

Consultation on The Landing Pathways to the Sea concept plan refresh

File No.: CP2021/10105

Te take mō te pūrongo

Purpose of the report

1. To present feedback from stage one stakeholder engagement on The Landing Concept Plan Refresh and to confirm the process and material to be used for stage two public consultation.

Whakarāpopototanga matua

Executive summary

2. A refresh of the Pathways to the Sea, the guiding document for future development at The Landing, forms part of the Ōrākei Local Board's 2020-2021 work programme (*sharepoint reference #1585 / resolution OR/2020/76*).
3. The need for this refresh is driven by significant growth demands from all incumbent stakeholders and a desire on the part of Auckland Council (AC) to realise some, or all, of the following outcomes:
 - Improved public access for both active and passive users of the site.
 - Stronger visual and physical connectivity through the site.
 - Development of a shared multipurpose space for gathering, events, boat set up etc.
4. The plan revision will work to create the right balance of outcomes at The Landing for those seeking water-based recreation on the harbour but also for those who want to enjoy the Tamaki Drive waterfront experience from dry land. The plan revision therefore aims to further enhance both the blue and green open space opportunities.
5. The first phase of consultation with all stakeholders based at The Landing has now been completed and stakeholder feedback is summarised under 'assessment findings' (section 28) and more fully in Attachment A.
6. The feedback has been used to inform three draft concept plan options (see Attachment B). The intent of consulting on these options is to identify services that are most cherished or desired, and to understand community support for degrees of change rather than present the most popular plan option for board approval. It's possible that the final approved plan will combine design elements from all three plan options.
7. Option 1 provides for the undelivered outcomes identified in the Pathways to the Sea 2013 concept plan with some small changes that include the removal of the dinghy ramp located in the western corner of the site. The main element of this option is provision for the multi-sport paddling centre at the eastern end of the site, which is also carried through into options 2 and 3.
8. Option 2 incorporates all aspects of option 1, but with a reduction in the footprint of the hardstand. This reduction allows for inclusion of a multi-use space along the top of the boat ramp for events, boat set up and improved pedestrian connectivity.
9. Option 3 represents 'transformational change' by creating a green park like environment at the heart of the site for multipurpose outcomes including passive recreation. This is achieved by removing the hard stand area and associated boat yard services.
10. All changes have been made to address issues raised by stakeholders and deliver outcomes formalised by the board at a business meeting in April 2021 (see section 18).
11. There is currently no budget allocated for delivery of any concept plan outcomes and all three plan options presented carry a high level of cost requiring internal and/or external

funding. All building elements in the three plan options would require significant external partnership funding if they were to be built.

12. Expectation will be raised by the consultation process and there is reputational risk involved should outcomes identified through the plan refresh fail to be funded and delivered. Risk is also linked to significant service level change at The Landing, including removal of the hardstand. This degree of change linked to a service that has been historically enjoyed is likely to be viewed negatively by associated users.
13. The local board is now being asked to approve, with any requested changes, the consultation material presented.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) approve the three draft plan options presented in Attachment A for purposes of public consultation on The Landing 2013 plan (Pathways to the Sea) refresh project.

Horopaki Context

14. The Landing is a 3.2 hectare local park located on the edge of the Waitematā Harbour in close proximity to the city centre. It is held in fee simple by Auckland Council for recreation purposes and is subject to the Local Government Act 2002.
15. Harbour facing open space is at a premium along Tāmaki Drive. The Landing represents the only open space in the general area that provides the range and extent of club and public facilities that support water-based recreation activities on the harbour (e.g. ramp, parking, toilets, storage areas and supporting buildings). These facilities enable the safe and accessible launching of motorised watercraft, sailing dinghies and numerous types of paddling craft for both clubs and the public.
16. Plan outcomes and general improvements delivered at the site since 2013 include:
 - construction of the Hyundai Marine Sports Centre
 - installation of a second pontoon
 - additional dinghy storage areas
 - additional car parks.
17. The most significant/notable 2013 plan outcomes (see Attachment E) that remain undelivered are predominantly at the eastern end of the site and include:
 - toilets/showers/changing rooms (#26)
 - AMSCT Operation Centre (#27)
 - multisport paddling centre (#28) providing for:
 - a. Fergs Kayaks
 - b. Auckland Canoe Club
 - c. Hauraki Water Sports
 - d. Ōrākei Water Sports
 - e. Ngāti Whātua Ōrākei Waka Centre.
18. The refresh will consider the 2013 plan's effectiveness in being able to address stakeholder issues and deliver on objectives approved at the April 2021 business meeting (OR/2021/45). These objectives, set out below, are a revision of those presented in the 2013 plan and have

been established to ensure open space outcomes delivered by the plan refresh meet current and future (2021-2041) community plus regional needs:

- *Support opportunities to increase participation in water-based sport and recreation activities by maximising accessibility and public boat launching facilities.*
- *Develop quality multipurpose park like open space that can accommodate events and passive recreation outcomes in order to increase the public's enjoyment of The Landing.*
- *Accommodate the various clubs and users of the site in an efficient way that supports their future development and growth.*
- *Enhance The Landing as a destination for marine-related activities such as sailing, paddling and waka culture.*
- *Improve visual and physical connections into and through the site and create a clear connection eastward through to Ōkahu Bay beach.*
- *Acknowledge the significance of Ōkahu Bay to Ngāti Whātua Ōrākei.*

19. Yachting NZ has over several years expressed some interest in basing themselves at The Landing and plan option 3 accommodates a building / storage facility that could provide for additional users.
20. An unsolicited proposal has also been lodged with council seeking access to the Landing for the purposes of operating a boutique electric ferry service from the southwest corner of The Landing to, and from, Waiheke Island. This electric ferry service has capacity to carry 35 vehicles and up to 150 passengers or cyclists. Because details, and therefore impacts, of this proposal have yet to be received it has not been included in any of the draft plan options prepared for consultation. The proposer has confirmed they will be providing their proposal in due course.

Consultation process

21. Consultation for the project has been broken down into stakeholder consultation (phase one) and public consultation (phase two) with Auckland Council partnering with Ngāti Whātua Ōrākei on both these project phases.
22. Stakeholder consultation, which included one to one meetings and a co-design workshop (25 May), has now been completed with the following entities:
 - *Akarana Marine Sports Charitable Trust - AMSCT (including Auckland University High Performance Sports Coordinator)*
 - *Royal Akarana Yacht Club*
 - *Yachting NZ*
 - *Ōrākei Marina Management Trust*
 - *Fergs Kayaks*
 - *STF Ltd*
 - *Ōrākei Water Sports (Waka Ama) / Hauraki Water Sports Club (Waka Ama)*
 - *Ocean Blue Waka Ama*
 - *Waka NZ*
 - *Representative of mooring holders*
 - *The Harbourmaster (AT)*
23. The key issues identified from stakeholder feedback are summarised in 'assessment findings' below.
24. Public consultation (phase two) shall start once draft plans to inform this process have been reviewed and approved by the local board.
25. The three draft plan options proposed for consultation (Attachment B) have been developed in response to feedback given by Ngāti Whātua Ōrākei and stakeholders based at the site.

Compared to the 2013 plan, they deliver degrees of change from minor (option 1) to transformational (option 3).

26. With regard to consultation, the local board need to comply with decision-making requirements in section 78, part 6 of the Local Government Act 2002 (the LGA). This states that the council must, “in the course of its decision-making process give consideration to the views and preferences or persons likely to be affected by, or to have an interest in, the matter”.
27. Consulting on multiple plan options is advised by staff on the basis that there should be open discussion on all potential outcomes and their impacts. Failure to seek feedback on degrees of change at the site limits the opportunities to consider all impacts of potential change before approving a ‘refreshed plan’.
28. Public consultation on approved draft options will be carried out in September / October 2021 and advertised on site and via the council’s website pages. A drop-in day will be held on site where interested parties can discuss the plan revision with staff and board members.

Stakeholder feedback

29. A full list of themes and issues raised at the co-design workshop is attached (Appendix A) with the key feedback themes summarised as:
 - a. Strong support for development at eastern end of site as per 2013 plan covering multi-sport paddling centre (#28), toilets / showers / changing rooms (#26) and dinghy Operation Centre (#27).
 - b. Establish cultural, spiritual and environmental importance of Pokanoa Pt / The Landing to Ngāti Whātua Ōrākei and create a living presence (cultural design elements, storytelling, visual and physical connectivity).
 - c. Increase storage capacity for all users.
 - d. Create an events / gathering space and lift activation potential of site.
 - e. Improve access and safety through site for all users (specifically pedestrians and vehicles).

Tātaritanga me ngā tohutohu Analysis and advice

30. While stakeholders have shared many ideas as to how the site can be improved, there are also differences of opinion on what future site development should include. Views expressed through the public consultation process will likely be similar with the potential for some change elements to be polarising.
31. The three plan options being tabled present a variety of outcomes and degrees of change that will give a good sense of what user and wider community aspirations are. All plan options improve pedestrian access through the site, but there are no design elements that improve the through flow of vehicles. Separating the vehicle entrance and exit to improve the through flow of traffic was considered as an additional design change but has not been included in any of the plan options due to what were considered to be relatively small gains. Nor has there been any attempt to increase car park capacity since space is at a premium and car park demand is generally met.
32. The most significant change option to the 2013 plan being tabled is the removal of the hardstand (boat yard) in option 3, resulting in the termination of a historic service that will impact on those boat owners (300 plus per year) who use this facility.

The Landing haul-out and hardstand services

33. The Landing haul-out operation and associated hardstand use was assessed as part of the Pathways to the Sea 2013 concept planning process and continued need was identified then by the Ōrākei Local Board in order to:

- Retain a haul-out and maintenance operation with an affordable “do it yourself” type flavour, supported by professional management of health and safety and Blue Flag accredited environmental management.
 - Meet the demand for haul-out and maintenance services for the existing and growing boat market.
 - Service the small boat owners mooring boats in the inner Waitematā Harbour.
 - Service the multi-hull boat market for haul-out, wash-down and maintenance services.
 - Support the services of the Harbour Master and provide emergency haul-out operations.
34. The Harbour Master’s Office has confirmed, that while the emergency haul-out support provided at The Landing is extremely helpful, it is not critical to their operations so long as they can continue to use The Landing themselves for this activity.
35. A report (Auckland Haul Out and Hardstand Facilities Assessment 2021) funded by, and workshopped with, the board identified that the haul-out and hardstand provides a valued service to boat owners. Similar services are provided at commercial and club yards based throughout the region but with some of these services coming at a higher cost, less convenience, and reduced flexibility particularly around DIY maintenance practices. The Landing’s hardstand is iconic in many people’s minds and has existed for many years.
36. In 1996, ownership and administration of The Landing was transferred from the Ports of Auckland Limited to Auckland City Council. This included the boat hardstand that then occupied a site area of 13,400 m², providing approximately 140 boat spaces. As part of site redevelopment in 2007/08 the footprint was reduced to its current consented area, providing for around 50 boats at any one time. This reduction was to enable other recreational uses within The Landing.
37. The service provides for both long-term and short-term boat maintenance and operates close to capacity from September to December during the peak demand window. The long-term work taking between 3 to 14 weeks typically includes repainting, refits, fitting of imported new boats to suit local conditions, mechanical replacement, structural upgrades and damage repairs. Most of this type of work is scheduled during April to October. Short term routine haul outs typically take between 5 – 10 days to undertake with high demand during September to December in readiness for the summer boating season. Routine work typically includes survey inspections, antifoul, painting, engine and prop servicing and minor repairs.
38. The shrinking of the operational footprint for the hardstand presented in plan option 2 may need to include a review of the service provided and potentially limit stays to short term routine maintenance.

Plan options

39. Decisions around the hardstand and the general set up for The Landing should be driven by provision for all relevant community activities and future needs in the context of the scarcity of parks close to the city centre that support blue and green recreation outcomes on the Waitematā Harbour.
40. Auckland’s coastline, harbours and rivers provide an ideal environment for a wide range of water sports including sailing, waka ama, kayaking, wind surfing and paddle boarding. However, supporting infrastructure such as parking and storage that makes access to the harbour easy, is limited.
41. Three draft plan options have been prepared and staff recommend that all three go out for consultation, noting that the board have the option of consulting on amended and, or a reduced number of options.
42. All three plan options include removal of the three buildings located within the eastern half of the site; these are commonly referred to as the Auckland Sailing Club building currently occupied by AMSCT, the Pokanōa Point toilet building occupied by Fergs Kayaks plus AMSCT and the building at the far end of the site which is leased to Fergs Kayaks. Plan options 1 and 2 do not provide replacement storage areas for AMSCT but do provide for

Fergs Kayaks commercial activity (or alternative operator) on a reduced footprint. Option 3 with the new multi-use building facility fully replaces all current storage provided within the existing buildings.

43. **Plan option 1** looks to deliver nearly all outcomes of the 2013 plan that have not been progressed to date, but with the following changes:
 - relocation of secure dinghy storage to location #22
 - removal of travel lift (no-longer required for haul out operations)
 - removal of the proposed dinghy ramp providing improved access to yacht moorings.
44. The 2013 concept plan provided for a new dinghy ramp in the western corner of the site. The benefit of this ramp, given its location, is generally only going to benefit mooring holders. To assess the level of need, mooring owners were surveyed in 2019 and out of a total of 128 licenced mooring sites, 53 responses were received. While the majority of these respondents (93%) supported a new dinghy ramp, as provided for in the 2013 plan, the project was deferred in 2019 on the basis that the cost of installation was hard to justify given the low projected levels of use and other existing alternative launch sites.
45. All three draft plan options no longer provide a new ramp as per the 2013 plan, meaning that the launching of dinghies is either via the main ramp at the Landing (which adds approximately 200m/300m to the average trip to moorings when compared with the 2013 plan dinghy ramp location) or via the public boat ramps at Hakumau Reserve. The only alternative launching site is from pier A at Ōrākei Marina (#5 on plan option 1) which is currently width restricted to kayak access only during daylight hours.
46. The use of pier A for the launching of dinghies could be improved but requires the widening of the security gate (proposed at council's cost) positioned at the top of the pier and is subject to approval from the Ōrākei Marina Trust. Negotiation would be entered into with the marina if the option was well supported through the public consultation process but there are no guarantees improved access can be secured, with the Ōrākei Marina Trust looking for improved easement agreement terms at The Landing.
47. **Option 2** creates open space for events, boat set up and general recreation outcomes at the top of the boat ramp (#18) by reducing the footprint of the hardstand by approximately 36% and relocating the secure dinghy storage area (#10).
48. The drafting of the 2013 plan considered the footprint of the hard stand. The decision to retain the pre 2013 footprint was made on the basis that this was the minimum space required to maintain a 'self-funding' service. The effect of shrinking the hardstand footprint reduces its operational capacity with both impacts on levels of service to customers and income generated for council. The local board would need to meet any shortfall in lost income in this instance.
49. **Option 3** represents 'transformational change' through removal of the hardstand and delivery of a:
 - Large 'park like' green multipurpose gathering and events space in the middle of the site (#10).
 - Greener and more inviting eastern entrance (#22) achieved by moving building elements linked to the multi-sport paddling centre (canoeing, operations centre and commercial / concessions) into the new multi-use building (#5).
 - 'Safe harbour' concept with short length of sea wall (approximately 46 metres) to protect the water immediately in front of the Hyundai Marine Sports Centre with benefits particularly for novices and persons with disabilities (#9).
 - Multi-purpose building/storage facility along the southern Tamaki Drive boundary of the site (#5).
 - Elevated feature walkway (#2) over the proposed multi-purpose building that provides opportunity, through design and vantage points, to celebrate the culture, heritage, recreation and environmental significance of the site and surrounding area.

50. There are multiple variations on the plan versions presented, with the intent at this stage to consider activity and spatial arrangements that address the issues / opportunities identified through stakeholder consultation and that deliver on the board objectives set out in section 18 of this memo.
51. While option 3 represents the costliest option, all come at a high price. Budget to deliver built elements is likely to be required from both internal (i.e. Sport and Recreation Facilities Investment Fund / LTP budgets) and external sources. If provision gaps in, for instance, paddling sports are identified then charitable funding applications could be made through Sport NZ for the multi-sport paddling centre.
52. Finance could also be bought in by a third party, such as Yachting NZ, who are currently looking to fund a building that would meet their own need for a new centralised operations centre. While none of the presented draft plan options specifically accommodate Yachting NZ, element #5 (multi-purpose building) in plan option 3 represents a footprint within which Yachting NZ could potentially build a facility.
53. The building footprint is split into three areas and provides approximately 2200 m² floor space that could meet Yachting NZ's storage / workshop needs (1000 m²) plus an additional 1200 m² for stakeholder storage and commercial activity. If required, this footprint could be shrunk to lessen the visual impacts.
54. There are no guarantees that funding bids or agreements with external entities to deliver the built elements in all three design options will be successful.

Tauākī whakaaweawe āhuarangi

Climate impact statement

55. The Ōrākei coastline is characterised by a sequence of bays and headlands with streams flowing from the higher inland areas through eroded valleys to the sea. The northern beaches are subject to the negative effects of stormwater and storm-surge (scouring and sand loss) from the Hauraki Gulf.
56. Changes to the Pathways to the Sea Concept Plan for The Landing (2013) needs to factor in sea level rise and impacts on greenhouse gas emissions. More vehicle visitation to the site is likely to arise from further development but this is not thought to be to any significant extent. Parking provision at the site remains at current levels in plan options 1 and 2 and is slightly reduced in option 3. With active transport improvements currently being delivered on Tamaki Drive, and across other areas of the city, increased visitation is unlikely to result in a commensurate rise in greenhouse gas emissions.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

57. Community Facilities and Parks, Sports and Recreation staff are working together to ensure that service agreements, leases, licences and maintenance contracts at The Landing align with any approved plan changes. Additional departments whose views have been sought for the purposes of the plan refresh include Auckland Transport, Healthy Waters and the Coast Management Team within Infrastructure and Environmental Services.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

58. The Ōrākei Local Board has funded the 2013 concept plan refresh through their 2020-2021 work programme and the board resolved (OR/2021/45) at the April 2021 business meeting to:

approve the initiation of the two-phase consultation as recommended in paragraph 6 of the Executive summary in the agenda report on The Pathways to the Sea Concept Plan for The Landing (2013) refresh.
59. The project aligns with outcome two of the Ōrākei Local Board Plan 2020:

Our land, forests, waterways and marine environment are protected, restored and enhanced - Our area is a great place to live because of its natural features. These need to be treasured, especially as the area intensifies, so we will do even more to enhance our environment, restore its wairua and recognise its importance to the well-being of our people.

60. The local board has requested that the refresh of the 2013 plan is fully informed by a consultation process and no board decisions will be made until consultation feedback has been provided to the board.
61. All potential plan change decisions need to be considered in the context of impacts on service levels to the customer. Thorough consultation will allow the board to make a well-informed decision regarding any plan changes.
62. Connected projects include creating a development plan for Hakumau Reserve (3-5 Tamaki Drive) and negotiating a new lease agreement with the Outboard Boating Club (OBC) for the eastern half of the same site. A lease agreement with OBC is being undertaken, in part, to improve access to the two ramps designated for 'public use' and which could benefit mooring holders who currently access moorings predominantly via the main ramp at The Landing.

Tauākī whakaaweawe Māori

Māori impact statement

63. Te Tiriti o Waitangi recognises the rangatiratanga of Auckland's hapū and iwi, and the inseparable bond between Tāmaki Makaurau the people and Tāmaki Makaurau the place. Local boards play a vital role in representing the interests of all Aucklanders and the Ōrākei Local Board is committed to its Treaty-based obligations and Māori participation and development.
64. The following iwi were informed of this project and asked if they had an interest in the site:
 - Ngāi Tai ki Tāmaki
 - Ngāti Maru
 - Ngāti Pāoa
 - Ngāti Tamaoho
 - Ngāti Tamaterā
 - Ngāti Te Ata
 - Ngāti Whanaunga
 - Ngāti Whātua o Kaipara
 - Ngāti Whātua Ōrākei
 - Ngāti Whātua
 - Te Akiwaru-Waiohū
 - Te Ākitai Waiohū
 - Te Kawerau ā Maki
 - Te Patukirikiri
 - Te Rūnanga o Ngāti Whātua
 - Waikato-Tainui
65. Ngāti Whātua Ōrākei were the only iwi to request that council partner with them on this project. Three meetings have been held with Ngāti Whātua Ōrākei representatives and council, including one workshop with the Ōrākei Local Board held on 18th May.
66. At these meetings Ngāti Whātua Ōrākei articulated the importance that the plan refresh addresses the following outcomes/priorities:
 - acknowledge the significance of Ōkahu Bay to Ngāti Whātua Ōrākei

- support physical and visual connections between The Landing and Ōkahu Bay
 - develop the multi-sports paddling centre as a priority
 - future proof against sea level rise
 - re-establish a Ngāti Whātua living presence through Ōkahu Bay (including The Landing) by means of design and outcomes that improve the environmental state of the bay
 - provide information/representation of how the bay functions as an ecological entity
 - recognise voyaging stories - waka Māhuhu-ki-te-rangi; Hobson's arrival to Ōkahu Bay
 - better utilise the hardstand area
 - connect with the Glen Innes to Ōkahu Bay shared pathway
 - recognise and link with blue green connections in Pourewa Valley
 - meet the needs of an ethnically and demographically diverse community.
67. Ngāti Whātua Ōrākei were involved in the development of the 2013 concept plan for The Landing and the key outcomes articulated above have been used to inform the three draft plan options presented for the 2021 plan refresh. These plans have been workshopped with Ngāti Whātua Ōrākei, who support the draft plan options being used for public consultation purposes.

Ngā ritenga ā-pūtea

Financial implications

68. The Ōrākei Local Board has allocated \$40,000 from their 2020-2021 operational budget to undertake the plan refresh.
69. All three plan options presented come with significant financial implications. The removal of the three buildings in the eastern half of the site would generate capex budgets for replacement buildings but noting these are likely to represent a part contribution only to overall building costs, of for instance, the multi-sport paddling centre.
70. Plan options 1 and 2 require similar levels of funding, with costs largely linked to the build of the multi-sport paddling centre. Option 2 however presents a reduction in the size of the hardstand resulting in a loss of income generated by the associated service (boat haul-out plus temporary storage to enable boat maintenance, servicing and fit-out) with charges to the customer either having to rise and, or the board having to meet the shortfall in lost income through their own discretionary budgets.
71. Revenue targets for The Landing have been budgeted for in the remaining years of the LTP and are planned for from FY22-FY31. Any changes implemented by the local board that result in a change to these targets will need to be met by the decision maker (the local board).
72. Plan option 3 is transformational and significant cost is associated with all the key elements of the plan including an upgraded multi-sport paddling centre, a safe harbour concept and a multi-use building for storage/administrative space.
73. With regard to the complete removal of the hardstand service in option 3, the finance implications for the local board are largely regarded as cost neutral since the cost of the service agreement with STF Ltd (the operator of the hardstand facility) has mostly been offset by the income generated by the service. However, the current service agreement with STF Ltd covers some general site maintenance including ramp cleaning, pontoon repairs, sweeping, weed control and managing the secure dinghy lockers. Budget would need to be secured from board discretionary operational funds to cover these general site maintenance and administrative tasks should the current service agreement be ended.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

74. Failing to consult meaningfully and failing to consider the needs of those who use, or who have an interest in, The Landing could lead to a judicial review request being lodged with the

High Court. This is mitigated by undertaking public consultation and considering all impacts of potential change before approving plan changes.

75. There is currently no budget allocated for delivery of any of the concept plan outcomes and all three plan options presented carry a high level of cost requiring internal and, or external funding. Expectation will be raised by the consultation process and there is reputational risk involved should some, or all, outcomes identified through the plan refresh fail to be funded and delivered.
76. Risk is also linked to any significant service level change at The Landing, such as removal of the hardstand operation. The impacts, should the haul-out and hardstand be removed, will be significant for current users of the service (300 plus per year). Impacts include higher costs plus less convenience and flexibility particularly for DIY boat owners.
77. A copy of a letter from the New Zealand Marina Operators Association (NZMOA) dated October 2018 (Attachment C) refers to the importance of the haul-out and hardstand services provided at The Landing and a concern that hard stand facilities across the Auckland Region are failing to keep up with demand. The NZMOA letter also alludes to the high environmental standards applied to STF's operation (including Blue Flag accreditation) and lower standards being applied at club facilities, noting that clubs across Auckland provide approximately 24% of hardstand capacity in terms of land area.
78. Clean Below, Good to Go is an initiative promoted by a collective of councils (including AC) and government organisations to stop the spread of invasive marine pests and weeds in NZ waters. It encourages the cleaning of hulls, which is best done out of water and at facilities where fouling material is safely collected. It could be argued that removing the haul-out and hardstand service makes it harder for boat owners to undertake hull maintenance and encourages DIY owners to utilise club facilities where controls around run off are looser than at The Landing. It may also result in a few owners cleaning boat hulls in the waters of the harbour.
79. Counter to this argument is the fact that many boat owners displaced from The Landing are likely to, due to capacity issues at club run facilities, use commercial operators where infrastructure and operational standards will be comparable to The Landing. It is understood commercial hardstands in the Auckland region generally have capacity to pick up additional custom, at least outside of peak demand from September to December. However, there are no guarantees around what the marketplace will provide in the future, with the owners of two Auckland hard stand operations currently considering the sale of their respective businesses.
80. In addition to impacts on customers and environmental impacts, closure of the hardstand at The Landing could also affect a number of independent boat industry operators (i.e. trades people who service, maintain and fit out boats). Close to 600 businesses are registered to work within The Landing although the frequency or extent of use is unknown. A 2018 letter from the NZ Marine Association (Attachment D) highlights the importance of the hardstand in this regard.

Ngā koringa ā-muri

Next steps

81. Public consultation will be carried out in September / October 2021 and the findings from the consultation will be used to inform board decisions on the final plan version to be presented and adopted at a future business meeting.

Ngā tāpirihanga

Attachments

No.	Title	Page
A	Stakeholder Feedback	

No.	Title	Page
B	Draft plan options for consultation	
C	Marina Operators Association letter	
D	NZ Marine Industry Association letter	
E	Pathways to the Sea concept plan 2013	

Ngā kaihaina Signatories

Authors	David Barker - Parks & Places Team Leader
Authorisers	Mace Ward - General Manager Parks, Sports and Recreation Trina Thompson - Local Area Manager

LOCAL RESOLUTION

11 Consultation on The Landing Pathways to the Sea concept plan refresh

David Barker, Parks and Places Team Leader attended the meeting to speak to this report.

Resolution number OR/2021/125

MOVED by Chairman S Milne, seconded by Member C Davis:

That the Ōrākei Local Board:

- a) approve the three draft plan options (pages 25 to 30) presented in Attachment A of the agenda report for the purpose of public consultation on The Landing 2013 plan (Pathways to the Sea) refresh project.
- b) note that since 2018, there has been a comprehensive assessment completed in 2021 (Auckland Haul-out and Hardstand Assessment) as presented to the Board which provides a more up to date report on the available facilities at The Landing.
- c) note that due to the COVID-19 pandemic, the vast bulk of the assumptions made in the 2018 letter from the New Zealand Marine Industry Association, particularly with reference to the value of the Americas Cup, are no longer valid.
- d) will consider ideas and proposals from submitters for The Landing as part of the consultation process, noting that the three options being consulted on are based on needs assessments and on the feedback from the first phase of consultation.
- e) delegate authority to Chairman Scott Milne, Deputy Chairman Troy Elliott and Member Colin Davis to approve any final material and wording for The Landing 2013 plan (Pathways to the Sea) refresh project public consultation documents.

CARRIED