ltd
Apologies:	Tony Fox
Withdrawn:	Mary Thomson due to other commitments

Meeting Objectives

1. To hear from key stakeholders – the insurance sector, the NZTA and WRC.
2. To provide feedback on how the assessment of hazards has feed into the assessment of risks and risk tolerance.

Agenda Items

1. Introduction

- Peter Revell chaired the meeting, welcomed the attendees, noted apologies and opened the meeting.
- Actions from previous meetings were reviewed:
One Outstanding Action: Hazard maps to be made available online. **Project Office Complete**

2. Feedback from the last meeting

CD expressed concern about the lack of IWI involvement in our meetings. PR to take this matter up with the project team.

a. Actions

- Actions from previous meetings were reviewed and noted two remaining actions outstanding:
No. 7: Details of the MS Teams shared data folder to be shared with participating Council observers. **Action: MJ (Now Completed)**
No. 9: Timeline of storm events for the East coast sought – Factsheet on storm events and comparisons based on Thames side of the coast. **Action: JB/WRC (In progress)**

RJ requested meeting notes be reviewed by PR prior to distributing/uploading. **Action: MJ (Now Completed)**

Questions arising:

Action No. 5: Hazards Maps Update - Hazard maps have been made available on shared drive & TCDC website.

PR – Item 2 M4 meeting notes amendment to read:

Valued assets include wastewater treatment plants, sewage works, urupa/graveyards, coastal landfills, industrial infrastructure, people's homes and community facilities, ie schools, SH25

b. SMP objectives:

OBJECTIVES/VALUES:

Objectives have been simplified with a stronger direct approach of our goals. Refer updated document SMP Coastal Panel Paper 4 Rev 1 Project Objectives.

Scoping report already includes the Project Objectives as adopted by the Council, Jan 2020. These are the responsibilities for delivery of the project, ie. Project Manager and Project Office.

SMP Objectives:

- No. 2 to be readdressed with a clearer, specific definition, ie. include ecosystem – **ACTION SJ**
- No. 4 amend to read 'avoid/mitigate' - **ACTION SJ**
- No. 4 amend to include 'science and engineering' - **ACTION SJ**
- No. 5 amend to include 'implemented' - **ACTION SJ**

Maybe include partnership with IWI as a key objective – ACTION SJ

Any further amendments/comments to be emailed for future consideration - ACTION AM/SJ

RJ referred to SMP Overarching Principles, No. 1 (noted below) and queried the definition/use of the word 'foundational'. Suggested it be replaced with a better/more explicit meaning - ACTION SJ

No. 1 - *Manu Whenua* have a *foundational* role as the Kaitiaki of the coastal environment.

3. Waka Kotahi (NZTA)

- a. Introduction: Liam introduced himself with a brief overview of his background as an employee of Waka Kotahi – nationwide road land network.

Future planning – Liam provided brief description of responsibility of the Agency and provided further explanation/information for each slide of the power point presentation, highlighting future policies/goals/funding – The Regional Land Transport Plan (RLTP), 3 year basis and 10 year view to allow for a changing environment.

Emergency works funded from Maintenance budget, currently repair works reinstate the same standard (emergency response actions) and not necessarily taken into account future sustainability/resilience. Costs, design and planning implications would contribute to delays of emergency repair works.

Land transport recently included rail. Sea transport currently at Ministry of Transport level however future movement to incorporate into the RLTP.

- b. Discussion:

General comments regarding the process for upgrading local bridges/roads and decisions made on the works/process undertaken. Community/individual submissions are encouraged so their input can be taken into account by the Agency to consider their expectations prior to works being carried out. What is an acceptable level by the communities? SMP to inform future decision makings to be incorporated into the national strategy.

Specific outcomes/funding based on Ministry of Transport requirements who have a big influence on what roads require more attention – ACTION LR/AM to provide document

SMP goal: Need to protect SH – asset is highly valued.

RJ enquired if modelling information was available for identifying what/where roads are more vulnerable, managing high risk areas/slips etc, ie. SH25 dual carriageway would eliminate high risk safety areas, ie. Wilson Bay. NZTA indicated that there is currently no such modelling.

PR enquired on traffic count sites around the peninsula.

JD advised around 5000 vehicles per day Thames Coast.

PF commented on options where applicable, that raising the road would protect properties in lieu of constructing stop banks. To be identified through out the process and adaption solutions of the SMP.

PR enquired if Q3 Slide No. 11 - *What are the critical elements for your community?*

This is incorporated in the SMP process. Summarise this point in a brief document for future referencing.

Broader picture of Land Transport – Opportunity to point out gaps in the transport system, ie. Public transport and other modes of transport, ie. E Bikes, cycling paths

Integrated relationships to take into account catchment management areas. Strong opinions from the CP that river catchment areas should be incorporated into the SMP where road access is affected. WRC involvement.

3. Insurance

- a. Introduction: Melissa introduced herself with a brief overview of her background & experience.
- b. Will insurers continue to pay? Melissa talked through the Climate Change & Insurance power point presentation and provided a very informative and interesting insight regarding the future of property insurance.
- c. Discussion:

Concerns with new housing estates continue being developed on vulnerable land. Future planning/approvals by Local Governments must take into account climate change sooner rather than later.

Traction for Local Authorities & Funding Institutions to be more pro active with future land development/housing consents decision making. SMP process is a step in the right direction however it will be a slow process ie. 10 year look ahead, however difficulty with obtaining property insurance in certain areas is already happening.

Future Council infrastructure constructed on vulnerable land could struggle to obtain adequate insurance. Prospective buyers should carry out due diligence investigations for awareness of potential risks.

Comments were invited from the observers:

DT - Insurance retreat is a key trigger point to take into account, with a focus on financial issues. Partial retreat is already underway by applying high policy premiums as currently evident in Wellington. Suggestion to read Belinda Storey's report, comments on insurance retreat timing.
ACTION MJ UPLOAD TO SHARED DRIVE

A short tea break was taken.

5. Risk assessment

- a. Second Pass Risk Assessment

SJ displayed and explained the Xcel spreadsheet for Inundation & Erosion compiled from the hazard maps and information/comments provided by the panel members and talked through the 2020-2021 Coastal Inundation risk maps. Hazard mapping can now sub divide the management areas to increase the granularity.

Scientific/Consistency = Accountability.

Aerial photography maps dated 2015 – New development infrastructure may not be captured accurately. CP members to review summarised status rating to ensure the areas are reflected correctly. Refer the Coastal Compartment, detail & summary then the matrix rating.

Hazard, then vulnerability - determines the consequence which has been mapped.

- b. Options – areas of investigation

Firm modelling to be carried out for interim change levels, dates & times.

Tolerable items not to be overlooked, they are only tolerable if we implement strategies. Further drill down to be done over the next meetings. Some solutions will not be affordable and Council needs to focus on this project as funding won't be enough to cover long term solutions. Money needs to be in the LTP budgets now. Central Government needs to provide funding. Jonathon Boston report re: Public funding – **ACTION MJ UPLOAD TO SHARED DRIVE.**

Timeframe for CP reviews to be done prior to the next meeting. Solutions to be adopted over the next few meetings to be run consecutively each month, commencing from May.

Cost benefit analysis to be done and included on Council meetings agenda to ensure our future solutions implemented can be paid for. Scope & Budget need to align.

5. Reflections and close

WRC involvement in the project consists of acknowledging information from the SMP to improve catchment management plans.

IWI representative becoming critical. To be addressed, 1st Agenda item at the next Governance meeting 26th March 2021. Hopefully to have this resolved in time for M6. **ACTION AM**

Thank you to Melissa & Liam as an important and valuable part of the process, your input is appreciated.

Information to be supplied via a format that is easy to peruse, ie. Link to the maps, shared drive

Youth involvement is important to take into account their perspectives.

Meeting closed 5.00pm

Date for next meeting (M6): May 2021 - Exact date, time & location to be advised in due course