

The Landing Concept Plan Refresh

File No.: CP2023/14927

Te take mō te pūrongo Purpose of the report

1. To present feedback received through the second phase of public consultation on The Landing (8-12 Tamaki Drive) concept plan refresh and to seek approval of a refreshed concept plan (draft provided in Attachment A).

Whakarāpopototanga matua Executive summary

2. A refresh of the Pathways to the Sea concept plan, the guiding document for future development at The Landing, formed part of the Ōrākei Local Board's 2020-2021 work programme (resolution [OR/2020/76](#)).
3. The aim for refreshing the concept plan is to ensure the site is effectively utilised and meets growing community needs in terms of providing for club requirements, access to the water, events, and passive recreation spaces.
4. As part of the concept plan refresh process, stakeholder engagement was undertaken in May 2021. Three draft concepts that delivered degrees of change (status quo, rationalisation and transformation) when measured against the 2013 Pathways to the Sea concept plan, were then consulted on in February 2022.
5. Informed by consultation feedback and staff advice on planning and biosecurity matters, the local board refined draft concept plan three which delivers 'transformation' at the site. This revised plan (Attachment A) has recently been consulted on as part of a second phase of public consultation.
6. The feedback from this consultation process is detailed in Attachment B along with analyses of the feedback.
7. With 1600 individual submissions and 56 submissions from organisations generated through the second phase of public consultation, there is both significant support for, and opposition to, the plan. The majority of universal (city-wide) respondents have submitted against the plan, but a majority of Ōrākei residents submitted in favour of the plan.
8. The provision of hardstand infrastructure and services at the site and whether they can, or should, be accommodated in the plan refresh without compromising the key recreation outcomes sought and without significant local board investment has been a point of focus and contention throughout the plan refresh process.
9. Some submitters have expressed concerns that there is insufficient infrastructure in the region for boat owners to keep their hulls free of biofouling and comply with Regional Pest Management Plan and other requirements.
10. Auckland Council's marine biosecurity staff have recommended that the local board consider maintaining a limited area of facilities at the Landing for short stay cleaning and antifoul application.
11. Staff from the Parks and Community Facilities Department note the biosecurity benefits of a hardstand but also that this comes as a tradeoff to use of the site by the wider community and fully realising the local board's identified refresh plan objectives. Wash down and antifouling infrastructure and services is not an activity the council is required to undertake. Other hardstands in Auckland are provided by commercial operators and clubs.
12. The local board now need to consider what combination of design elements they think will most effectively and meaningfully deliver outcomes for the community.

13. The retention of hardstand infrastructure and associated services benefits boat owners who have in the past, or may in the future, utilise the hardstand. The development of park-like shared activity space with building facilities allows access for more informal use by the general public, club growth and a presence on site sought by Ngāti Whātua Ōrākei.
14. Combining both outcomes is an option involving development of a short stay, quick turnaround hardstand facility operating on a reduced footprint. This option would provide for continued biosecurity outcomes and address issues raised by the boating community but is likely to require investment and ongoing subsidy if it is to generate a higher boat turnover than historically achieved. It will also reduce the area available for shared open space and additional buildings that could provide for club growth and Ngāti Whātua Ōrākei's aspiration to build a whare for their Waka Taua (ceremonial waka).
15. The local board now has opportunity to review feedback received from the latest consultation to help inform their decision making on the final concept plan option to be endorsed.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) whiwhi / receive feedback generated by the second phase of public consultation on The Landing concept plan refresh as provided in Attachment B
- b) whakaae / approve the draft plan presented in Attachment A
or
- c) tono / request staff to make changes to the draft plan; and
- d) tono / request staff report back with an updated draft plan for approval in 2024.

Horopaki Context

16. The Landing is a busy park on the seaward side of Tāmaki Drive in Ōkahu Bay that offers a variety of marine-related sport and recreation activities on the Waitematā Harbour.
17. The Ōrākei Local Board initiated a refresh of the guiding document for The Landing (Pathways to the Sea Concept Plan 2013) as a project line in their 2020/2021 work programme (resolution [OR/2020/76](#)):

Refresh The Landing Concept Plan (2013) to ensure the site is effectively utilised and meets the growing community needs in terms of providing for club requirements, access to the water, events, gathering and passive recreation spaces, plus optimal linkages between the park and Tāmaki Drive.

18. The local board supported the following objectives to guide development of the refreshed plan at their April 2021 business meeting (resolution [OR/2021/45](#)):
 - a) Support opportunities to increase participation in water-based sport and recreation activities by maximising accessibility and public boat launching facilities.
 - b) 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.
 - c) Accommodate the various clubs and users of the site in an efficient way that supports their future development and growth.
 - d) Enhance The Landing as a destination for marine-related activities such as sailing, paddling and waka culture.

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- e) Improve visual and physical connections into and through the site and create a clear connection eastward through to Ōkahu Bay beach.
- f) Incorporate mana whenua outcomes.
19. Stakeholder consultation was carried out in May 2021 and public consultation was carried out in February 2022. The public consultation process sought feedback on three draft concepts that delivered options for change (status quo, rationalisation and transformation) compared to the 2013 Pathways to the Sea Concept Plan. Engagement levels were high with 856 survey responses received through the consultation process.
20. In June 2022 the local board supported the four following key design elements for inclusion in the plan refresh ([OR/2022/74](#)):
- a central park-like space for leisure activities and marine events
 - multi-purpose buildings for clubs and marine based recreation
 - storage space for boats and equipment
 - all abilities and safe harbour access.
21. These design elements were most meaningfully realised in concept three (as presented in February 2022) and the following revisions were made to concept three in response to feedback and prior to a second phase of public consultation being carried out in August/September 2023:
- removal of the raised tree top boardwalk
 - reduction in the extent of deck spaces
 - applying the 2013 multi-sport paddling centre design layout on an enlarged footprint
 - removing the most eastern of the three Tāmaki Drive multi-purpose building blocks and shifting the eastern car park into this vacated space
 - illustrating intent / desire to create a boardwalk connection through to Ōkahu Bay.
22. The second phase of consultation was based on the above changes having been made and to allow feedback on the design elements supported by the local board for inclusion in the refreshed concept plan.
23. The draft concept plan (Attachment A) does not include haul out and hardstand (boatyard) infrastructure. Submitters emphasised through both phases of consultation the regional importance of boatyard services at The Landing, particularly with regard to biosecurity (hull cleaning and anti-fouling) outcomes.
24. A hardstand for boat washdown and antifouling has not, to date, been one of the design features supported by the board for inclusion in a refreshed plan. Based on the objectives of making the site more accessible to those seeking both active and passive recreation experiences and enabling club delivered outcomes, a hardstand facility:
- a) compromises and restricts delivery of wider community-based recreation outcomes
 - b) limits public access to and through the site
 - c) is likely to require both infrastructure investment (wharf and travel lift) and ongoing subsidy if it is to operate effectively and productively as a short stay quick turnaround facility
 - d) involves hull sanding and the application of anti-fouling paint, which are activities which could be more safely and effectively delivered within commercially controlled environments.
25. Advice from staff on the key issues have been presented in previous memos and reports to the local board. The advice given regarding these matters is summarised below as background information and to give further context to the local board's past and future decision making.

Local Board governance

26. Decision making responsibility in relation to The Landing as local park land, has been allocated to the Ōrākei Local Board by the Governing Body. This is in accordance with

section 17(2) of the Local Government (Auckland Council) Act 2009 which sets out the principles for allocation of non-regulatory decisions between the Governing Body and local boards.

Resource Management considerations

27. The Auckland Unitary Plan (AUP) is made pursuant to the Resource Management Act (RMA) and guides the use of Auckland's natural and physical resources, including land development.
28. The AUP and other relevant regulatory and guiding documents, such as the New Zealand Coastal Policy Statement (NZCPS), set out rules, policies and objectives that need to be considered for planning purposes in the Coastal Marine Area (CMA) and adjacent land.
29. Within the AUP there is a precinct plan (Ōkahu Marine Precinct Plan) for The Landing which covers the site and adjoining areas. Its purpose is to provide for marina, marine-related and recreation activities in an integrated manner across land and sea. Objectives of the Precinct Plan include:
 - a) The Ōkahu Marine Precinct is managed in an integrated way that supports the precinct's multi-use functions and maintains the recreation, visual amenity, landscape and ecological values of Ōkahu Bay.
 - b) The ongoing use and development of Ōkahu Landing hardstand is provided for.
30. The underlying zone objectives also apply to The Landing. The Landing is zoned Open Space – Sports and Active Recreation. Objectives of this zoning include:
 - a) Recreational needs are met through the provision of a range of quality open space areas that provide for both passive and active activities.
 - b) The adverse effects of use and development of open space areas on residents, communities and the environment are avoided, remedied or mitigated.
 - c) Indoor and outdoor sport and active recreation opportunities are provided for efficiently, while avoiding or mitigating any significant adverse effects on nearby residents, communities and the surrounding areas.
 - d) Activities accessory to active sport and recreation activities are provided for in appropriate locations and enhance the use and enjoyment of areas for active sport and recreation.
 - e) Larger scale, or clusters of land-based marine-related recreation facilities, are recognised and provided for while maintaining and enhancing public access to and along the coast.
31. Information relating to recreational, environmental and cultural considerations that link the AUP and other policy documents and Acts, such as the NZ Coastal Policy Statement and Hauraki Gulf Marine Park Act 2000, have been set before the local board in a number of workshops and reports presented at local board business meetings.
32. The Unitary Plan provides the resource management framework and its objectives, policies and rules guide development and provide for what can occur with and without resource consent on the site. However, the Unitary Plan as a regulatory document under the RMA does not require the local board in its non-regulatory landowner capacity to provide for any particular use of the site in a concept plan.

Biosecurity and provision of hardstand infrastructure and services

33. As a Unitary Authority, Auckland Council has the duties of a Regional Council under the Biosecurity Act 1993 relating to pest management. The council is required to provide leadership in activities that prevent, reduce, or eliminate adverse effects from harmful organisms present in Aotearoa New Zealand.
34. The Auckland Regional Pest Management Plan 2020-2030, created under the Biosecurity Act 1993, requires that all owners or persons in charge of any craft in the Auckland region ensure that the level of fouling on the hull and in niches of craft does not exceed 'light

fouling'. A national 'Clean Hull Plan' is being developed, which will create consistent rules for hull cleaning across the upper North Island, also under the Biosecurity Act 1993.

35. The activities council undertakes in relation to marine pest control and biosecurity include:
 - a) Setting policy in relation to discharges and activities in the marine area under the Auckland Unitary Plan.
 - b) Providing regulatory settings under the Regional Pest Management Plan.
 - c) Undertaking education, monitoring and research in accordance with Auckland Council's roles under the Biosecurity Act 1993.
36. The provision of wash down and antifouling infrastructure and services are not activities that the council is required to deliver.
37. The hardstand at The Landing has historically serviced approximately 200 to 250 boats per year which constitutes approximately 2.5% of Auckland boats (under 20m in length) that are moored or docked within marinas. The level of hull cleaning and antifouling historically carried out by boats hauled out at The Landing is unknown.
38. The likely impacts of permanent cessation of hardstand operations at The Landing for those that used the site are higher costs and further travel distances (for some) using alternative facilities. There is also likely to be additional pressure on peak period haul out and maintenance (September to December), with maintenance potentially having to be scheduled at less favoured times during the year.
39. There will be service level impacts on those that have used the hardstand at The Landing if the operation is not reinstated. However, due to relatively small numbers of boats impacted, the ability of other hardstand operators to pick up displaced demand and the fact that anti-fouling services are most effectively delivered by skilled and trained commercial operators in controlled environments, the impacts are considered to be on the low end of the significance scale.
40. There are approximately 20 hardstands in the Auckland region. Those within, or close to, the Waitematā Harbour include Orams Marine at Westhaven, Hobsonville Marina, Tamaki Marine Park, Half Moon Bay Marina, Gulf Harbour and Pine Harbour Marina. Commercial operators provide the majority of services with clubs making up the remainder. With the closure of the hardstand at The Landing in February 2023, Auckland Council does not operate or fund any hardstands.
41. Two hardstand provision assessments have been produced by external consultants in 2021 and 2022 respectively (provided as part of Attachment C) and have been presented to the local board. Both reports noted restraints on capacity for antifouling within the Auckland region under the current situation, where most anti-fouling takes place in spring in preparation for summer boating. Auckland Council's marine biosecurity staff have recommended that the local board consider maintaining a limited area of facilities at the Landing for short stay cleaning and antifoul application. They have noted that capacity in Auckland is stretched at key times.
42. Some commercial facility operators have indicated an ability to expand services and capacity can be further realised if the sector shifts to spreading maintenance activities throughout the year. Some commercial facilities have already increased capacity in recent years and market forces and demand may see further increases in capacity.
43. While the Landing has provided an affordable option for boat cleaning, revenue from the services have not met the costs of providing it or provided any income from the use of the site. The shortfall in revenue has been met from the local board's budget.
44. Biosecurity impacts have been considered by the local board, as well as the Governing Body via a memo tabled at the Planning, Environment and Parks Committee held in March 2023 (Attachment C). A second phase of public consultation has also allowed for further consideration of all these issues.

Tātaritanga me ngā tohutohu Analysis and advice

Consultation and Engagement

45. A large number of individual submissions (1600) were received for the second phase of public consultation, with 39% of submitters residing in the Ōrākei Local Board area. Universal (city-wide) feedback has been presented alongside feedback from Ōrākei residents only.
46. Individual submitters' overall opinion of the plan is summarised as follows:

Table 1: Consultation question 1

Q1: Overall, what is your opinion of the draft concept plan?		
	Support plan	Do not support plan
All residents (No. 1549)	43%	49%
Ōrākei residents only (No. 613)	58%	34%

* Does not include 'Other' and 'I don't know' categories

47. There was more support than opposition for all four of the key design features. Support for each of these key design features was higher in every instance when the results were considered from Ōrākei residents only.
48. Individual submitter responses to the question on retention of a short stay haul out and hardstand facility, when combining 'strongly support' and 'support' outputs, are as follows:

Table 2: Consultation question 8

Q8: Do you support retention of a short stay haul out and hardstand facility for boat cleaning and/or anti-foul application?		
	Support retention	Do not support retention
All residents (No.1545)	64%	30%
Ōrākei residents only (No. 613)	46%	44%

* Combines 'strongly support' / 'support' and 'strongly do not support' / 'do not support' categories. Does not include 'Neutral' category.

49. There were 56 submissions from organisations with survey responses to question one and eight provided below:

Table 3: Consultation question 1 – organisation responses

Q1: Overall, what is your opinion of the draft concept plan?		
	Support plan	Do not support plan
City wide orgs. (No. 55)	38%	47%
Ōrākei based orgs. (No.23)	57%	35%

* Does not include 'Other' and 'I don't know' categories.

Table 4: Consultation question 8 – organisation responses

Q8: Do you support retention of a short stay haul out and hardstand facility for boat cleaning and/or anti-foul application?		
	Support retention	Do not support retention
City wide orgs (No. 50)	60%	34%
Ōrākei based orgs (No. 22)	41%	50%

* Combines 'strongly support' / 'support' and 'strongly do not support' / 'do not support' categories. Does not include 'Neutral' category.

50. A report providing consultation insights is provided in Attachment B.
51. Staff are satisfied that the level of consultation undertaken to date meets the requirements of Auckland Council's Significance and Engagement Policy. With 856 survey responses received in February 2022 and 1656 responses received in September 2023, a full range of views and opinions from those who use, or have an interest in the site, has been gathered and presented. Engagement has occurred with Ngāti Whātua Ōrākei, key stakeholders (clubs / lessee holders as identified by the local board in April 2021) and the public (including boat owners who use the haul-out and hard stand at The Landing).
52. This is a high level of engagement for one local park site and put into context by levels of engagement received in 2020 on the Regional Parks Management Plan (750 responses) and for the Ōrākei Omnibus Parks Management Plan in 2022 (51 responses).

Themes from engagement

53. High levels of support are evident for the multisport paddling centre and safe harbour with relatively low levels of opposition to both of these design features.
54. The main contention, which has been evident throughout the plan refresh process, is around the footprint of the hardstand area and the best use of this space. The draft plan has the hardstand area replaced with a park-like space and two buildings potentially providing for Ngāti Whātua Ōrākei aspirations and club growth.
55. Reasons provided by 665 individual respondents, and 21 organisations, for supporting the draft concept plan in relation to removal of the hardstand and creation of a park like space, included:
 - creates a shared space
 - improves recreation outcomes
 - is more beneficial to the wider community
 - removes light industrial activity that is inappropriate on public open space
 - removes a poorly run hardstand facility
 - better supports club outcomes.
56. Reasons provided by 758 respondents and 26 organisations for not supporting the draft plan in relation to removal of the hardstand and creation of a park-like space included:
 - loss of a well-run facility
 - loss of hardstand in proximity to demand
 - reduced number of hardstands that will be unable to pick up displaced demand
 - increased costs for boat owners
 - negative environmental impacts
 - boat owners being unable to meet council imposed clean hull requirements
 - the hardstand supports the rich sailing heritage of this city – *The City of Sails*.
57. Ngāti Whātua Ōrākei, the local board's relationship partners, in their submission (Attachment D) unequivocally support the draft concept plan presented and in no way regard this support

and associated cessation of hardstand operations at The Landing as being incompatible with their objective of achieving environmental outcomes at Ōkahu Bay.

58. The following site stakeholders (as determined by the local board in April 2021 business report), by means of submissions, have also articulated support for the draft concept plan option presented:
- Waka Ama New Zealand
 - Auckland Canoe Club
 - Royal Akarana Yacht Club
 - Akarana Marine Sports Charitable Trust and affiliated organisations
 - Fergs Kyaks.
59. The two site stakeholders that submitted against the plan were Ōrākei Water Sports Inc. and Yachting NZ.
60. The Ōrākei Marina Management Trust (also an identified stakeholder), who are based immediately adjacent to The Landing, and hold easements across The Landing, provided a submission but did not articulate a preferred plan outcome, nor commentary on the best use of the hardstand area. Matters raised by the trust related to extension of the sea wall and need for a dinghy launching platform for mooring holders.
61. The trust has generously agreed to allow yacht mooring holders access to launch dinghies from pier A (identified as #7 on draft plan). The gate to pier A is open during daylight hours and nighttime access can be gained either by an onsite request to security staff or by applying to the Ōrākei Marina Management Trust for an access card (small administration fee applies and allocated for a year).
62. Written submissions from stakeholders and other organisations are provided in Attachment D.
63. The plan consulted on in August / September 2023 was a modified version of concept plan 3 consulted on in February 2022, along with two other plans.

Table 5: February 2022 consultation feedback

Survey results for concepts 1, 2 and 3	<u>Supported</u>
Concept 1 – 2013 concept plan with minor changes	238
Concept 2 – Rationalisation	102
Concept 3 – Transformation	469
None of the above	35

64. While the plan version consulted in 2023 varied a little from concept three presented in 2022 (see paragraph 21 for differences between the two), the four key design features presented were similar across the two plans. Arguments made for and against these two plan versions did not vary significantly between 2022 and 2023.
65. The prioritisation preferences attributed to the four key design features varied slightly between the two years, with the 2023 preferences presented as follows, with one being the highest priority and four the lowest priority outcome:
1. safe harbour
 2. central park like space
 3. multi-sport paddling centre
 4. multi-purpose buildings adjacent to Tāmaki Drive.
66. Since some design elements are likely to be funded by third parties, or require contributions through external grant applications, these preferences will not necessarily be the sole determinant of delivery times on the ground.

67. Several submitters questioned some of the design detail in the plan, particularly around the sea wall (length and orientation) and safe harbour accessibility. It should be noted that the concept is essentially a high-level spatial plan and the design detail will be developed as and when funding is allocated for the build of each of the key design outcomes. Relevant groups will also be consulted with at the initial design stages.
68. The local board is advised to consider the consultation feedback alongside the following factors:
- the board's plan refresh objectives established in April 2021
 - project costs and possible requirement for ongoing subsidies
 - the council's approach to biosecurity issues
 - the provision of hardstand services
 - how community outcomes can be optimised for the benefit of the greatest number of users.
69. It is a matter for the local board to determine which objectives it wants to focus on through a refreshed concept plan, noting that because of limited space, favouring some objectives will be at the cost, partly or fully, of others.
70. For highly valued and cherished public open space, there will often be trade-offs when working to optimise community outcomes, and the local board need to be aware of the consequences of these trade-offs.

Options assessment

71. After the second phase of consultation, the options for the local board are:
- a) approve the draft plan presented in Attachment A which does not include a hardstand; or
 - b) undertake further work on the plan refresh in relation to incorporating a hardstand facility alongside those design elements supported by the board in June 2022.

Approve the draft plan as presented

72. The tabled plan is considered by Parks and Community Facilities staff as the optimal outcome for the delivery of recreational opportunities for the greatest number of people within the limited open space available at The Landing,
73. This is with consideration to all factors, views and preferences submitted through the process and with no particular weighting given to any one of the key factors listed in paragraph 68.
74. In developing this advice, biosecurity outcomes have been given careful consideration by staff from Parks and Community Facilities alongside other significant factors. This includes the wider provision of hard stand services by commercial operators and clubs, their ability to meet displaced demand, the significant investment required to enable a productive hardstand service to operate on a reduced footprint and the implications that running such a service would have on wider community and recreation outcomes.

Revise the refresh plan draft to incorporate a hardstand facility

75. While noting that The Landing concept plan refresh has become linked to a wider debate about the council's role in providing hardstand infrastructure and services, a large number of respondents have requested retention of a hardstand facility with a focus on short stays and delivery of hull cleaning and anti-fouling outcomes.
76. Combining a park like open space with adjacent multipurpose buildings and a smaller hardstand facility is an option that would provide for continued biosecurity outcomes and address issues raised by the boating community. However, increasing the productivity levels of a hardstand operation is likely to require significant investment and ongoing subsidy.
77. There is also the potential that having a park like space and retaining a hardstand may compromise both outcomes and result in a worse overall outcome than focusing on one or

the other use. This is because a hardstand requires large boats being moved by heavy machinery and involves activities such as hull sanding and antifouling which have the potential to undermine the amenity and recreation benefits being sought through the build of a shared park like space. The converse of this also applies whereby creating a usable park like space limits the potential for running a high functioning and viable hardstand operation that delivers improved biosecurity outcomes.

78. Prior to the end of the Physical Services Agreement that facilitated hardstand operations at The Landing, the costs incurred by the council were over \$500,000 per annum. These costs were somewhat offset by revenue from the site, however during the term of the Services Agreement the revenue never exceeded the payment made to the operator. There has been a pattern of revenue received from yacht owners paying for services at The Landing being less than the cost to council of delivering the services under the services agreement. That shortfall has been met from the local board's budget:
- In FY2021/22 the net deficit between revenue and expenditure was \$80K
 - In FY2020/21 the net deficit was \$50K
 - In FY2019/20 the net deficit was \$258K
 - In FY2018/19 the net deficit was \$49K
 - In FY2017/18 the net deficit was \$150K.
79. Due to the tidal restrictions which have historically limited boat lifting to two hours either side of high tide, significantly raising productivity and the commercial viability of the hardstand operation, particularly on a reduced footprint, requires development of a wharf and travel lift.
80. The 2013 Pathways to the Sea Concept plan identified the operational challenge as follows:
- The concept plan proposes that the infrastructure is installed to support a Travelift operation, which will refocus the hardstand on short-term maintenance as a priority and will dramatically enhance The Landing's value proposition.*
81. Reducing the footprint of the hardstand to provide for the refresh plan outcomes sought will further diminish the revenue generating potential of the service. This could be countered to some degree by increasing hardstand charge rates so they are closer to, or on a par with, market rates.
82. As an alternative to a commercial operation, a club could be offered a lease or licence to operate over a reduced hardstand footprint. Such an operation is likely to deliver low boat turn over and require a reduced market rate or a peppercorn rent.
83. The Young 88 Owners Association made a deputation to the local board suggesting approximately 40% of the hardstand (see Attachment E) be set aside for a short stay boat wash down and antifouling activity on a seasonal basis (May to Dec). The majority of this space could then be used as a shared area catering for events and club activities for the other four months of the year.
84. An option is to only retain the wash down pad (shaded yellow in Attachment E) for boat cleaning purposes. Since the haul out of larger boats would require a tractor and trolley, or hydraulic trailer with associated tight health and safety practices, it would best be limited to use by owners of small boats that can be lifted from the water by car and trailer. However, enabling access to organisations/clubs who are able to bring in the necessary lifting equipment for their own needs could be considered.

Tauākī whakaaweawe āhuarangi

Climate impact statement

85. The council's climate goals as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan are:
- to reduce greenhouse gas emissions to reach net zero emissions by 2050 and
 - to prepare the region for the adverse impacts of climate change.

86. It is anticipated that there will be an increase in carbon emissions from construction associated with the build of plan design elements. Staff will seek to minimise carbon and contractor emissions as much as possible when delivering the project and increases in sea level rise will be taken into account when detailed planning is undertaken, with structures and buildings being future proofed in this regard.
87. Changes to the Pathways to the Sea Concept Plan for The Landing (2013) may also increase greenhouse gas emissions through more vehicle visitation to the site but this is not thought to be to any significant extent and there is no increase in parking provision.
88. Under the Auckland Unitary Plan, an assessment of coastal hazards will be required to support any application for development on areas of The Landing which may be subject to a coastal storm inundation 1% annual exceedance probability event plus 1m sea level rise.
89. Climate change is expected to exacerbate the spread and impact of marine invasive species. This is a relevant factor in considering the benefit of retaining a hardstand for yacht cleaning and antifouling.

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

90. Parks and Community Facilities staff are working together to ensure that service agreements, leases, licences and maintenance contracts at The Landing align with any approved plan changes.
91. Staff have also engaged with Auckland Transport, Healthy Waters and Environmental Services on the plan refresh.
92. As a Unitary Authority, Auckland Council has the duties of a Regional Council under the Biosecurity Act 1993 relating to pest management. The council is required to provide leadership in activities that prevent, reduce, or eliminate adverse effects from harmful organisms present in Aotearoa New Zealand. Auckland Council does so by (among other things):
 - Promoting alignment of pest management in a region.
 - Facilitating the development and alignment of regional pest management plans and regional pathway management plans.
 - Promoting public support for pest management.
 - Facilitating communication and co-operation among those involved in pest management.
93. Auckland Council's regional focus for the control of marine pests will continue to be on education, advice, enforcement, monitoring and operational research.
94. Environmental Services staff have expressed a preference for the retention of short-stay hull cleaning facilities, to help boat owners comply with Biosecurity Act requirements under the Regional Pest Management Plan and forthcoming National Clean Hull Plan.

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

95. Retention of the hardstand enables and helps yacht and launch owners (approximately 200 to 250 who utilise the hardstand per year) to access the harbour and meet environmental compliance standards.
96. Adoption of the plan presented is more enabling of grass roots club-based recreation outcomes, makes the site more accessible to a wider range of users and, with local board approval, allows for Ngāti Whātua Ōrākei to develop a meaningful presence at the site.

97. 624 submissions were made by Ōrākei residents (individual respondents), with 613 responding specifically to the question, *What is your opinion of the draft concept plan?* Of these, 58% support the plan as presented and 34% do not support the plan.
98. Auckland residents (1549) were less supportive of the draft concept plan with 43% in support and 49% opposed. This feedback allows the local board to consider both local views and preferences and the views and preferences of those from other local board areas.
99. The Ōrākei Local Board has also received notice of resolution HW/2023/24 from the Howick Local Board's February 2023 meeting raising concerns about regional maritime biosecurity.

Tauākī whakaaweawe Māori Māori impact statement

100. Ngāti Whātua Ōrākei has maintained its customary rights over its lands, waters and treasures on the central Tāmaki Isthmus and surrounding areas since the arrival of Tupēri in 1740. Ngāti Whātua Ōrākei, whose rohe extends over the central Tamaki Isthmus and surrounding areas, are descendants of Tuperiri and have established Ngāti Whātua Ōrākei mana since the 1740s on the basis of take tūpuna (ancestral rights and obligations), take raupatu (the taking of land through traditional warfare), tuku whenua (traditional gifting of land) which demonstrates mana i tē whenua; and ahi kā (continuous and unbroken occupation and use of land and sea).
101. The Ōrākei Local Board, in partnership with Ngāti Whātua Ōrākei, are working to develop a vision for a more accessible, exciting community space at The Landing on a plan that will deliver cultural and environmental outcomes reflecting ancestral rights and occupation of land at what is now referred to as 'The Landing' precinct. As part of this, Ngāti Whātua Ōrākei tikanga will determine the gifting of a new name for the area currently referred to as 'The Landing', as well as provide cultural support to the entire process.
102. Ngāti Whātua Ōrākei's (NWO) submission, written on behalf of more than 500 NWO Ōrākei based residents, as well as other hapu members who live outside of the board area, includes the following statement:
We are thrilled that the proposal includes a permanent space for our Waka Ama clubs and a whare for our Waka Taua. Both represent a recognition of our hapū/iwi connection to the area historically and now, in the 21st century as well. The proposed redevelopment also allows for the continuation of our work to replenish and restore Ōkahu Bay, after decades of degradation, so that future generations can enjoy it. Further, we fully support the creation of a new 'green' space, and better and safer access to the waters of Ōkahu Bay and the wider Waitematā for marine users and sports clubs. We understand that incorporating all of these elements will not satisfy some people, who wish to see the reinstatement of the hardstand. However, we want to have on the record that Ngāti Whātua Ōrākei continues to unequivocally back the full implementation of the shared vision for the site as designed, and all that it promises for our community.

Ngā ritenga ā-pūtea Financial implications

103. Budget has yet to be allocated to progress a 'refreshed' plan noting there will be opportunities for facility partnerships and / or securing third party funding.
104. Funding options include:
 - Identifying or establishing a trust to design, build and manage the multi-sport paddling centre (#11 on the plan) using the facility partnership template or seed funding from the council as per other facility developments in Auckland (including the Hyundai Marine Sports Centre).
 - The buildings adjacent to Tāmaki Drive (#8 on the plan) are delivered by outside organisations that seek community outcomes linked to marine based recreation -

Ngāti Whātua Ōrākei have been discussing with the board opportunities to site a Whare Waka at The Landing in this location.

- The park like space (#17 on the plan) is funded through the allocation of budgets available to the Ōrākei Local Board.
- Council and external funding, through entities such as the Lottery Grants Board and charitable trusts, is sought for the safe harbour (#3).

105. The board has opportunity to utilise revenue generated from leases, easements, parking and asset optimisation.

106. Not providing hardstand services would mean that the local board does not need to meet any shortfall in revenue from this service from its budget. However, there will be some increased costs in maintenance activities at the site that have previously been undertaken by the hardstand service provider.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

107. There is a reputational risk involved should some, or all, outcomes identified through the concept plan refresh fail to be funded and delivered.

108. Decisions in relation to The Landing have already been subject to legal challenge and there is risk of further judicial review challenge to decision making. This risk is mitigated by the thorough consultation process undertaken and the local board carefully reviewing all submissions and relevant planning information provided to date and considering any new information that has come to light since their June 2022 decision on the plan refresh.

Ngā koringa ā-muri Next steps

109. Subject to board approval, work with Ngāti Whātua Ōrākei, incumbent clubs, third parties and external funders to deliver the different components of the approved refreshed concept plan or to undertake the further work envisaged by recommendations (c) and (d).

Ngā tāpirihanga Attachments

No.	Title	Page
A	The Landing plan refresh (draft)	
B	Summary of consultation feedback	
C	PEP Committee memo with hardstand provision reports	
D	Written Submissions from Organisations	
E	Young 88 Users Association Plan	

Ngā kaihaina Signatories

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