

Kia ora welcome to our webinar

Thanks for joining us. Your camera and mic are turned off, but once the session starts you can ask the team questions via the chat.

- Questions emailed in will be answered during the webinar or will be in the Q&A document
- Questions asked during webinar will be answered if time allows or in the Q&A document
- The Q&A document will be emailed to you after the webinar
- Questions can be asked after the webinar – send an email to LetsTalk@ccc.govt.nz

Web browsers (using Teams app)



Use Teams Chat

Web browsers (no app)



Email
LetsTalk@ccc.govt.nz

Mobile users



Use Teams chat

Coastal adaptation: Whakaraupō Lyttelton Harbour and Koukourarata Port Levy

Agenda

- Background and context
- A snapshot of the Plan, focusing on Teddington, Charteris Bay & Purau
- How to provide feedback



Introductions and webinar format



Tom Simons-Smith –
Principal Advisor
Coastal Adaptation



Ruby Clark – Senior
Adaptation Advisor



Jane Morgan – Team
Leader Coastal
Adaptation

Your presenters this evening

How to participate



Live captions

- Turn on in the ... ('more') tab



Reactions

- Thumbs up to show support
 - In the chat (for questions and answers)
 - In the tab at the top (for speakers)



Q&A – Teams Chat

- Located on the top bar.
- Not on app – email questions to LetsTalk@ccc.govt.nz



Format for the session

- Mics and videos are off to keep the session flowing
- We'll pause for questions at the end of each section. Feel free to ask them in the chat throughout.

Background



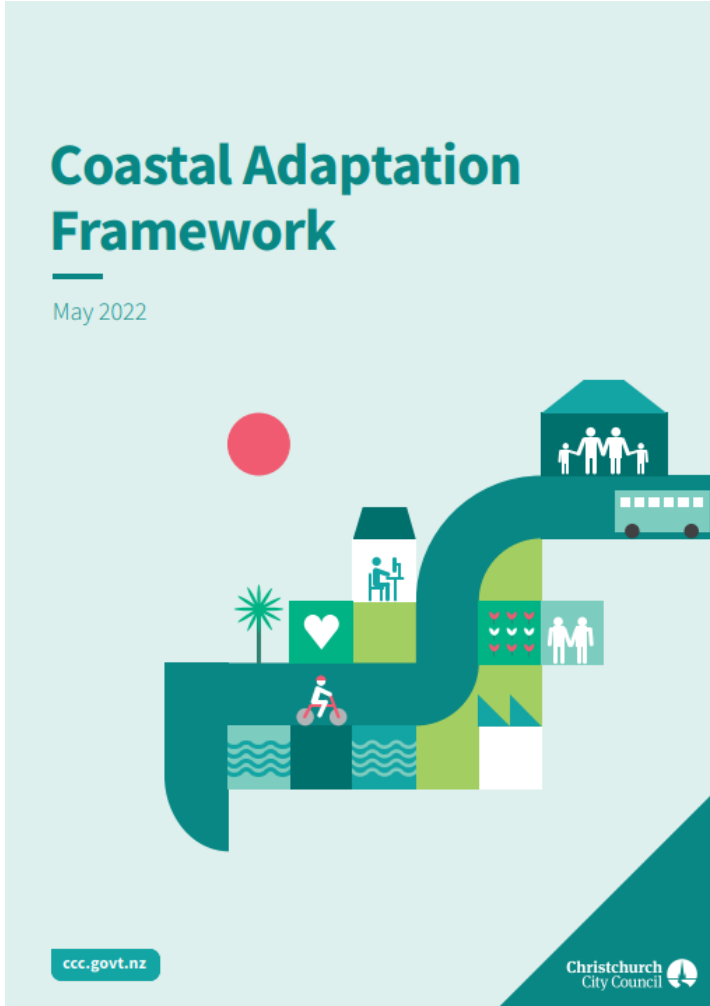
What are we doing?

Purpose: To work with low-lying inland and coastal communities that will be impacted by coastal flooding, coastal erosion and rising groundwater to develop adaptation pathways that plan for the impacts of sea level rise.





How are we doing it?



Adaptation Area



Priority Locations:

Rāpaki
Allandale
Teddington
Te Wharau Charteris Bay
Purau
Koukourarata Port Levy

Coastal Panel



Members:

Joan Blatchford
Karen Banwell
David Gregory
Paul Dahl
Ihorangi Reweti Peters
Makarini Rupene
Tayla Nelson-Tuhuru

Manaia Cunningham
Jillian Frater
Gina Waibl
Luana Swindells
Jo Zervos
Bex Gordon
Aurora Smith

Co-creation approach

Coastal Panel

Analyse adaptation options and identify preferred adaptation pathways for a Council decision. Community and rūnanga members (three young people).



Specialist and Technical Advisory Group (STAG)

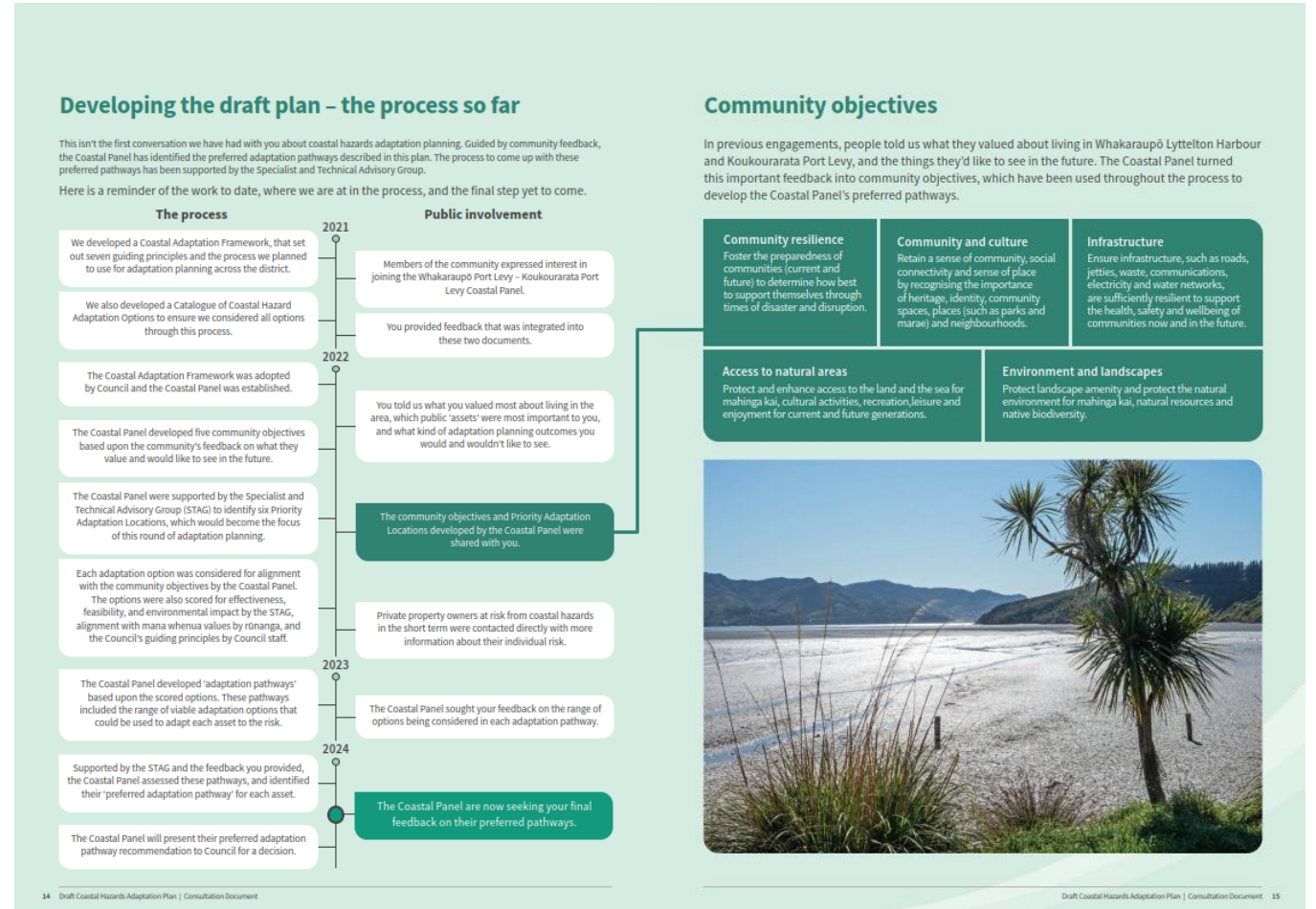
Council asset owners, and technical specialists (engineering, coastal science, economics, wellbeing).



How did the Coastal Panel identify preferred pathways?

Some of the key steps in the process:

- The identification of Priority Adaptation Locations
- The development of community objectives based upon community input
- The scoring of adaptation options
- The identification of draft adaptation pathways
- The scoring of draft adaptation pathways
- The identification of preferred adaptation pathways



Community engagement on the draft Plan



The Draft Coastal Hazards Adaptation Plan

The plan sets out the Coastal Panels preferred adaptation pathways for key public “assets” in each of the Priority Adaptation Locations.

Kōrero mai | Let's talk

Draft Coastal Hazards Adaptation Plan

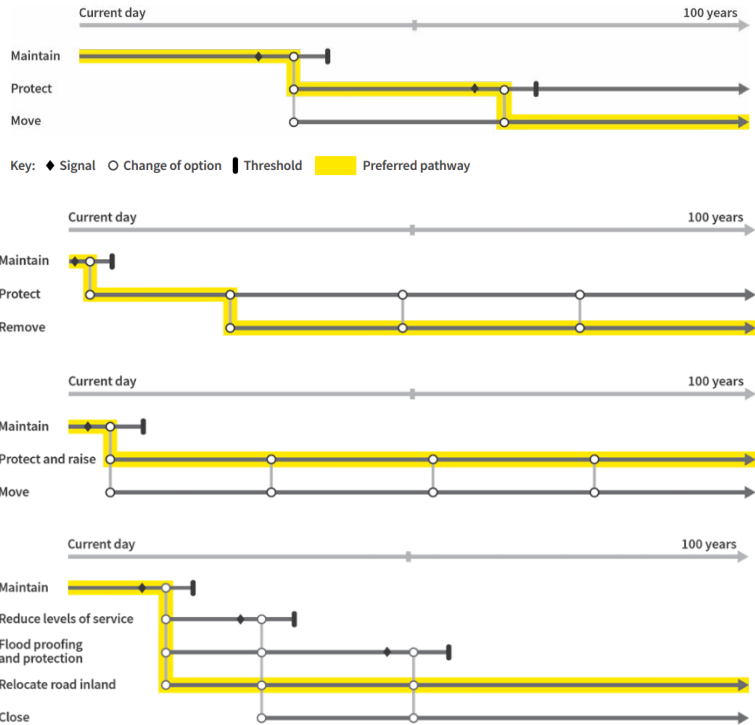
Planning for sea-level rise in Whakaraupō Lyttelton Harbour and Koukourarata Port Levy

Find out more
tetstalk.ccc.govt.nz



Christchurch City Council

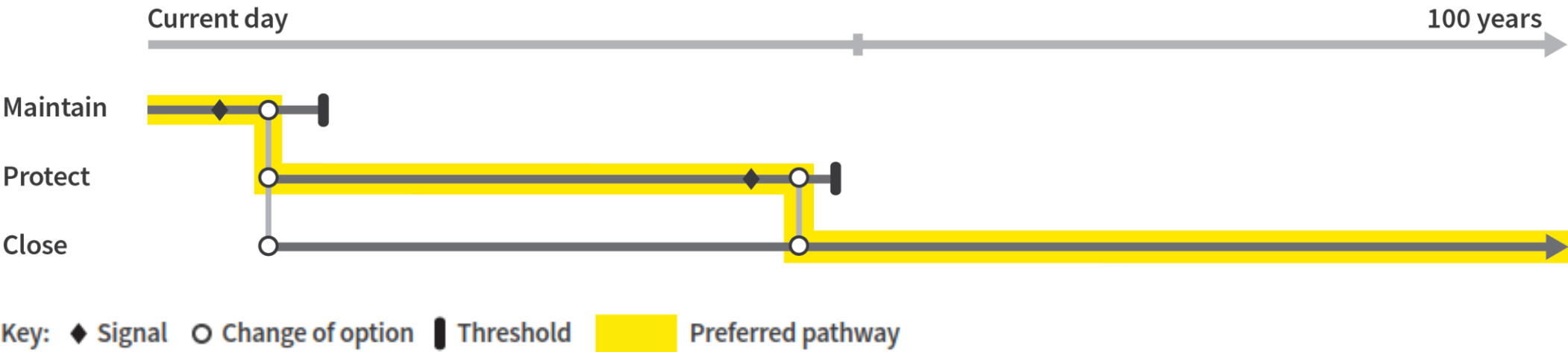
Example preferred adaptation pathways:



Priority Adaptation Locations:



Breaking down an adaptation pathway



Signals warn us that it's time to pay attention and start planning for the next step in the pathway

Thresholds are a line in the sand that outline what impacts or conditions we're trying to avoid.

Triggers tell us when to act and start putting options in place, so we don't hit a threshold

Any questions so far?

A snapshot of the adaptation pathways

Moving around the harbour in the future

This is an artist's impression of the ways people might move around Te Pātaka-o-Rākaihautū Banks Peninsula in the future. It shows the different ways the wider transport network could be adapted in the future, including the Coastal Panel's preferred pathways and the other options that have been considered.

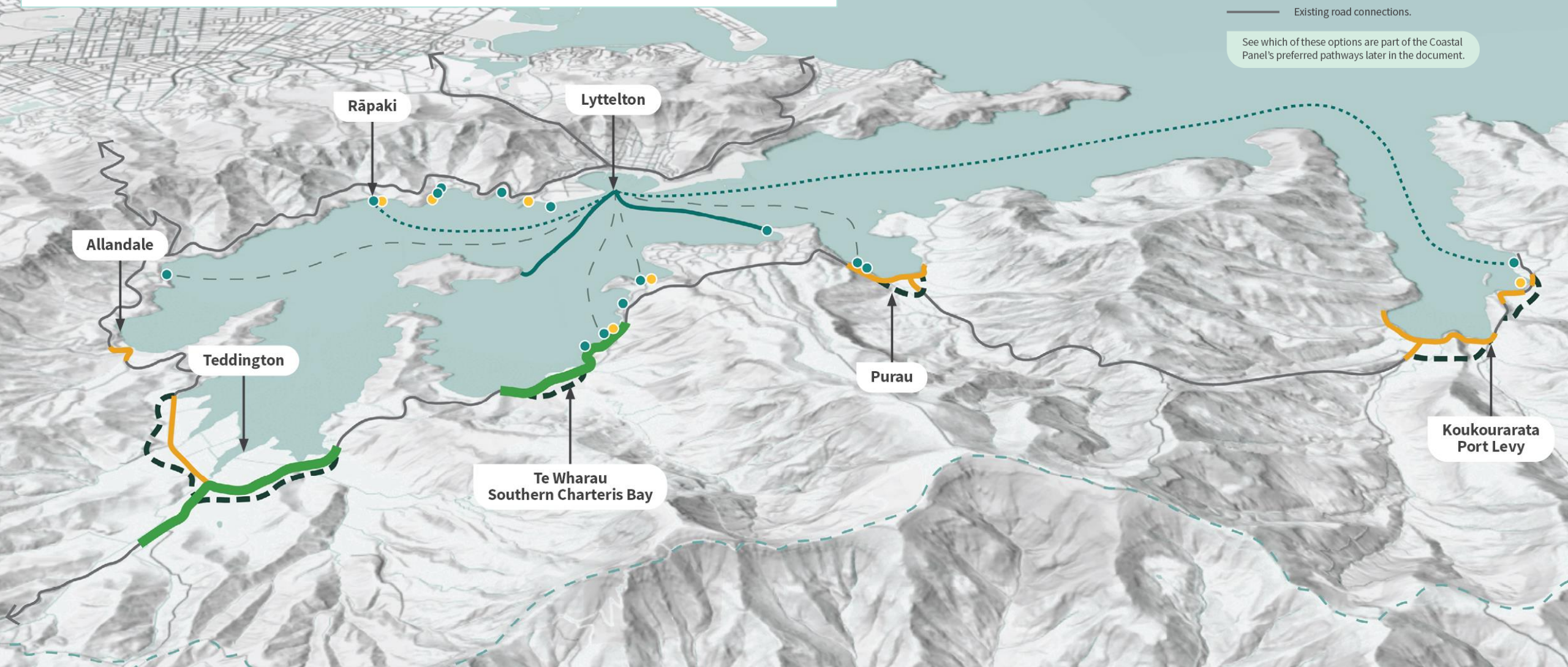
The marine transport network

- Existing ferry routes
- Lifeline routes
- Recreational boat and other watercraft routes
- Existing public wharf, jetty or boat ramp
- Existing private wharf, jetty or boat ramp

Adaptation options considered by the Coastal Panel for roads

- It's possible to make the road more resilient by raising and/or protecting it.
- It's possible to maintain the road at a reduced level of service.
- It's possible to move the road further inland. (These lines are indications only and not meant to show exactly where roads would be moved.)
- Possible road routes that were investigated but not considered possible.
- Existing road connections.

See which of these options are part of the Coastal Panel's preferred pathways later in the document.



Marine infrastructure



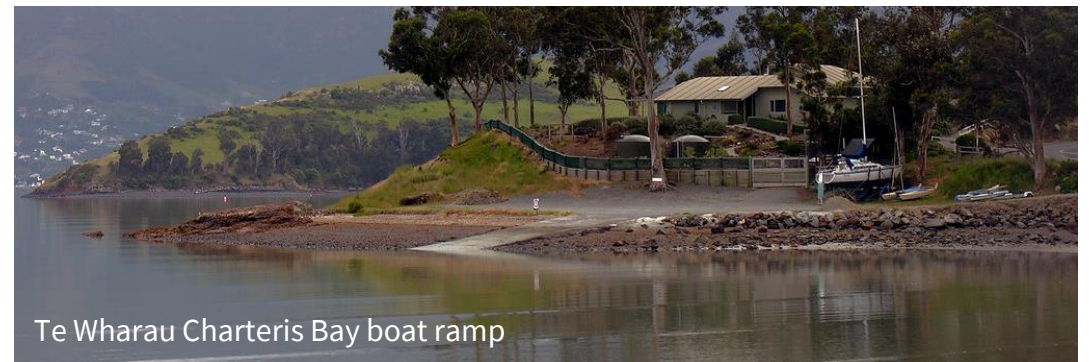
Koukourarata wharf



Purau jetty



Rāpaki wharf



Te Wharau Charteris Bay boat ramp

Rāpaki

This is an artist's impression of what the future might look like in Rāpaki as we adapt important public assets to coastal hazards over time. The following pages go into more detail about the Coastal Panel's preferred pathway for each asset.



1 Gallipoli Wharf

We could maintain and upgrade the wharf while it is cost-effective to do so, before replacing the wharf with a new one.

2 Wastewater pipes

We could relocate the pipes further inland as the coastline erodes.

3 Wastewater pumping station

We could maintain and upgrade the existing shorefront defences to protect the pumping station and surrounding assets.

4 Parking area

We could maintain and upgrade the existing shorefront defences to protect the parking area and surrounding assets.

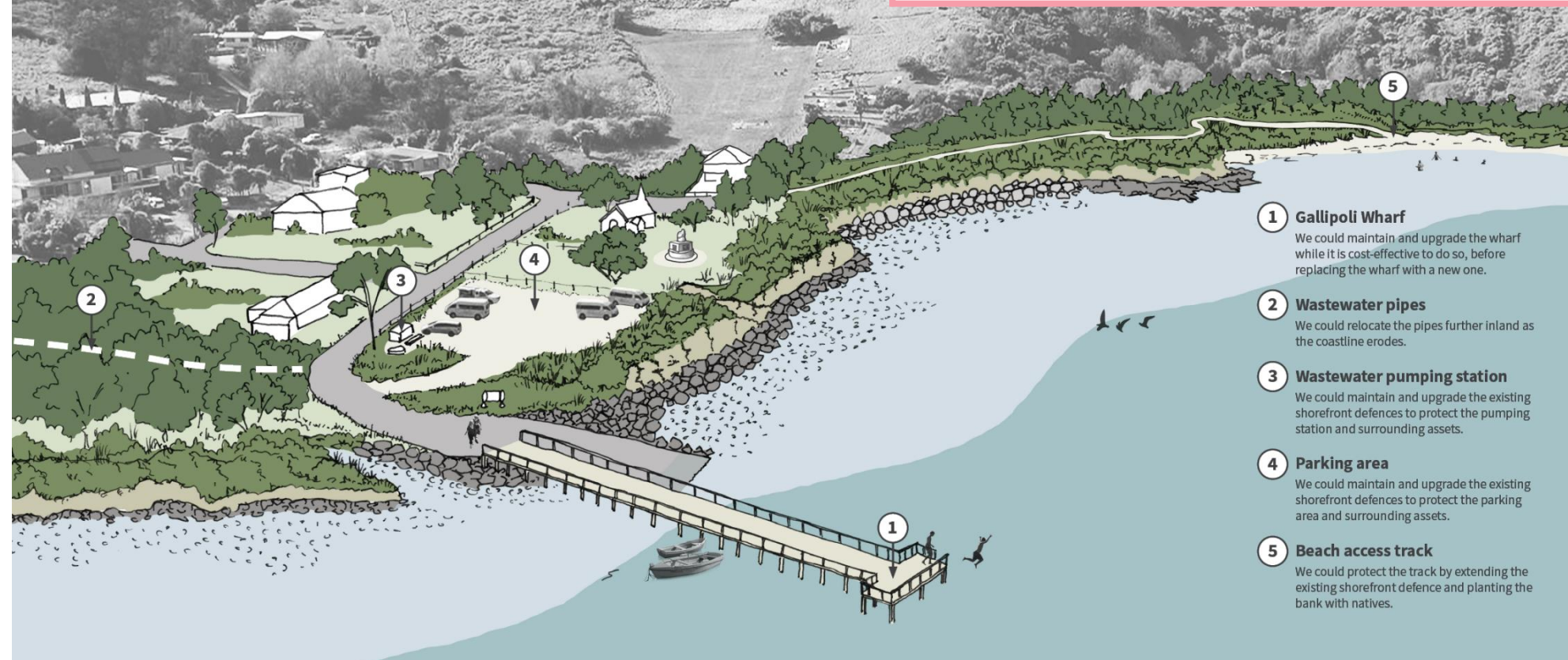
5 Beach access track

We could protect the track by extending the existing shorefront defence and planting the bank with natives.

Rāpaki

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Questions?

Allandale

This is an artist's impression of what the future might look like in Allandale as we adapt important public assets to coastal hazards over time. The following pages go into more detail about the Coastal Panel's preferred pathway for each asset.

1 Allandale landfill

We could remove the landfill. We might need to improve the existing rock wall defence to make sure it stays contained until this can happen.

2 Governors Bay to Allandale Foreshore Track

We could keep the track open for as long as possible by accepting that the track will flood and be affected by erosion more often. Eventually we would close the track.

3 Allandale Hall

We could close and remove the hall when the ongoing repairs are no longer funded, or it's at risk of coastal hazards.

4 Allandale Domain

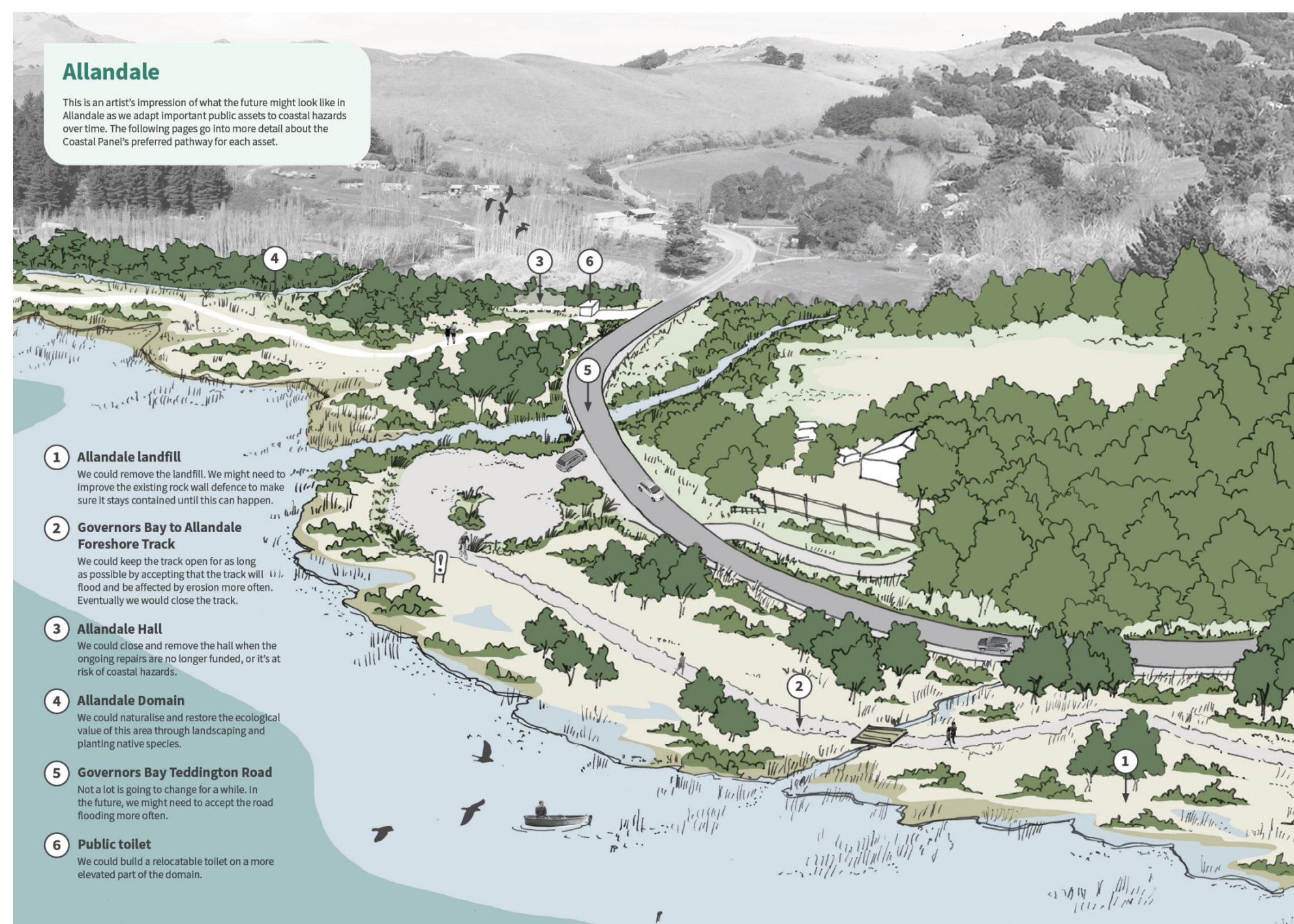
We could naturalise and restore the ecological value of this area through landscaping and planting native species.

5 Governors Bay Teddington Road

Not a lot is going to change for a while. In the future, we might need to accept the road flooding more often.

6 Public toilet

We could build a relocatable toilet on a more elevated part of the domain.



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2 Foreshore track



Questions?

Teddington

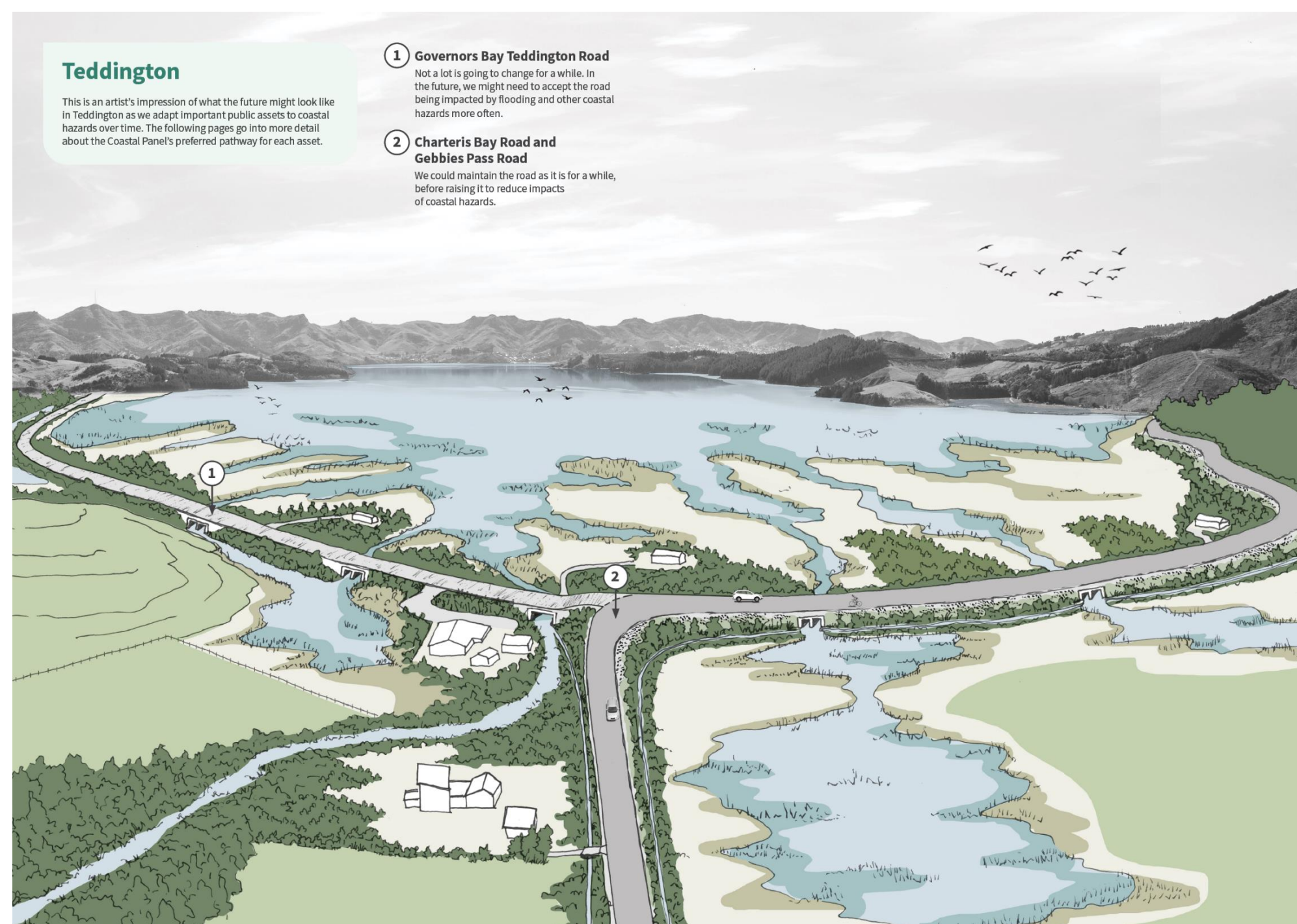
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2 Charteris Bay Road and Gebbies Pass Road

We could maintain the road as it is for a while, before raising it to reduce impacts of coastal hazards.



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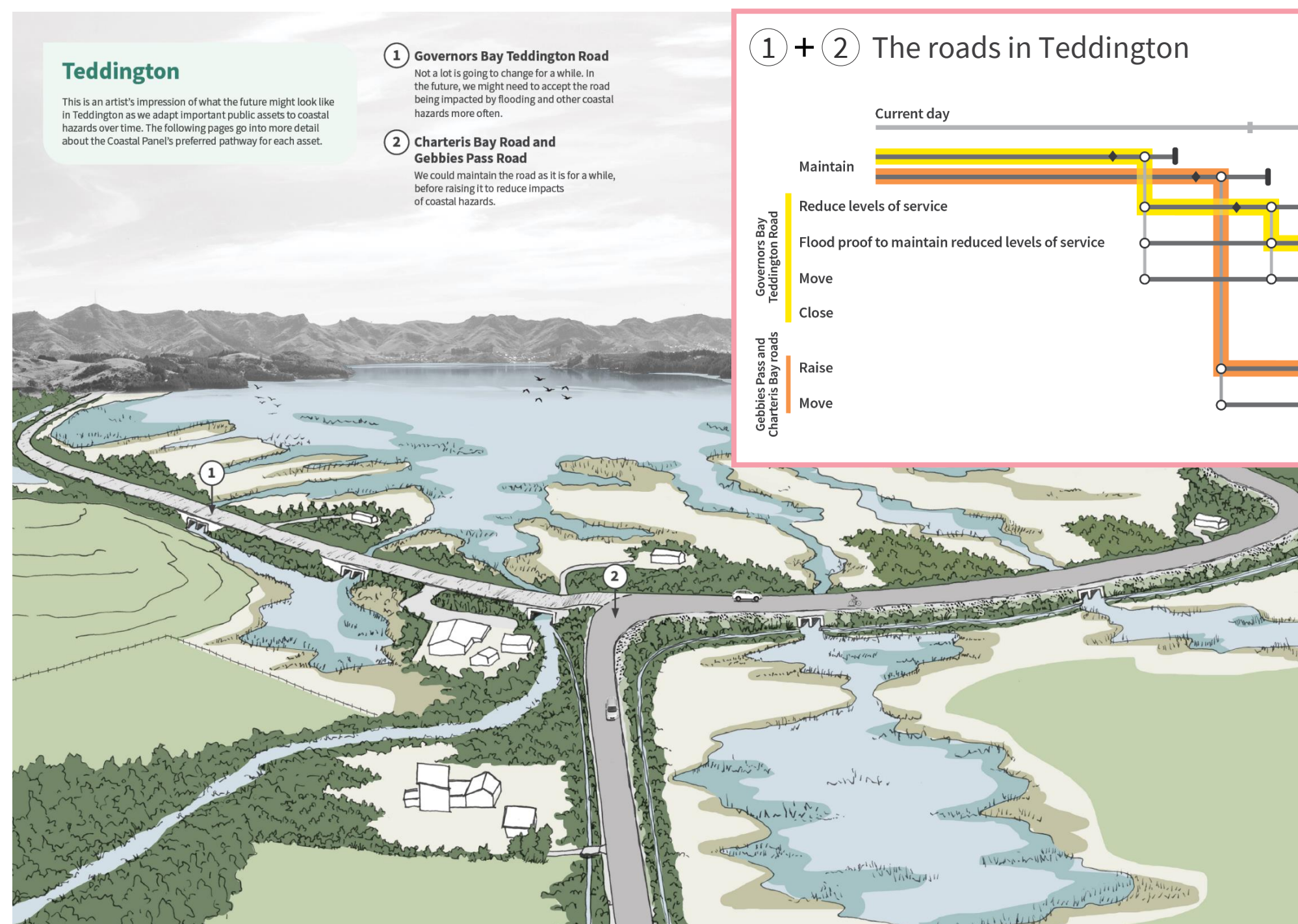
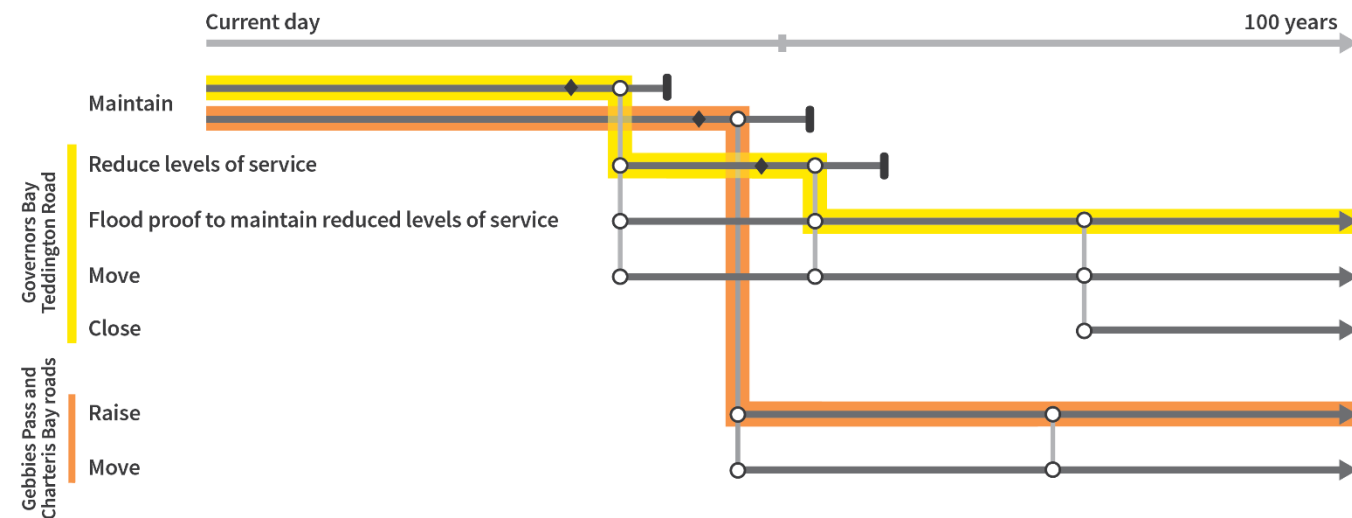
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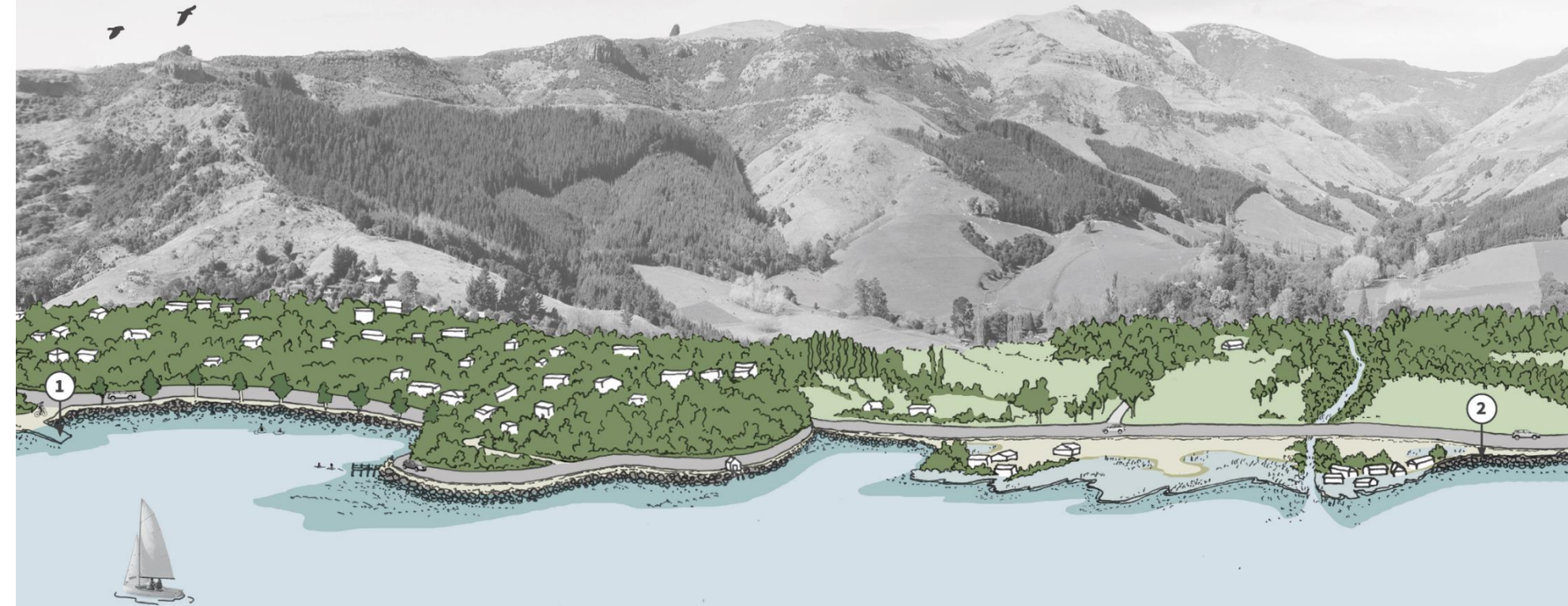
1 + 2 The roads in Teddington



Questions?

Te Wharau Charteris Bay

This is an artist's impression of what the future might look like in Te Wharau Charteris Bay as we adapt important public assets to coastal hazards over time. The following pages go into more detail about the Coastal Panel's preferred pathway for each asset.



1 The boat ramp

We could do some minor protection work to extend the life of the boat ramp. Eventually we would close the boat ramp.

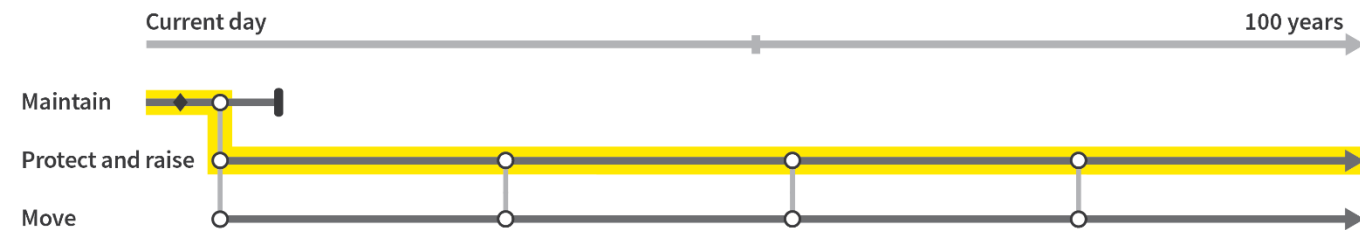
2 Marine Drive and underlying water supply and wastewater pipes

We could raise the road and protect these assets by maintaining and upgrading existing defences, and building new defences where needed.

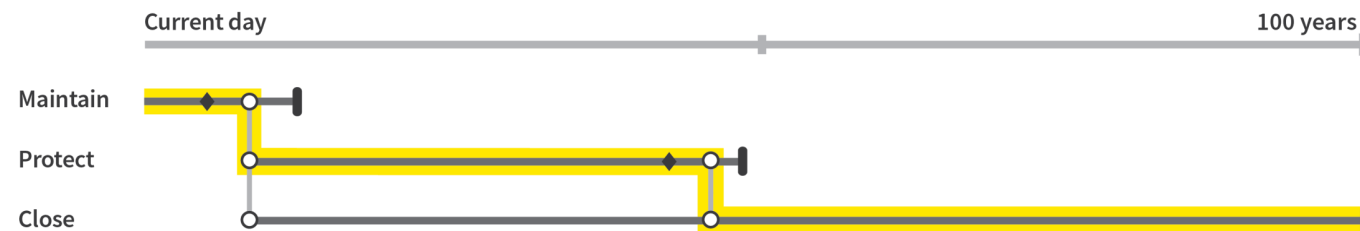
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② Marine Drive



① Boat ramp



① The boat ramp

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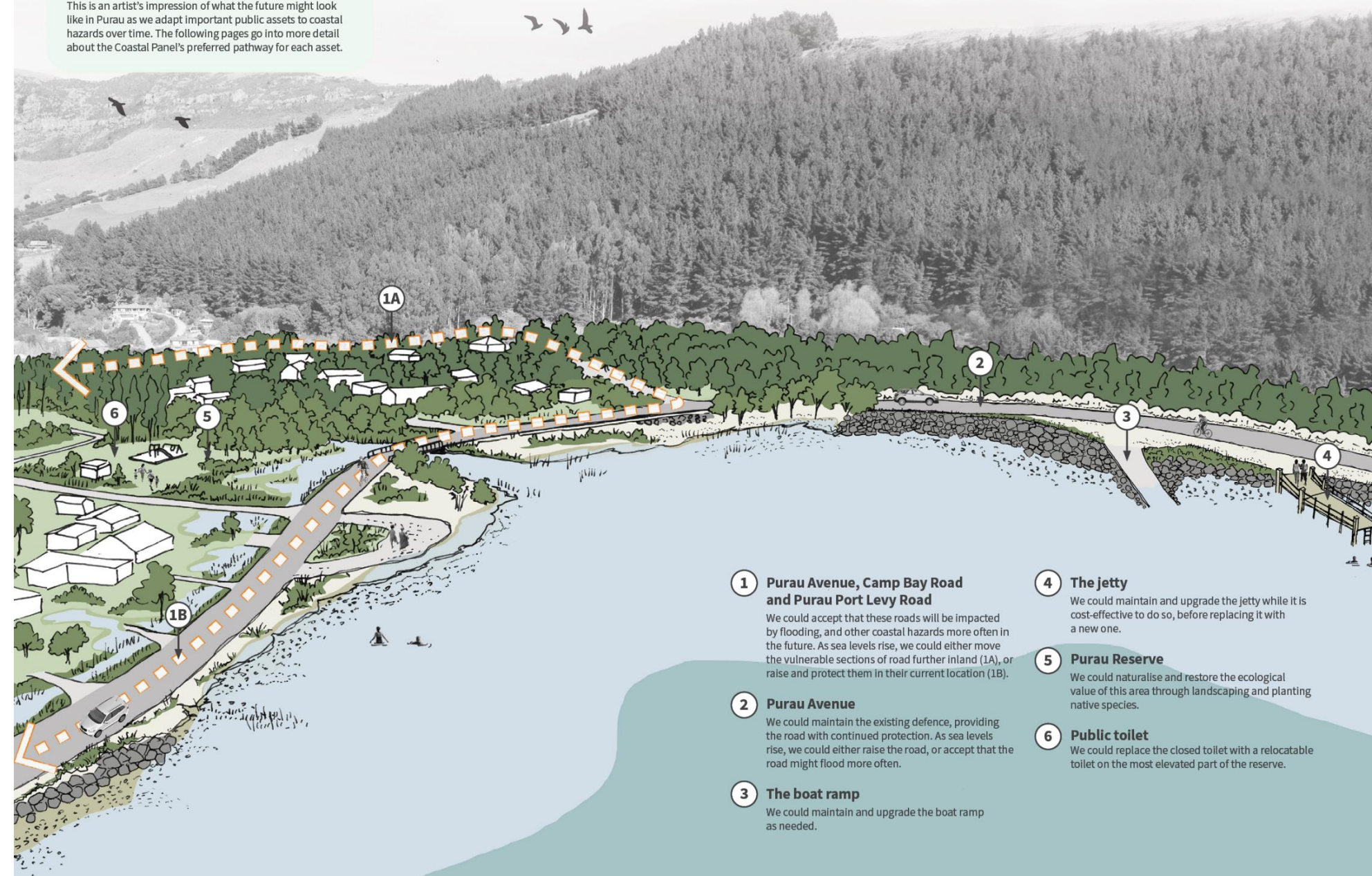
② Marine Drive and underlying water supply and wastewater pipes

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Questions?

Purau

This is an artist's impression of what the future might look like in Purau as we adapt important public assets to coastal hazards over time. The following pages go into more detail about the Coastal Panel's preferred pathway for each asset.



- 1 Purau Avenue, Camp Bay Road and Purau Port Levy Road**
We could accept that these roads will be impacted by flooding, and other coastal hazards more often in the future. As sea levels rise, we could either move the vulnerable sections of road further inland (1A), or raise and protect them in their current location (1B).

- 2 Purau Avenue**
We could maintain the existing defence, providing the road with continued protection. As sea levels rise, we could either raise the road, or accept that the road might flood more often.

- 3 The boat ramp**
We could maintain and upgrade the boat ramp as needed.

- 4 The jetty**
We could maintain and upgrade the jetty while it is cost-effective to do so, before replacing it with a new one.

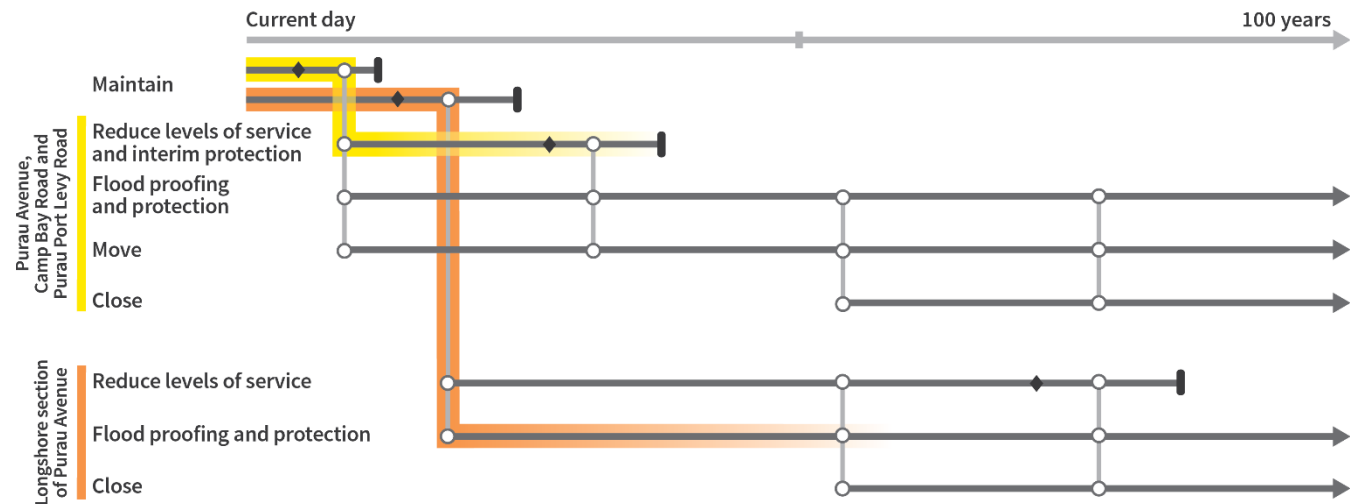
- 5 Purau Reserve**
We could naturalise and restore the ecological value of this area through landscaping and planting native species.

- 6 Public toilet**
We could replace the closed toilet with a relocatable toilet on the most elevated part of the reserve.

Purau

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① + ② The roads in Purau



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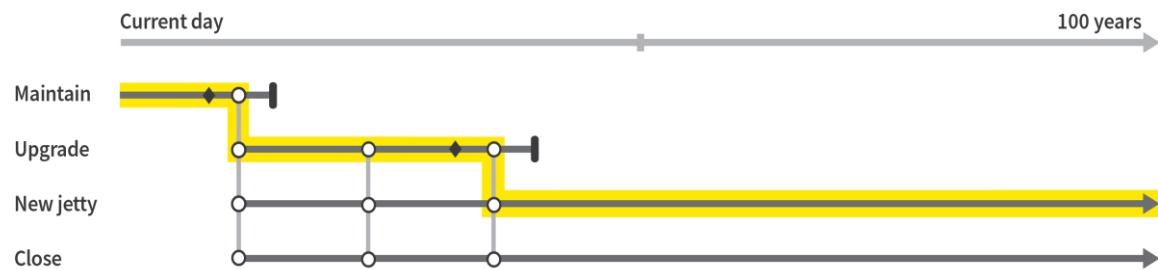
- ③ The boat ramp**
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- ④ The jetty**
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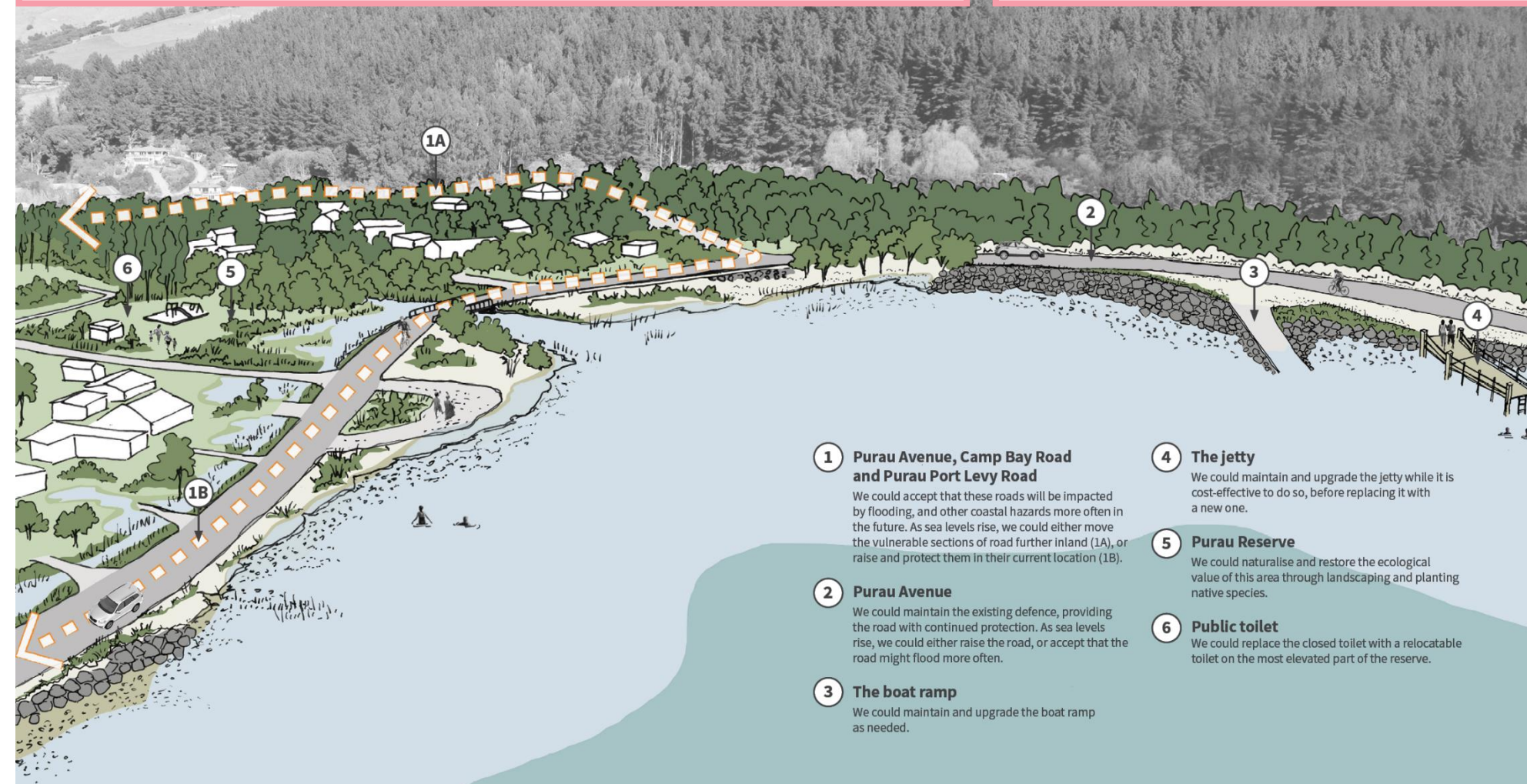
- ⑤ Purau Reserve**
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- ⑥ Public toilet**
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4 The jetty



3 Boat ramp



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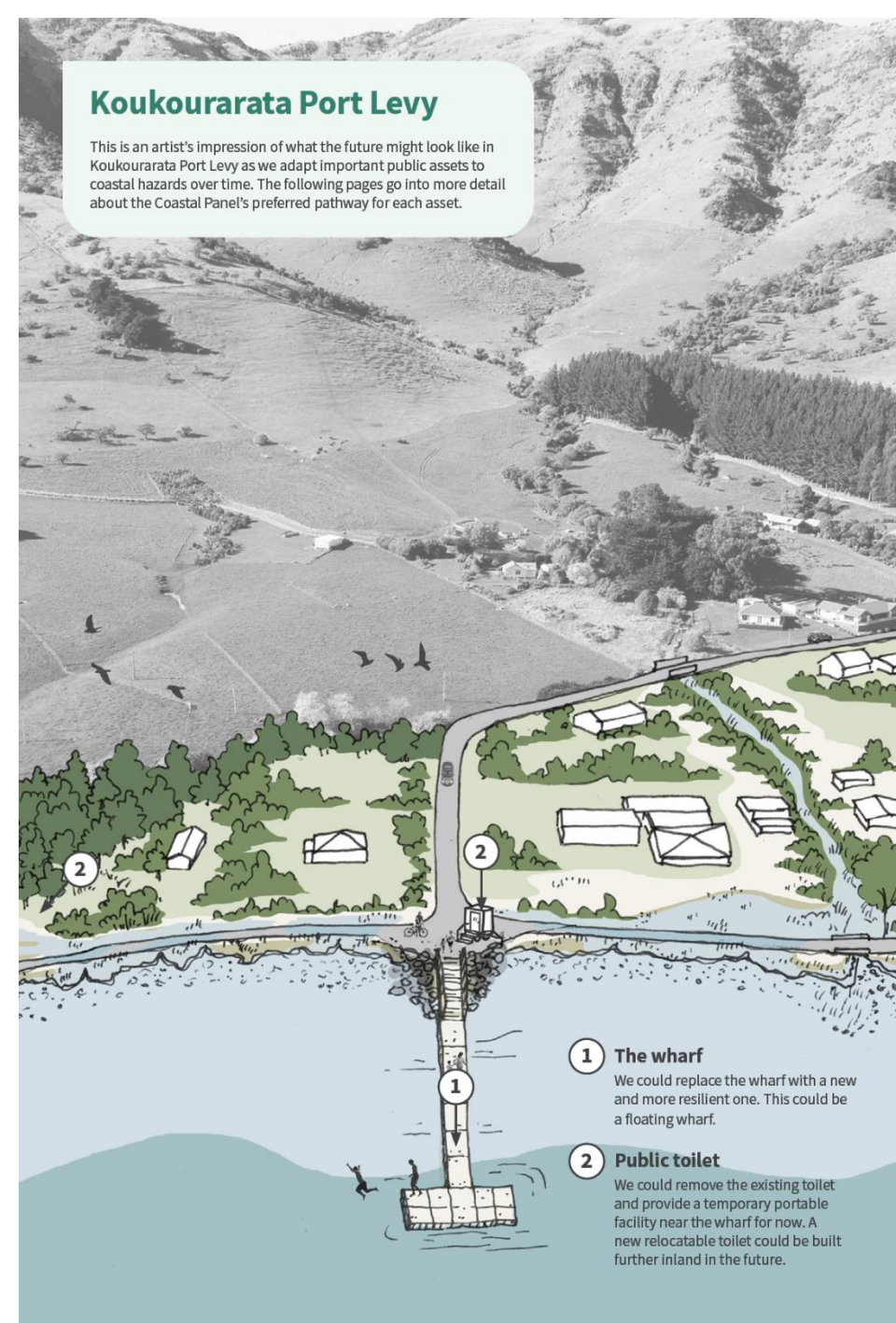
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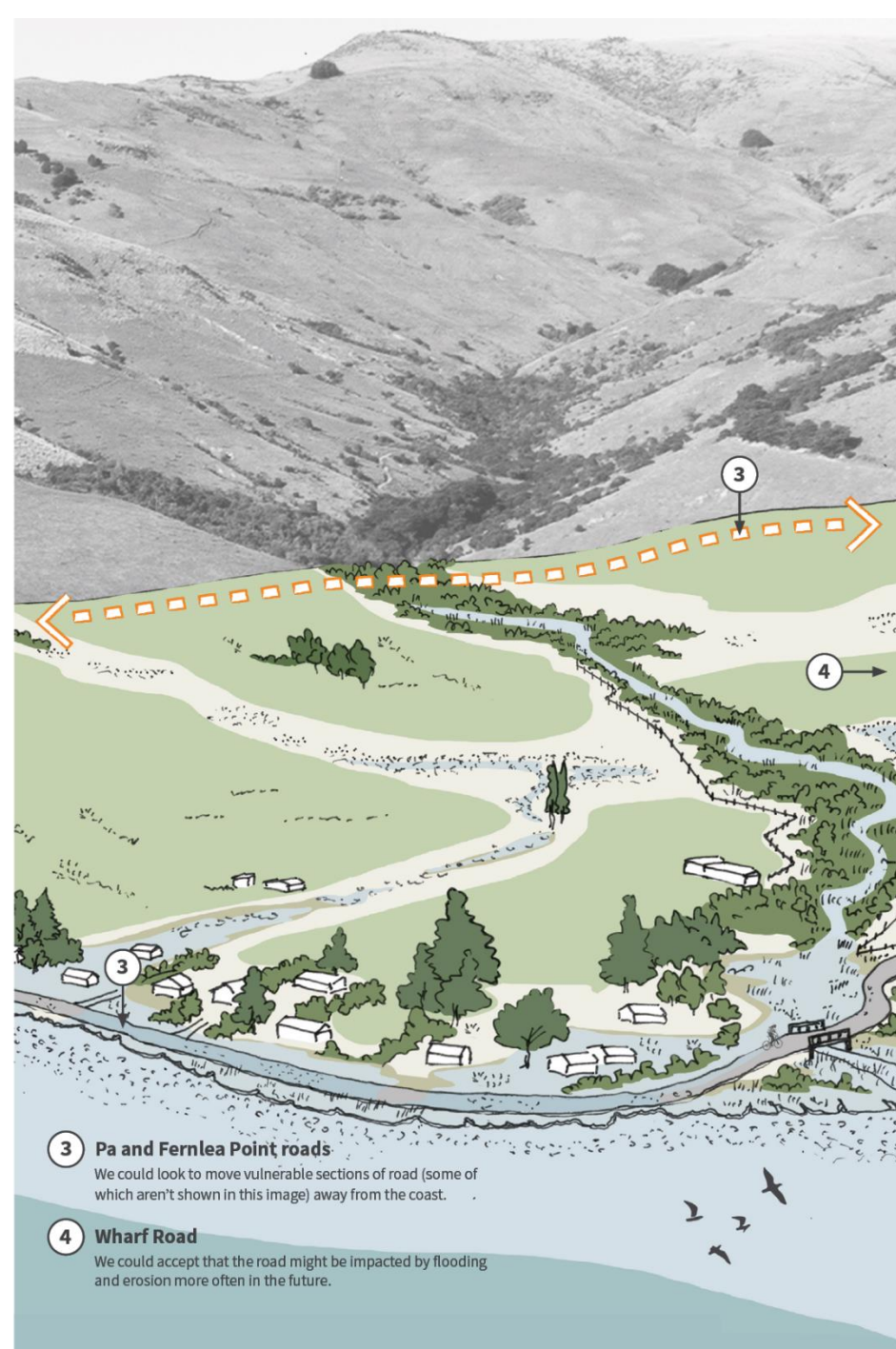
Koukourarata Port Levy

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- 1 The wharf**
We could replace the wharf with a new and more resilient one. This could be a floating wharf.

- 2 Public toilet**
We could remove the existing toilet and provide a temporary portable facility near the wharf for now. A new relocatable toilet could be built further inland in the future.



- 3 Pa and Fernlea Point roads**
We could look to move vulnerable sections of road (some of which aren't shown in this image) away from the coast.

- 4 Wharf Road**
We could accept that the road might be impacted by flooding and erosion more often in the future.

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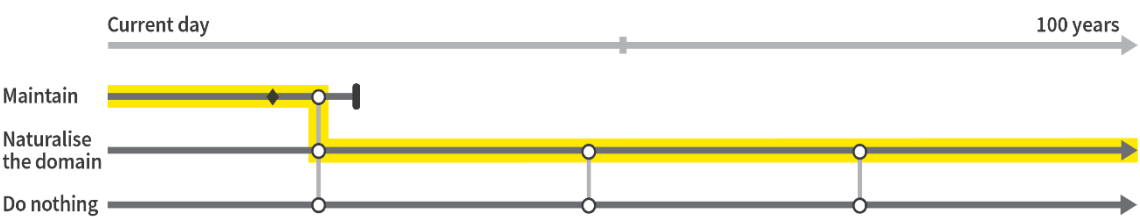
Questions?

Ecological opportunities

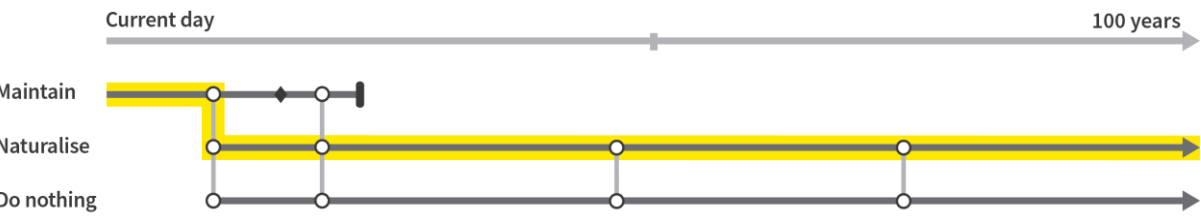
This is an artist's impression of how the coastal environment used to look and how people might enjoy this environment today. There are opportunities to restore the ecosystems shown here.



Allandale domain



Purau Reserve



The costs

Location	Asset	0–10 years	10–30 years	30+ years
Rāpaki	Gallipoli wharf	1,000,000	4,500,000	
	Wastewater pipes			200,000
	Beach access track	750,000		
	Pumping station and parking area		1,500,000	
Allandale	Allandale landfill	1,600,000	82,000,000	
	Governors Bay to Allandale foreshore track	500,000	500,000	
	Governors Bay Teddington Rd (Allandale)			750,000
	Allandale Hall		630,000	
	Allandale Domain		1,000,000	
	Public toilet			500,000
Teddington	Governors Bay Teddington Road (Teddington)			8,000,000
	Gebbies Pass and Charteris Bay Roads			25,000,000
Charteris Bay	Marine Drive north (and pipes)		17,000,000	
	Marine Drive south (and pipes)	800,000	9,200,000	
	Boat ramp		2,000,000	350,000
Purau	Purau Avenue and Camp Bay Roads	2,000,000		
	Purau Avenue (north)		3,500,000	
	Jetty	1,000,000	4,000,000	
	Boat ramp		2,000,000	
	Purau Reserve		1,200,000	
	Public toilet	500,000		
Koukourarata	Pa Road		16,000,000	
	Fernlea Point Road		19,000,000	
	Wharf Road			
	The wharf	7,000,000		
	Public toilet	230,000		150,000
Sub-totals		\$15.4m	\$164m	\$35m
Total		\$214.4m		

Questions?

Kōrero mai | Let's Talk

You can provide feedback until 17 November 2024

[Letstalk.ccc.govt.nz](https://letstalk.ccc.govt.nz)

Thanks for joining us for this webinar

To give feedback about the webinar or talk with the project team:
LetsTalk@ccc.govt.nz

Phone: **03 941 8096**