



Minutes & Actions

SMP Coastal Panel Meeting 6 – Adaptation Pathways Thames/Thames Coast Area

Date: 28th May 2021

Time: 9:00AM – 12:00 PM

Venue: TCDC Council Chambers & via MS Teams

Attendees: TCDC – Amon Martin

SMP Consultants (Royal Haskoning DHV) – Sian John, Nick Lewis

Coastal Panel Members: Peter Revell – Chair, Eric Carter (apologies for missing first half of meeting), Chris Dale, Cherie Staples, April Chang, Clive Monds, Murray Wakelin, Peter Feran, Ron Jamieson, Jordan Downes

Observers:

Robyn Sinclair (TCDC Councillor), Denis Tegg WRC Councillor, Alejandro Cifuentes (WRC)

Apologies: Karen Moffatt-McLeod – TCDC, Jamie Boyle – TCDC

Meeting Objective

- To initiate the discussion regarding adaptation options and pathways for each Policy Unit.

Agenda Items

1. Welcome and introduction to the session.

Peter Revell opened the meeting

- Item 4 on the Agenda will be moved up above item 3.
- Apologies that the last meeting minutes were not distributed within the expected timeframe.
- Minutes of previous meeting were circulated and confirmed.

Matters arising from minutes of last meeting:

- Question from last meeting– is there a timeline Chart? Would like to have one. Currently project team undertaking additional analysis for various projections of sea level rise (20cm increments) for adaptive decisions in the future.
- A comment was made that there needs to be more/better communication of the information being considered by the panel to the public.
- Addressing rising ground water as confirmed as being out of scope for the SMP project.
- Peter Revell advised that he had attempted to contact Prof Tim Naish and was awaiting a response.

2. Progress

a. Actions (see page 2) most completed. Uncompleted one's covered.

Action #9: Jamie is working with WRC to progress and develop information. Will also do an analysis of last weekend's storm on the east coast around Mercury Bay.

Action #13: Tony Fox is on RTC and has been raising the profile of this subject and a recommendation will be raised in due course.

Action #16: confirmation of committee members Jo Davies Ngāti Hei & John Lynskey Ngāti Hauā.
Combined with Paul Mayjurey and David Taiwhiri representing governance for the whole project.

Paul Mayjurey late apology – didn't get any nominations for coastal panel. Paper this afternoon highlights that Coastal Panels are still lacking in iwi engagement.

Two aspects:

- Door is still open for iwi to come on to coastal panels.
- Need for engagement on specific issues.

On-going process, but good to get Joe Davis on board.

It was raised at yesterday's meeting that there are specific areas that the panel members do not feel comfortable making decisions or taking lead on without iwi/hapu consultation/involvement.

Request for Project Team to involve Murray Wakelin and Cherie Staples and come back with firm proposition to the panel with what is the best approach to address this.

Action #17: WRC plans. Request that Coastal Panels have the Catchment Management plans that exist are shared with the panels so they can consider that information as well. Amon has put a request in with Dean – WRC. Four plans online already, two in draft, and Whitianga Mercury Bay one due in Oct/Nov, Coromandel/Manaia due in Dec. Not all available right now.
One thing not in scope was river/storm water ponding is not part of the scope of this work (SMP).

b. SMP Committee of Council submissions (link provided)

3 LTP submissions – other items occurring. (Long Term Plan).

- Feedback from the panels was that there is more work required around the higher frequency events. More work needed around the consultation and some of this can be targeted e.g. Colville and some other areas need targeted discussion.
- Understanding costs across the district. Is it affordable? Does it serve the purpose? What are the consequences? What is being protected? Fill in knowledge gaps. Concept designs will be done for seven areas which include - Kopu, Thames, Tararu, Te Puru. Real options analysis.
- Targeted iwi consultation. Specific Hui and consultation for these areas.
-
- Regional council representation going to the committee 1pm today.
- Will include risk assessment in 20cm steps (rather than the now and 100 years)
- Spreadsheet to be updated and re-circulated.
- Revised scope, originally money set aside for end of project for resource consent – money has now been brought forward to use on the 'Real Options Analysis' e.g. 20cm increment modelling for 7 high risk locations. Design

'book end' solution. Provides costs so decisions can be made around alternatives by looking at economics of solutions. Already been done for Thames as a trial.

Waka Kotahi NZTA SH25 strategy, Thames to Te Mata

- Have commissioned study to look at their long-term strategy on this area of coast.
 - Access and transport are key. Waka Kotahi NZTA have initiated study for Thames coast road using SMP data – good outcome.
 - Note Tony Fox on Regional Transport Committee – Waka Kotahi NZTA will engage with RTC.
 - Will make sure areas of 'at risk' list is complete on the paper prior to presenting.
 - Have recognised they need to do more work on their climate adaptation strategies.
- c. Updated SMP Objectives and Overarching Principles (paper attached)
Overarching principals have been updated to take last 4 meeting comments into account.
Comments received used for updates – again re-distributed. Written comments to Sian are welcome.
- d. Comments on the Second Pass Risk Assessment (exposure, vulnerability and consequence tables) and assessment of tolerance (via MS Teams folder)

3. Land Subsidence

Amon Martin has been working with Rick Liefing from WRC on a high level overview of things to consider regarding land subsidence.

The GNS report considers tectonic movement at a National level where the Tonkin & Taylor Report is more specific.

The Tonkin & Taylor (2018) Moanataiari Subdivision report was made available to the panel.

The Beavan, R.J. and Litchfield, N. (2012). Vertical land movement around the New Zealand coastline: implications for sea level rise. GNS Science, was made available to the panel.

The meeting did not discuss these reports. Rick Liefing was unavailable to present this land subsidence information to the panel.

4. Adaptation options

- a. What is and isn't viable? (from adaptation menu – 12 options)

Options 1 & 2 apply to all

A1 Kopu (Waihou River)

Existing stop banks provide protection for first ½ metre.

Option 8 - improve resilience of existing defences.

Option 10e – construct a new stop bank and drain

Option 11 – change planning processes.

Rhodes Park (sports) not currently protected. Will be relocated in the future.

A2 Thames

Southern half of Thames more prone to inundation.

Option 4 – Maintain natural protection.

Option 8 – Improve resilience.

Option 10a – seawall.

Option 10e – stop bank.

Option 11 - change planning processes.

Option 12a – retreat.

The majority view of the panel was that Thames must be protected.
The “do nothing” option was raised but not discussed.

A2 Moanataiari

Existing sea wall.

Option 4 – Maintain natural protection.

Option 8 – Improve resilience.

A3 Tararu (South of Wilson St)

Option 8 - improve resilience of existing defences. (Current one reaching the end of its life)

Option 10a – seawall.

Option 10c – construct Groynes.

Option 10e – stop bank.

Option 11 – change planning processes.

A3 Tararu (North of Wilson St)

Bund on river mouth – was a couple of groynes.

Option 8 – improve resilience of existing defences. – Understand what is there and what level of service it is providing.

Option 10c – construct Groynes.

A3 Tararu to Whakatete Bay

Option 3 – no action necessary

Assess options 8 & 10a

A3 Whakatete Bay

Option 8 – improve resilience of existing defences.

Option 10a – seawall.

Option 10c – construct Groynes.

A3 Ngarimu Bay, Thornton Bay

Option 5 – raise the road.

Option 8 – improve resilience of existing defences.

Option 10a – seawall.

Option 10c – construct Groynes.

Option 10f – cliff stabilisation work.

A3 Te Puru (South of Boat Ramp)

Option 10a – seawall.

Option 11 – change planning processes.

A3 Te Puru (North of Boat Ramp)

Option 6 – Innovative infrastructure.

Option 7a – enhance natural protection.

Option 7b - enhance natural protection.

Option 7c - enhance natural protection.

A3 Te Puru to Waiomu

Option 8 – improve resilience of existing defences.

A3 Waiomu

Some issue have been dealt with by taking out camping ground and building some flood protection.

Option 7c – enhancing natural protection.

Option 10c – construct Groynes. Look at outcome from Groynes that have been put in as a test at Flaxmill Bay.

A3 Waiomu to Tapu

Option 8 – improve resilience of existing defences.

Option 10a – construct new seawall.
Option 10f – cliff stabilisation work.

A3 Tapu

Tapu quite well protected from the nor-wester.
Drift of sediment is north – south.
Option 4 – Maintain natural protection.
Option 7 – enhancing natural protection.
Option 8 – improve resilience of existing defences?
Option 11 – change planning practices.
Cemetery on the point.

A3 Te Mata

Option 5 - retrofit - Raise the road, raising the houses.
Option 6 – Innovative infrastructure.
Option 7a – enhance natural protection.
Option 8 – improve resilience of existing defences.
Option 11 – change planning practices.
Option 12a – retreat – relocate assets.
Look at how roads are constructed on the coast roads.
Transport authority is not maintaining the culverts.

A3 Te Mata to Waikawau

Option 5 - retrofit - Raise the road.
Around the point just before orange/yellow goes to red – this should be in red. Current issues with the road.
Bridge too narrow and low.
Option 7 – enhancing natural protection - Can look at Beach nourishment
Option 12a – retreat

A3 Waikawau

Waikawau south is under treaty settlement – needs further conversation.
More sediment from the sea than from the river.
Option 7b - Enhancing natural protection – relocating sand.

A3 Kereta

Option 5 - retrofit - Raise the road
Option 8 – hold the line – maintain defences
Option 10a – Hold the line – new defences

- b. Strategy discussion by Policy Unit (overview attached)
- c. Pick a path - time horizons and triggers. Next meeting

Observer's Comments Denis Tegg expressed his concerns about the need for the panel to consider Land subsidence, Contamination and Ground water impact.

Next steps:

- LTP submission to do those things.
- Some meetings will be moved back but project time frame will not be extended.
- Back to the community for wider consultation – September 2021.
- Date for next meeting (M7): in July due to more investigation needed in some areas.
- Date, time & location to be advised in due course by KMM.

- Thames prefer Wednesdays moving forward as Friday is not a good day. Sometimes it moves due to room availability.

Meeting closed: 12pm.

Actions Table

No.	Action	Responsible	Status
7	Details of the MS Teams shared data folder to be shared with participating Council observers.	Project Office	Completed
9	Timeline of storm events for the East coast sought.	JB/WRC	Outstanding- still in progress WRC will do analysis of May 2021 storm.
11	Draft meeting notes to be reviewed by the Chair prior to circulation	Project Office	Completed
12	SMP Objectives to be updated following feedback from Coastal Panels	Project Office	Completed
13	Awareness of the SMP Project to be raised with the Regional Transport Committee	Project Office	In progress -
14	Belinda Storey's report on insurance retreat to be shared	Project Office	Completed
15	Jonathon Boston's report on public funding to be shared	Project Office	Completed
16	Iwi representation to be discussed at the SMP Governance Meeting in March 2021	Project Office	Completed, feedback to be provided – covered in submission. Amon covered – confirmation of committee members Jo Davies Ngāti Hei & John Lynskey Ngāti Haua. Nominations for panel – not achieved at meeting
17	Catchment Management Plans to be considered by Coastal Panel	Project Office/AM	Link to be provided – project team/Dene
18	Neville – road at Waitete Bay should not be 'moderate' (2020) risk is higher now. Refer to 2018 event which has been the most significant.	Project Office	
19	B05 Koputauaki Bay Further consultation required due to complexities of the situation.	Project Office	
20	C01 Papa Aroha – check inundation on this model	Project Office	

21	Make Catchment Plans available to Coastal Panels	??	
22	Analysis of scenarios with 20cm increments		