

Kaipātiki Local Board Workshop Programme

Date of Workshop: Wednesday 3 July 2024
Time: 10.00am
Venue: Boardroom, 90 Bentley Ave, Glenfield and via MS Teams

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
10.00am – 12.30pm	Customer and Community Services – Parks and Community Facilities <ul style="list-style-type: none"> Kaipātiki Local Board Storm Damage - Tracks 	Sarah Jones Manager Area Operations, Parks and Community Facilities Leigh Radovan Senior Project Manager – Sustainability, Parks and Community Facilities Camila Placido Senior Project Coordinator, Parks and Community Facilities Chris Noventius Project Manager, Parks and Community Facilities	<ul style="list-style-type: none"> Setting direction 	<ul style="list-style-type: none"> Define board position and feedback
12.30 – 1.15pm	Lunch			

1.15 – 2.00pm	Auckland Transport <ul style="list-style-type: none"> Project Kokiri Q&A 	Marilyn Nicholls Elected Member Relationship Partner (North), Auckland Transport Ben Stallworthy Principal Advisor Strategic Relationships, Auckland Transport	<ul style="list-style-type: none"> Setting direction 	<ul style="list-style-type: none"> Define board position and feedback
2.00 – 2.30pm	Break			
2.30 – 3.30pm	Thriving Rangatahi – online session via MS Teams	Caroline Stephens Senior Policy Advisor, Policy Mackenzie Blucher Policy Advisor, Policy	<ul style="list-style-type: none"> Setting direction 	<ul style="list-style-type: none"> Define board position and feedback

Next workshop: Wednesday 24 July 2024

24-Jul-24	9.15am	9.50am	Members only time
	10.00am	11.00am	Play Plan Workshop and FY25 Project Allocation
	11.00am	11.10am	Break
	11.10am	12.10pm	Customer and Community Services - Connected Communities
	12.10pm	1.00pm	Lunch
	1.00pm	2.00pm	Eke Panuku Development
	2.00pm	2.30pm	Break
	2.30pm	3.30pm	TBC - online session via MS Teams
			Workshop finishing early due to Community Forum
	6.00pm	8.30pm	Community Forum

Role of Workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are open to the public however, decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Kaipatiki Local Board Storm Damage - Tracks

Presenters: Sarah Jones, Leigh Radovan, Camila Placido,
Chris Noventius

July 2024





Purpose

- Update on progress of investigations
- Feedback on priorities including approved renewals
- Funding still to be confirmed





Current status – 2023 Severe Weather

25 sites of significant damage

- 11 have remediation complete
- 3 have remediation under way
- 11 require prioritisation and feedback





Financial summary – current state

	Budget Approved 2024/2025 – 2026/2027	Likely budget required Low estimate	Likely budget required High estimate
Witheford/Kaipātiki Esplanade renew track	280,000	310,000	
Kaipātiki - remediate storm effected assets	707,000		
Kaipātiki - renew walking tracks 2023 – 2027	1,018,000		
Sispara Place Reserve - slip remediation	46,000		
Storm remediation projects + Witheford/Kaipātiki Esplanade	?	1,726,000	4,670,000

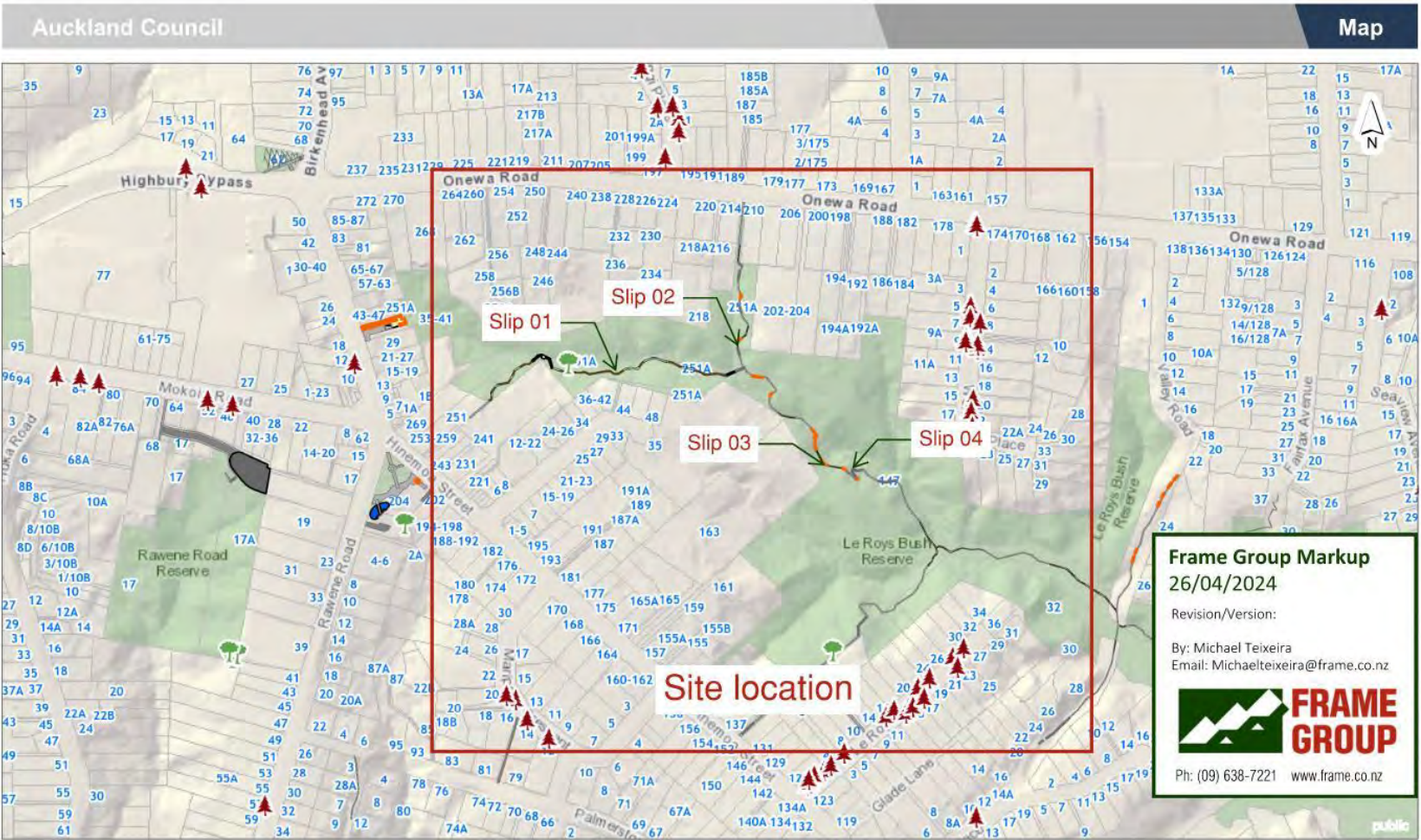




Le Roys Bush



Le Roys Reserve - Site Location



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Global Map Location

0 30 60 90
 Meters
 Scale @ A4
 = 1:5,000
 Date Printed:
 26/04/2024



Slip 1 - Hinemoa Street Track Damage



Slip 1 – Track Reinstatement Options

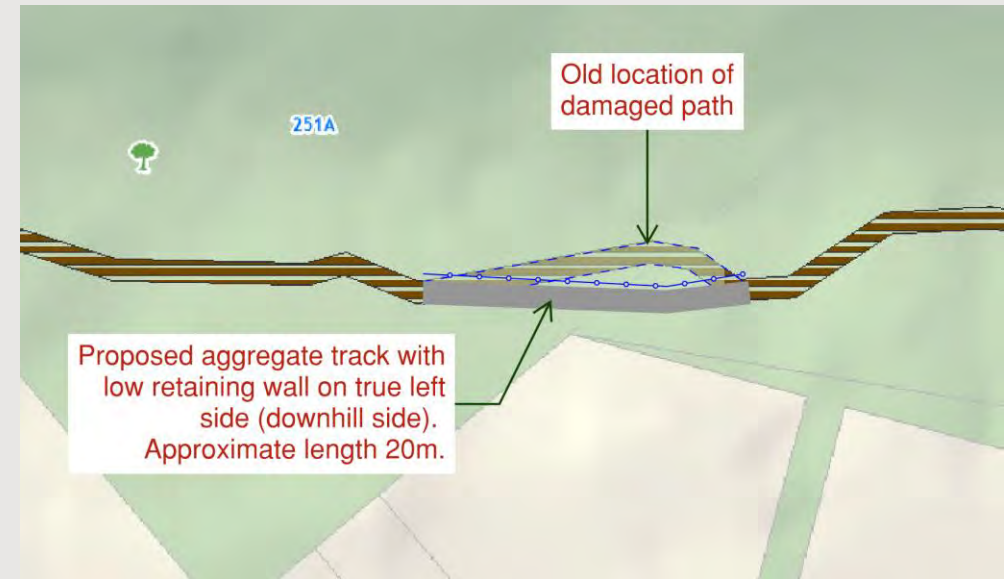


Slip 1 – Track Reinstatement Solutions and Costs

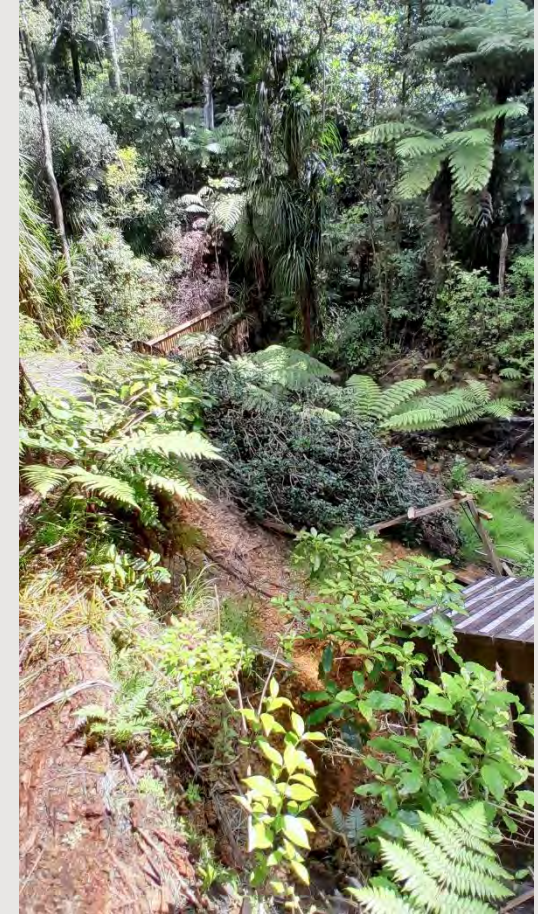
- **Probable cause:**
 - Soil mantle at mid-slope was likely fully saturated from heavy rainfall and surface water run off from the upslope property.
 - The slip is unlikely to be deep seated.
- **Proposed reinstatement of track:**
 - Discontinue the boardwalk between points of damage.
 - Install an on grade aggregate track positioned upslope of the existing boardwalk.
- **Pros and Cons:**

Pros	Cons / Risks
Easy to install, low cost for installation.	'Monolithic' with the ground which could experience a later slip.

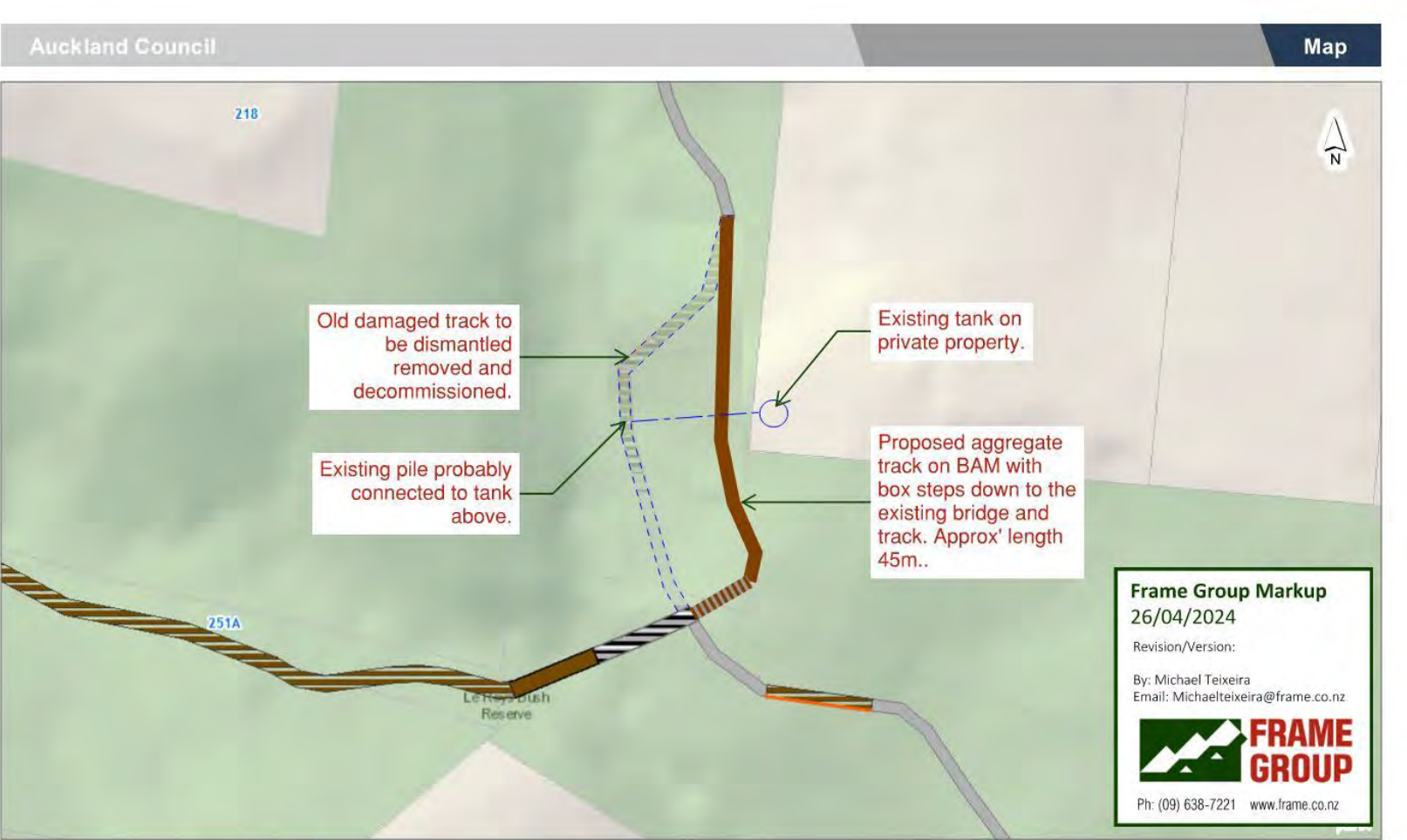
- **Estimated construction cost for the remedial works:**
 - Approximate length of track: 20m
 - Estimated construction cost: \$45,000 + GST



Slip 2 – Onewa Road – Track Damage



Slip 2 - Track Reinstatement



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Slip 02

0 3.5 7 10.5
Meters
Scale @ A4
= 1:500
Date Printed:
26/04/2024



Slip 2 – Track Reinstatement Solutions and Costs

- **Probable cause:**

- The scouring observed at the base of the track and boardwalk resulted from high energy water flow via two overland flow paths converging at the location of Slip 02.

- **Proposed reinstatement of track:**

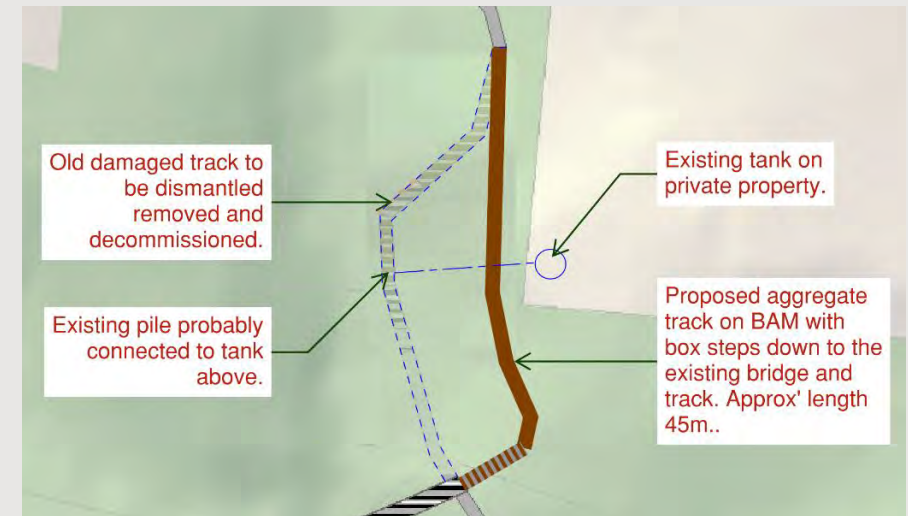
- Dismantle and remove the existing damaged stairs to the top boardwalk.
- Reroute the track around the top of the historic and 2023 slips to converge with the existing intact boardwalk at the top of the existing bridge.
- The proposed track will consist of a mix of aggregate track (on BAM if and where required), box steps and stairs.

- **Pros and Cons:**

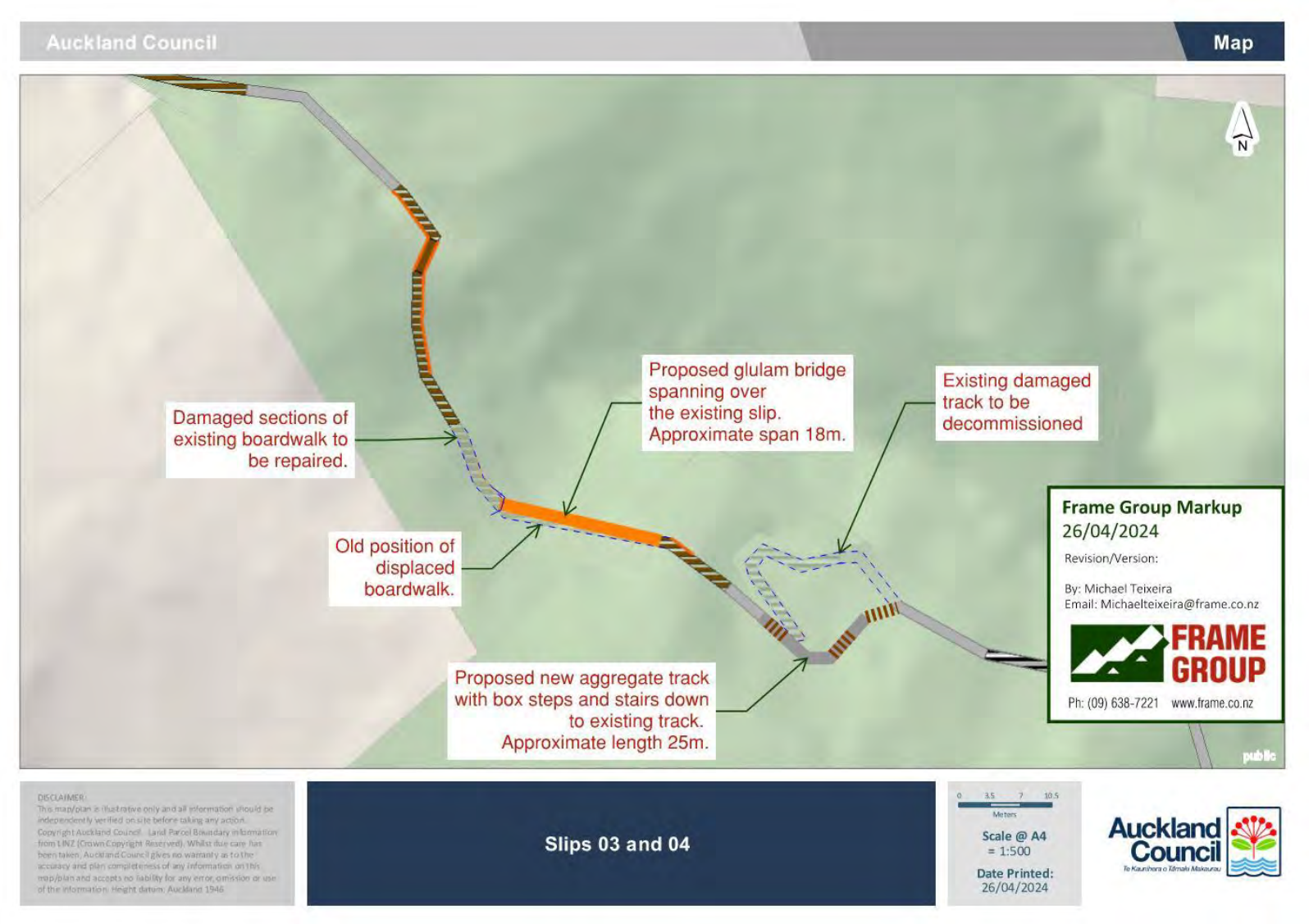
Pros	Cons / Risks
Rerouting around the slip removes the need to hammer in new piles and to install timber framing onto the existing structure. It further removes the risk of another slip occurring within the stream banks. Mitigates risks of working in the stream bed.	The proposed rerouting may have an impact on native trees such a Kauri.

- **Estimated construction cost for the remedial works:**

- Approximate length of track: 45m
- Estimated construction cost: \$57,500 + GST



Slip 3 & 4 – Track Reinstatement



Slip 3 – Track Damage

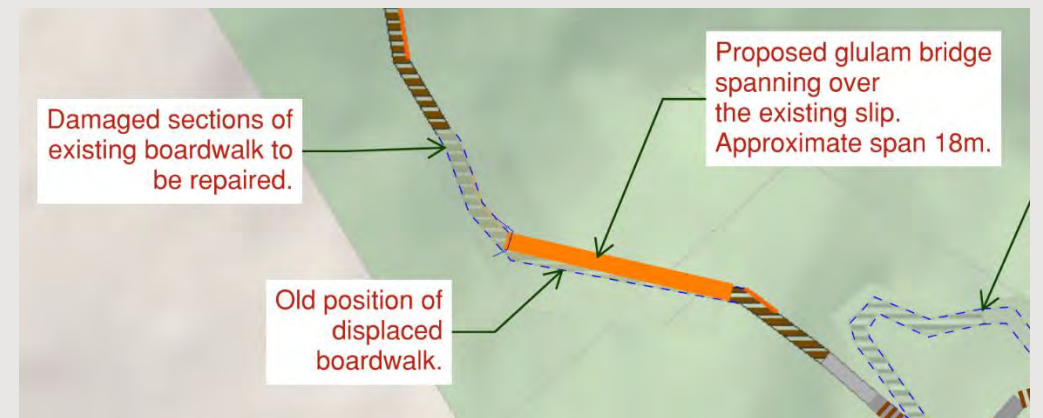


Slip 3 – After the Waterfall Track Reinstatement

- Probable cause:
 - Heavy rainfall saturated the upper soil mantle of the slope causing the soil to gain mass and lose shear strength resulting in the soil mass sliding downslope dragging the boardwalk with it.
- Bridge alternative to the Boardwalk:
 - Proposed glulam bridge to span over the slip.
 - Require new end platforms retained with timber piles - for the drilling rig to install larger piles for the bridge.
 - The bridge piles will be found (bear) onto sandstone which will reduce the size of the concrete footing.
- Pros and Cons:

Pros	Cons / Risks
If a new slip were to occur within the 2023 slip, the mobilized soil will flow beneath the bridge and not cause damage to the bridge.	Installing larger piles may be more difficult due to plant access on the steep slopes. If a slip were to occur at the piled ends of the bridge, the failure will be catastrophic for the whole bridge.

- Estimated construction cost for the remedial works:
 - Approximate length of track with the bridge: 32m
 - Estimated construction cost: \$145,600 + GST



Slip 4 – Track Damage



Slip 4 – On the Eastern Side of Slip 3 Track Reinstatement

- **Probable cause:**
 - The slip occurred downstream at the base of the slope near the stream taking out the lower portions of the walkway.
- **Proposed reinstatement of track:**
 - Install a new aggregate track with box steps and a staircase down to the lower-level path.
- **Pros and Cons:**

Pros	Cons / Risks
Easy to install , low cost for installation.	'Monolithic' with the ground which could experience a later slip,

- **Estimated construction cost for the remedial works:**
 - Estimated construction cost: \$47,000 + GST

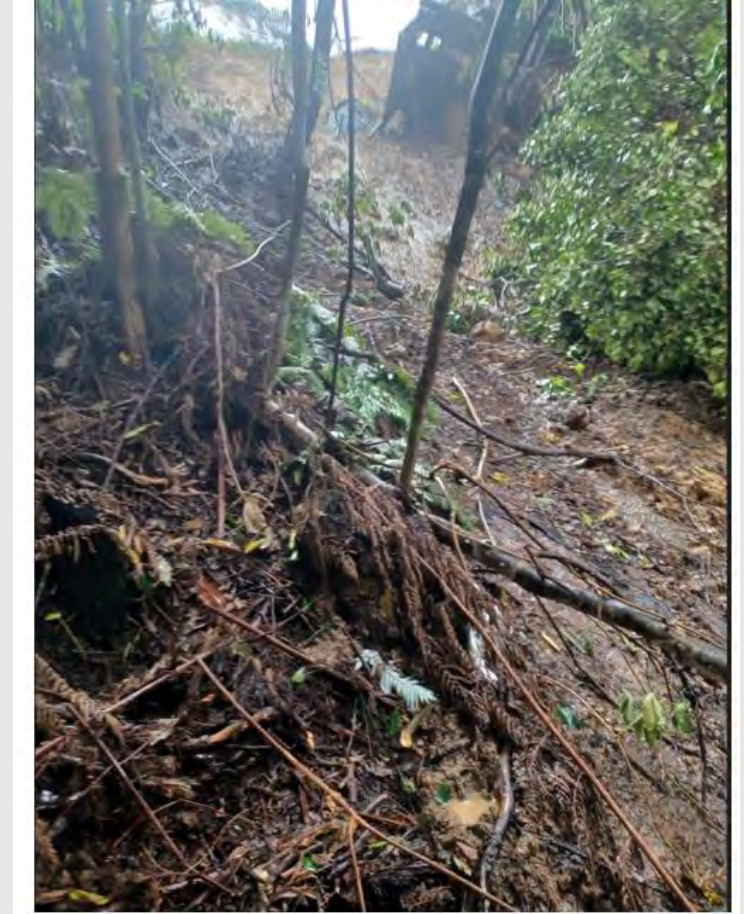




Lynn Reserve



Lynn Reserve – Storm Damage



Slip 1 – Beside 45 Lynn Road

Probable cause:

- Lidar data suggests that the area has historically been affected by previous instability prior to the February 2023 slip. The heavy rains during January and February 2023, likely reactivated these historic failures.
- The slips are likely to be the result of the steep slopes and the storm event saturating the existing slope and causing a translational landslide pushing the existing pathway down the slope.

Proposed reinstatement of track:

Geotechnical recommendations:

- *The slip remains susceptible to mass movement which cannot be negated unless extensive stabilization measures are carried out.*
- *A new boardwalk with foundations embedded into the hard residual material may still be susceptible to damage as the upper regions of the slope are still prone to instability.*

Preliminary design recommendations:

- *We recommend the path be reinstated as a raised boardwalk with the piles designed to resist/retain soil creep from the slope above.*
- *The boardwalk may still be at risk to global instability if the slope was not stabilized.*





Pros	Cons / Risks
<ul style="list-style-type: none">• Allows for surface ground material and water to naturally flow past the boardwalk into the stream.• Can resist some earth pressures from soil creep.	<ul style="list-style-type: none">• Cannot resist global instability of the slope. The slope is at risk of possible future instability.• A global slip could result in a catastrophic failure of the boardwalk.

Estimated construction cost for the remedial works:

Approximate length of track: 25m

Estimated construction cost: \$37,500 + GST

This is for the reinstatement of the track and excludes construction costs for any slope stabilization to prevent future ground movements. Slope stabilization costs will significantly increase the overall construction costs for the reinstatement and is difficult to quantify without appointing geotechnical engineers for the design.



Slip 2 – Beside 40 Anne McLean Drive

Probable cause:

Similar to Slip 01, Slip 02 likely occurred from the surface soil mantle becoming saturated and forming a translational landslide demolishing the walkway in the process.

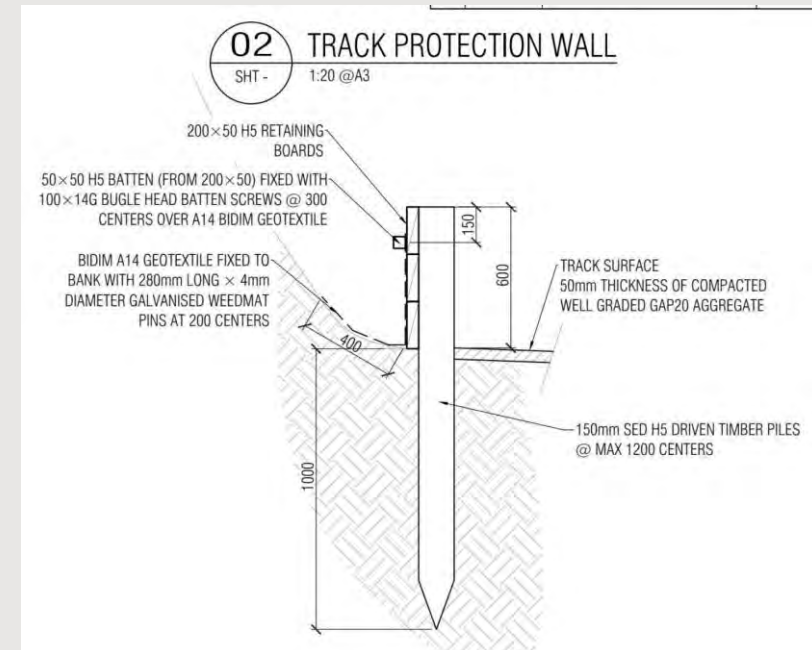
Proposed reinstatement of track:

a) Geotechnical recommendations:

- *The report recommends that the head scarp either be battered or retained using a retaining wall.*
- *The analysis for slip 2 indicates that the track is mostly at risk of falling debris rather than downslope land slippage.*

b) Preliminary design recommendations:

- *Following the installation of a retaining wall along the head scarp, we recommend the path be reinstated as an aggregate path with a track protection wall on the upslope side.*





Pros	Cons / Risks
<ul style="list-style-type: none">• More cost effected to design and construct than a boardwalk.• Lower risk of global instability of slip 02.	<ul style="list-style-type: none">• Requires a batter along the upslope property or a retaining wall.• Track may be susceptible to falling debris which may require maintenance of drainage channels and track protection.

Estimated construction cost for the remedial works:

Approximate length of track: 20m

Estimated construction cost: \$45,000 + GST

This construction cost estimate is for reinstating the track and constructing a retaining wall along the head scarp of the existing slip. No allowance has been made for any slope stabilisation.

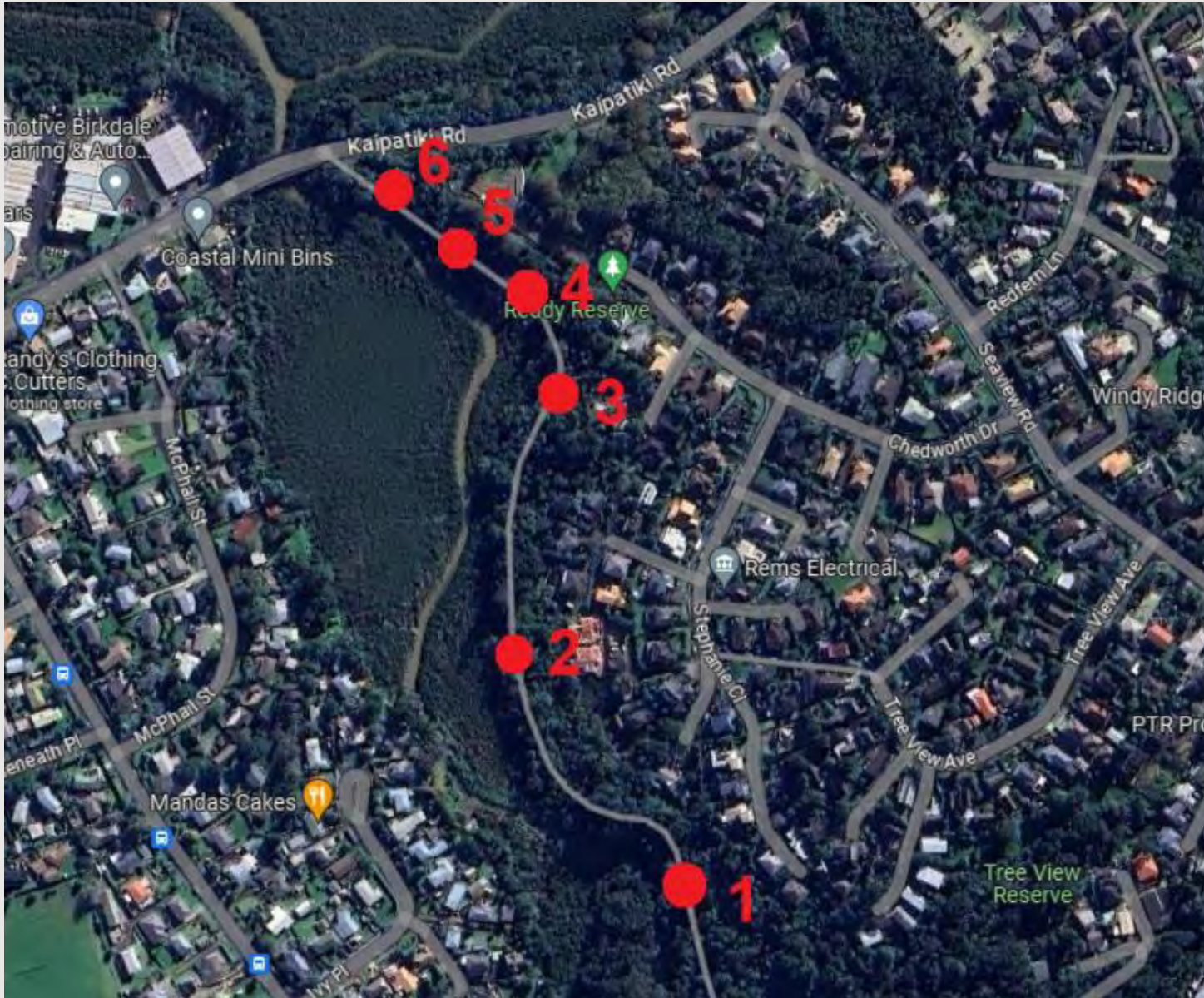




Francis Kendal Reserve



Francis Kendal Reserve - Storm Damage



Options Presented in December 2023

Option 3 cost estimate now reduced to \$176,000



Slip 1

Retaining wall has been washed away and tension cracks are present




Probable cause:

Heavy rainfall saturation decreased the resisting forces due to a reduction in effective stress and cohesion

Proposed reinstatement of track:

Reroute track away from slip into the bush. Batter existing slip and cover with coconut mat for erosion control



	New Track Alignment
	Existing Track (No works)
	Decommission Existing Track



Slip 4

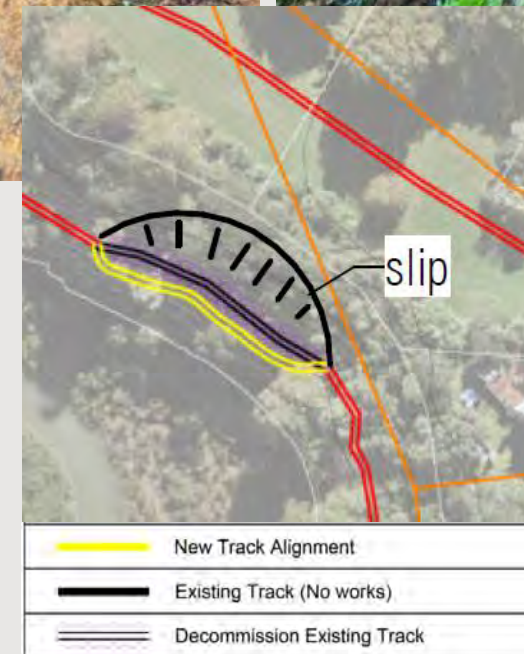
Large slip

Probable cause:

Slope was saturated due to the heavy rain event, which was further exacerbated via the surface water run off coming from Reddy Reserve and higher than usual water levels within Kaipatiki Creek

Proposed reinstatement of track:

Reroute track 3 to 5m below existing path. Install 600mm high retaining wall below slip. Clear overhanging trees, reshape track and install coconut mat. Plant native species in the area to stabilize bank



Areas 2, 3 & 5

Minor slips

Probable cause:

Extreme storm event caused minor slips, aggregate washout and drains and culverts blockages

Proposed reinstatement of track:

Reshape and resurface track, clear drains and install new culverts



Area 6

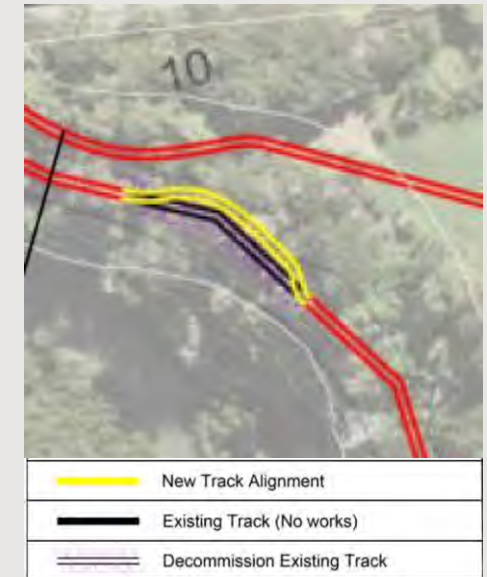
Tension cracks

Probable cause:

Initiation of failures down slope of the track likely caused by saturation in storm event

Proposed reinstatement of track:

Reroute track back 1m into bank to avoid sinking area





Hadfield Street Reserve





Hadfield Street Reserve

Excess stormwater runoff led to slip

Options		Total Weighted Score	Finance		Pros	Cons
			CAPEX (Preliminary Estimate)	OPEX (Preliminary Estimate)		
1	Comprehensive track upgrades	31	\$ 250,000.00	\$ 10,000.00	1) Provide an elevated access to the beach 2) Longer lifespan 3) Less maintenance 4) Increase the traffic use 5) Address health and safety concerns	1) Require investment 2) Increase project complexity and costs 3) Require careful planning
2	Partial closure of existing track from Hadfield Street entrance, minor track upgrades from Seahorse Place	26	\$ 80,000.00	\$ 3,200.00	1) Preserve access to the beach 2) Less maintenance 3) Less complex 4) Minor disruption	1) May not offer similar experience 2) May not resolve health and safety concerns 3) Unequal compensation
3	Full closure of existing track (do nothing)	25	\$ -	\$ -	1) No disruption 2) Avoid excessive spending 3) No maintenance	1) No improvement 2) Area in a temporary state 3) Public complaints 4) Still require monitoring







Rosecamp Road Foreshore Reserve



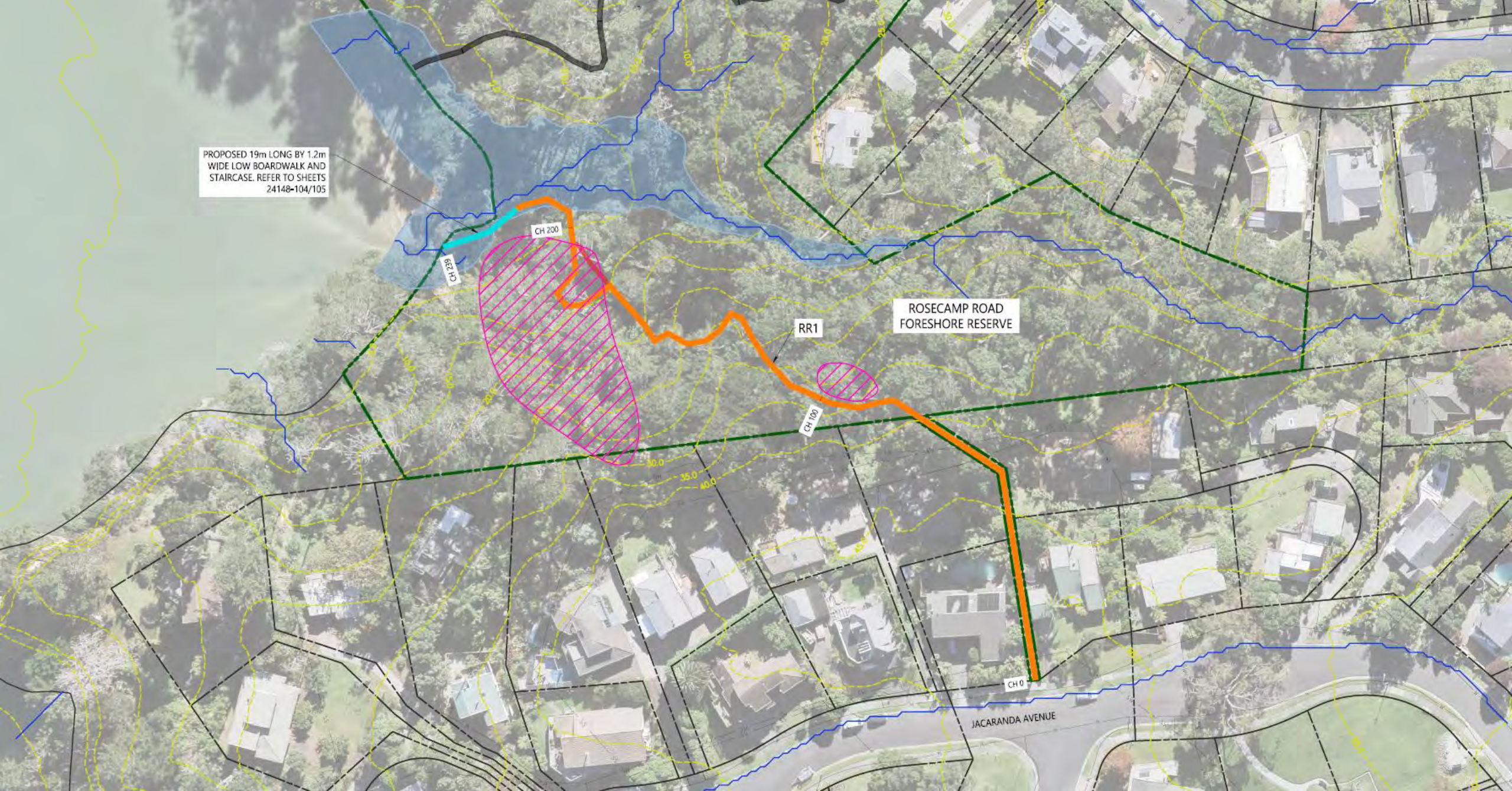


Rosecamp Road Foreshore Reserve

Major washout led to access to the beach being disconnected

Options	Total Weighted Score	Finance		Pros	Cons
		CAPEX (Preliminary Estimate)	OPEX (Preliminary Estimate)		
1 Comprehensive track upgrades	28	\$150,000.00	\$10,000.00	1) Preserve access to the beach 2) Longer lifespan 3) Resolve slope instability 4) Address health and safety concerns	1) Require investment 2) Increase project complexity and costs 3) Require maintenance
2 Full closure of existing track (do nothing)	25	\$ -	\$ -	1) No disruption 2) Avoid excessive spending 3) No maintenance	1) No improvement 2) Area in a temporary state 3) Public complaints

PROPOSED 19m LONG BY 1.2m
WIDE LOW BOARDWALK AND
STAIRCASE. REFER TO SHEETS
24148-104/105







Rangatira Reserve

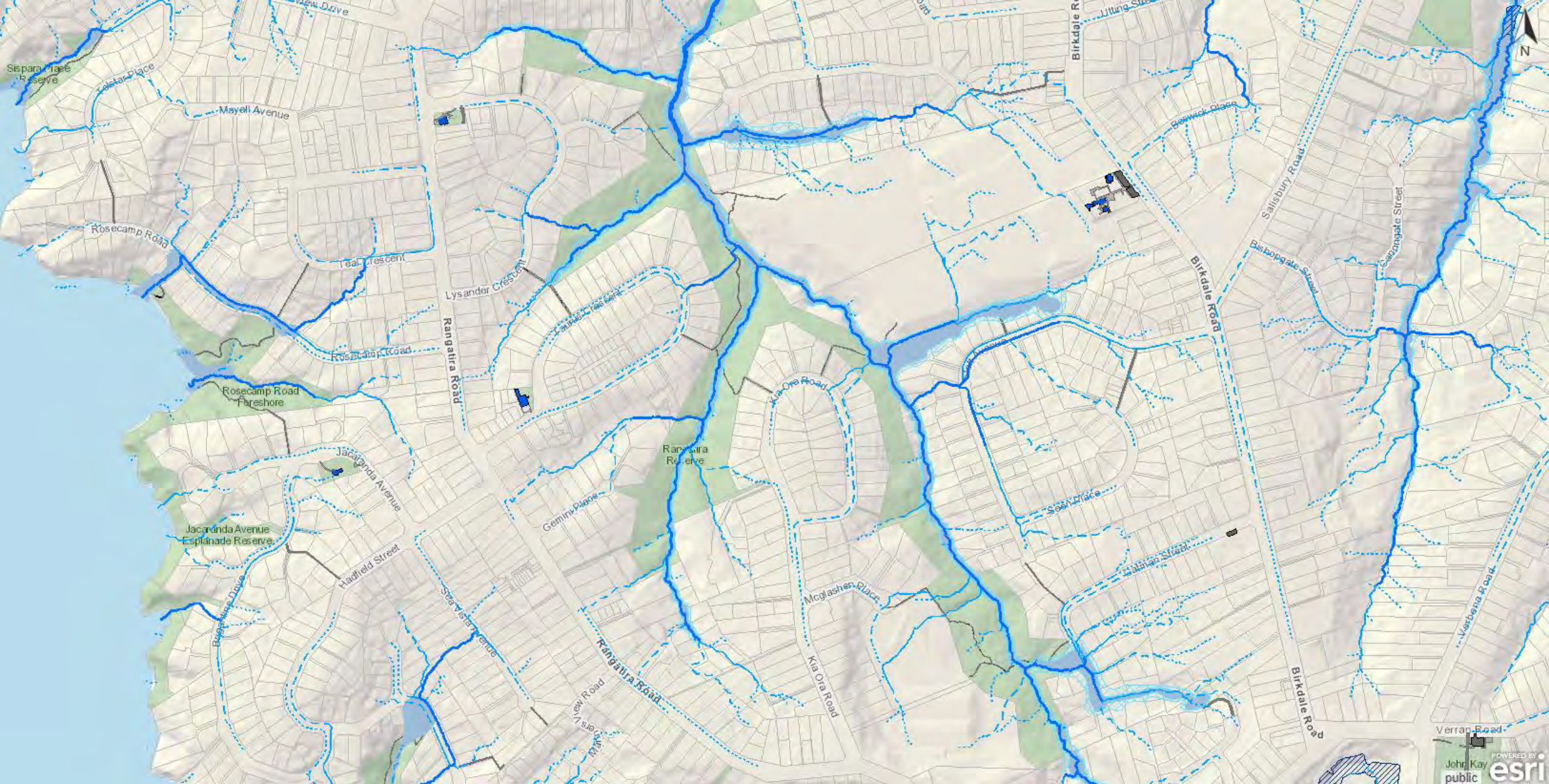




Rangatira Reserve

Major flood issue has occurred throughout the entire reserve

Options	Total Weighted Score	Finance		Pros	Cons
		CAPEX (Preliminary Estimate)	OPEX (Preliminary Estimate)		
1 Staged track upgrades	27	\$650,000.00	\$ 10,000.00	1) Extend the lifespan of assets in critical condition 2) Reduce project complexity and costs at one time 3) Address health and safety concerns 4) Reduce disruption 5) Localised temporary disconnection	1) Require more investment to complete the works 2) Require maintenance
2 Full track upgrades	24	\$550,000.00	\$ 3,200.00	1) Extend the lifespan of assets immediately 2) Works delivered at once 3) Address immediate health and safety concerns	1) Require careful planning 2) High complexity 3) Significant investment at one time 4) Major disruption 5) Longer timeframe 6) Temporary disconnection 7) Public complaints
3 Do nothing	20	\$ -	\$550,000.00	1) No disruption 2) Avoid excessive spending	1) No improvement 2) Further assets deterioration 3) Require maintenance 4) Public complaints







Hilders Park





Hilders Park

Platform structure is currently damaged

Options	Total Weighted Score	Finance		Pros	Cons
		CAPEX (Preliminary Estimate)	OPEX (Preliminary Estimate)		
1 Platform structure improvement	26	\$200,000.00	\$ 8,000.00	1) Preserve existing structure 2) Longer lifespan 3) Resolve slope instability 4) Address health and safety concerns	1) Require investment 2) Minor disruption
2 Do nothing	23	\$ -	\$200,000.00	1) No disruption 2) Avoid excessive spending	1) No improvement 2) Further assets deterioration 3) Require maintenance 4) Public complaints







Telephone Road Reserve





Telephone Road Reserve

Landslide caused the main access to be disconnected

Options	Total Weighted Score	Finance		Pros	Cons
		CAPEX (Preliminary Estimate)	OPEX (Preliminary Estimate)		
1 Improve drainage and outlet the surface water	32	\$250,000.00	\$ 10,000.00	1) Improvement opportunity 2) Longer lifespan 3) Prevent from future slip events 4) Less maintenance 5) Address health and safety concerns	1) Require more investment 2) Require specialists 3) More complex 4) Various stakeholders
2 Install an interception fence	26	\$140,000.00	\$ 5,600.00	1) Resolve slip issue in the interim 2) Reduce project complexity and costs at one time 3) Minor disruption	1) Design solution only protects Council assets and not the neighbouring properties 2) Health and safety concerns not addressed fully 3) Require maintenance 4) Public complaints
3 Restore footpath only (do nothing)	25	\$ 30,000.00	\$ 1,200.00	1) Minor disruption 2) Immediate repair 3) Avoid excessive spending	1) Prone to future slip events 2) No improvement 3) Health and safety concerns not addressed 4) Require maintenance 5) Public complaints







Financial Summary High Priority Sites

	Likely budget required Low estimate	Likely budget required High estimate
Francis Kendall Reserve	103,000	220,000
Le Roys Bush	380,000	1,300,000
Telephone Road Reserve	30,000	250,000
Witheford/Kaipātiki Esplanade Reserve	310,000	
Total	823,000	1,770,000





Financial Summary

Medium Priority Sites

	Likely budget required Low estimate	Likely budget required High estimate
Rangatira Reserve	350,000	650,000
Sispara Place Reserve	60,000	150,000
Total	410,000	800,000





Financial Summary

Low Priority Sites

	Likely budget required Low estimate	Likely budget required High estimate
Akoranga Reserve	100,000	1,000,000
Hadfield Street Reserve	80,000	250,000
Hilders Park	30,000	200,000
Kauri Glen Reserve	50,000	
Lynn/Leigh Reserve	83,000	650,000
Rosecamp Road Foreshore Reserve	150,000	
Total	493,000	2,100,000





Financial Summary

	Likely budget required Low estimate	Likely budget required High estimate
High priority sites	823,000	1,770,000
Medium priority sites	410,000	800,000
Low priority sites	493,000	2,100,000
Total	1,726,000	4,670,000

Budget source	Amount approved
ABS capex renewal 2024/2025 – 2026/2027	2,051,000
Storm recovery - new	?





Recommended Next Steps

Move to construction – spring 2024:

- Witheford/Kaipātiki Esplanade Reserve
- Hilders Park lookout – move seating back

Continue to detailed design and consent:

- Francis Kendall Reserve – option 3
- Le Roys Bush - exclude Seaview & slip 2
- Telephone Road Reserve – option 1
- Rangatira Reserve – school links
- Sispara Place Reserve





Recommended Next Steps If Additional Budget

Continue to detailed design:

- Akoranga Reserve – track in reserve only
- Hadfield Street Reserve
- Kauri Glen Reserve
- Lynn Reserve
- Rosecamp Road Foreshore Reserve





Potential Timelines - Next Steps

Continue design for high & medium priority sites

July 2024

Update if additional budget allocated

August 2024

**Witheford/
Kaipātiki
Esplanade
construction**

September 2024

Start next stage construction

Autumn 2025



Thank you

Ngā mihi

Thriving Rangatahi

Strategic priorities for children and young people



Key findings from 3-year review of *I Am Auckland*

- Context has changed significantly for children and young people.
- While most children and young people in Auckland are thriving, some face persistent disadvantage.
- Deteriorating mental health, high rates of child poverty, and access to safe, warm, and dry housing are particular issues.
- Accessible public transport, safety, and discrimination are concerns.
- Council could do more to focus on those experiencing the greatest disparities and empower children and young people to have a voice in the decisions that affect their lives.



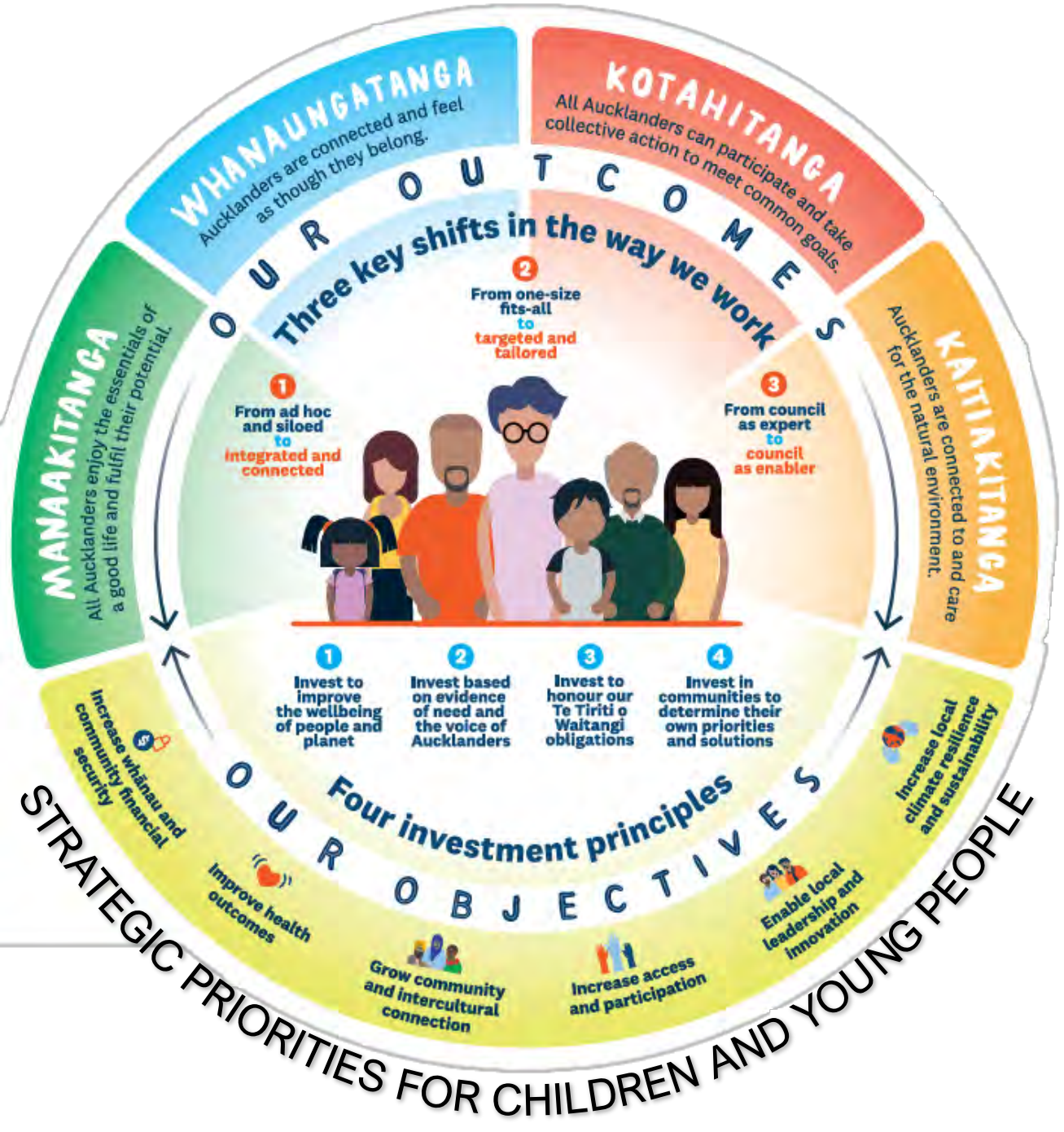
Council's continued commitment to children and young people

- The key findings from the review align with an existing council strategy Ngā Hapori Momoho / Thriving Communities.
- Ngā Hapori Momoho has a strong focus on equity, on enabling and empowering community-led solutions, and supporting improved outcomes for Māori.
- In October 2023, the Planning, Environment and Parks Committee agreed to a new approach to 'nest' the council's strategic priorities for children and young people under Ngā Hapori Momoho.
- These priorities are based on what we heard matters most to children and young people and will support delivery of outcomes in Ngā Hapori Momoho.
- We have also had input from council staff and the Youth Advisory Panel.
- The priorities will ensure there is a strong child and youth focus (lens) on council's investment decisions and activities.



How the priorities fit within Ngā Hapori Momoho

NGĀ HAPORI MOMOHO
THRIVING COMMUNITIES STRATEGY 2022-2032
 A fairer more sustainable Tāmaki Makaurau where every Aucklanders belongs



Key shifts in the way we work

Many findings of the review aligned closely with the key shifts outlined in Ngā Hapori Momoho.

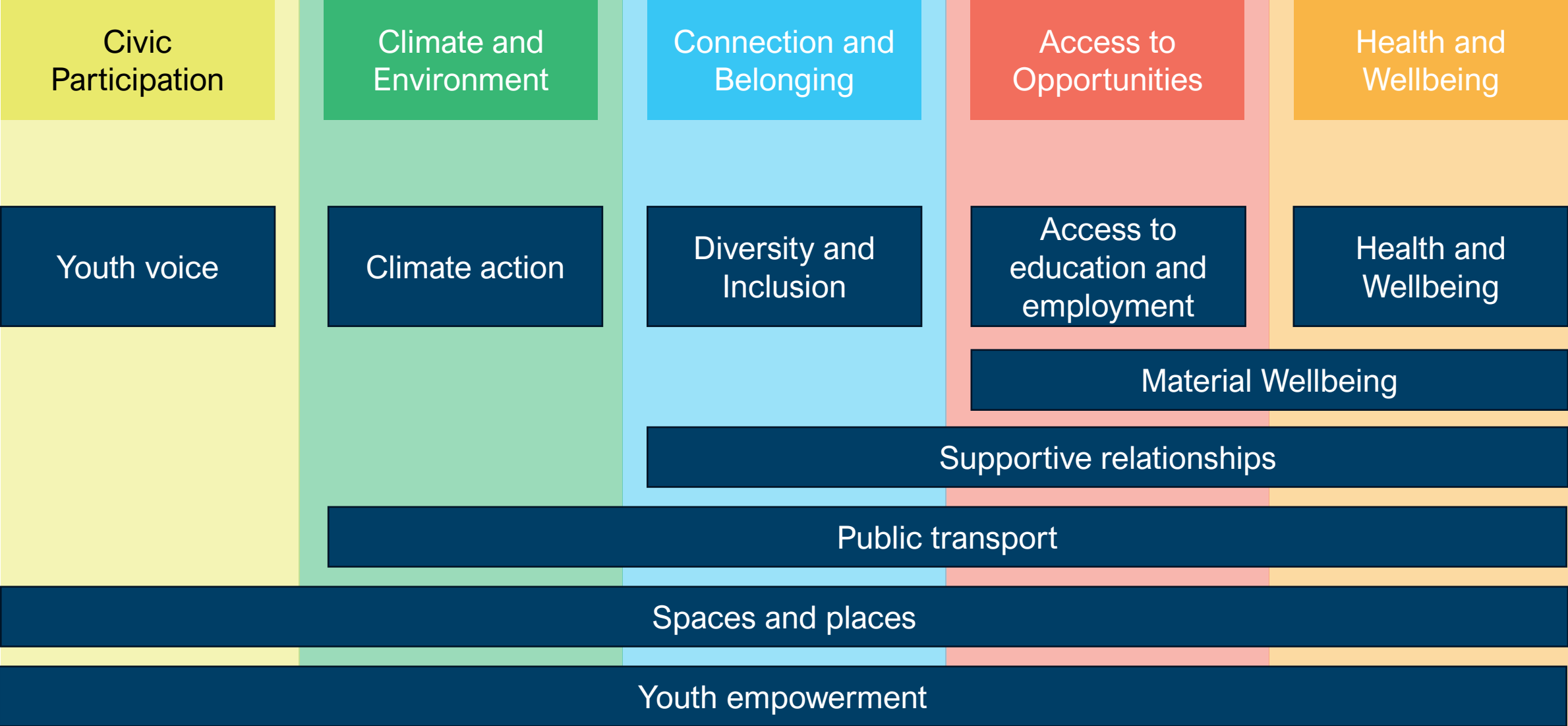


Ways council can support wellbeing of children and young people

<p>Community grants and funding</p> <ul style="list-style-type: none"> • resource children and young people to build their own solutions • resource organisations that work with children and young people 	<p>Council workforce</p> <ul style="list-style-type: none"> • employment pathways and development for rangatahi • capability building for staff 	<p>Facilities / public spaces</p> <ul style="list-style-type: none"> • safe and accessible spaces where children and young people feel welcome
<p>Partnerships</p> <ul style="list-style-type: none"> • partner with organisations and agencies to provide joined up response to support children and young people 	<p>Council as facilitator</p> <ul style="list-style-type: none"> • strengthen local networks and facilitate sharing of resources 	<p>Services and programmes</p> <ul style="list-style-type: none"> • continue to provide services tailored to the needs of tamariki and rangatahi
<p>Leadership and advocacy</p> <ul style="list-style-type: none"> • advocate for the needs of children and young people • pilot new and innovative ways of working with children and young people 	<p>Transport</p> <ul style="list-style-type: none"> • connect children and young people to the places they want to go in a safe and reliable way 	<p>Learning and skills</p> <ul style="list-style-type: none"> • programmes and services incorporate learning and skill development • youth skills and employment initiatives



Themes grouped into five priorities



Draft strategic priorities for children and young people

Thriving and empowered children and young people

Children and young people are thriving and involved in the decisions that affect their lives.

Civic Participation

Children and young people have a voice in the big decisions for Tāmaki Makaurau and are empowered to lead on the issues that are important to them.

Climate and Environment

Children and young people are connected to te taiao and care for the environment. They are involved in leading climate change action that builds community resilience.

Connection and Belonging

Children and young people feel pride in their cultural identity and can celebrate, share and learn about the cultures of others. They are safe to be themselves, free from discrimination and are able to build strong connections within and across cultures, communities and generations in Tāmaki Makaurau.

Health and Wellbeing

Children and young people have access to the mental health support they need and secure housing that meets the needs of their whānau. Whānau are supported to reduce the harms from drugs, alcohol and vaping.

Access to Opportunities

Children and young people have access to a good education, career opportunities; and safe, reliable and affordable transport options.

Questions

1. What do you like / what resonates with you?
2. Is there anything you would add or do differently?

