
STATUS OF COASTAL STRUCTURES IN THE EASTERN SUBURBS

Purpose

1. The purpose of this report is to:
 - inform the City Strategy Committee (CSC) on the current condition of coastal structures in the eastern suburbs; and
 - make recommendations around the investment and divestment of these assets.
2. Officers were also instructed at the CSC meeting of 16 March 2017 in response to the ePetition "Save the Evans Bay wharf" to defer any decision on the future of the Evans Bay Patent Slip wharf until a report on the status of other wharfs in the Eastern Suburbs marine area has been provided.

Summary

3. A condition assessment report of the eastern suburbs wharf structures undertaken in February 2018 highlighted a number of wharves in the Eastern suburbs require significant investment to maintain their structural integrity and extend their life.
4. Coastal structures require ongoing repairs and maintenance due to the conditions they are built in, however, at some stage the structures become uneconomical to repair and need to be replaced or demolished.
5. Resource consents are required for a number of these structures due to the age and era they were constructed in giving them heritage significance.
6. Officers are recommending the demolition of the Patent Slip jetty.
7. Officers are requesting increased capex funding to address the outcomes of the condition assessments as well as operational funding pending a decision from Council on the removal of the Patent Slip jetty.
8. The greatest risks in the short term based on condition are with the public's continued use of Seatoun and Cog Park wharfs.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Recommends to the Long-Term and Annual Plan Committee that it:
 - a. Considers the proposed ten year renewal plan and investment strategy (**Attachment 1** refers) as part of the next Long-Term Plan and Annual Plan processes.
 - b. Considers including additional capital funding of \$2 million and operational funding of an additional \$150,000, subject to resource consent being granted, as part of the 2019/20 Annual Plan process.
3. Recommends to Council that, subject to funding being made available through the respective Long-Term Plan and/or Annual Plan processes, it instructs officers to

proceed with the necessary consents and consultation to remove the Patent Slipway Jetty.

Background

9. A preliminary structural assessment was carried out on ten marine structures in the Eastern suburbs. The purpose of these assessments was to report on the condition of the above and below water structural elements of these assets to inform the required investment strategy over a ten year period.
10. The report identified a number of structures that require significant repairs or replacement and high level costings were provided for these structures. This exercise also prioritised structures that require urgent repairs over the next few years with these being Seatoun Wharf, Cog Park Wharf, and jetties at the Evans Bay Yacht Club. Further to this, officers have included the other coastal structures in the proposed ten year renewal plan and investment strategy (**Attachment 1** refers).
11. The Patent Slip jetty did not require a reassessment. The jetty has been closed for ten years as officers are aware that is in extremely poor condition. The council proposed demolition in the 2011/12 Annual Plan. This was deferred. A structural survey undertaken in 2014 and a series of options developed for the future of the jetty. Officers were also instructed at the CSC meeting of 16 March 2017, in response to the ePetition "Save the Evans Bay wharf", to defer any decision on the future of the Evans Bay Patent Slip Wharf until a report on the status of other wharfs in the Eastern Suburbs Marine area has been provided
12. The Waterfront, Evans Bay Marina and Clyde Quay Boat Harbour are not included in this report and are part of separate Asset Management Plans.

Discussion

13. The condition assessment has highlighted that Eastern Suburbs coastal structures require a higher level of investment than currently provided. An increased level of capital funding of \$4m is required over the next 10 years to maintain the coastal structures in a safe and useable condition. The main expenditure is for Seatoun Wharf of \$1.8m in 2019/20. The investment will prolong the life of the structures for the next 20 to 50 years.
14. Resource consents are required for a number of these structures due to the age and era they were constructed in giving them heritage significance.
15. The Patent Slip Jetty has been closed for ten years. The options and indicative costs for a major refurbishment of the patent slip indicated costs between \$150k for demolition and one million plus dollars for refurbishment. There is no current sustainable use for the jetty; however, it is a Category 2 listed structure in the Heritage New Zealand register, and there is value in exploring interpretation and retaining some form of the remains of the structure. This will be identified during the resource consent process.
16. The greatest risks in the short term are with the public's continued use of Seatoun and Cog Park wharfs.

17. Investment is required at the Evans Bay Yacht Club to remove the redundant slipway and address structural deficiencies with the finger jetties.
18. Work is underway on resource consent applications for Seatoun Wharf, Cog Park wharf, the Patent slipway and Karaka Bay wharf as these are identified as having potential heritage values.
19. This initiative supports the 2018-2028 Long-Term Plan priority areas of Resilience and Transport. The coastal structures provide important recreational values as part of a coastal city enabling marine activities and access for the city. Seatoun Wharf operates as both a recreational and transport asset providing berthing for the East by West Ferry, Pilot boats and the occasional commercial fishing operator.
20. Without the required level of investment council is at risk of asset failure and potential harm. The structures could be fenced off to isolate the risk however many of the structures are highly used by the public and recreation groups and this option would not be well received by the community.
21. Officers have carried out initial consultation on the temporary closure plan for the end of Seatoun Wharf with East by West Ferries and other identified boat users. A letter drop has been undertaken to neighbouring residential properties and contact made with the Seatoun Residents Association. Officers have also spoken to marine clubs at Cog Park and Evans Bay Yacht club to gain their views.

Options

22. The closure or demolition of the wharves without suitable replacement structures is not seen as a viable option due to public reaction, with the exception of the Patent Slipway jetty. The programme includes a mixture of replacement structures, renewals and strengthening to maintain the structures in a safe and useable condition.
23. **Attachment 1** contains information on the funding requirements over the next ten years.

Next Actions

24. Seatoun Wharf and Cog Park Wharf are the main priorities as both are in poor condition, and highly used. The initial closure of the outer end of Seatoun Wharf will allow continued usage by boats as well as by the public while consultation and resource consent are applied for. Consultation with Greater Wellington Regional Council and Heritage NZ is currently underway. It is anticipated that at the time of repairs the wharf may require a period of closure.

Attachments

- Attachment 1. Eastern Suburbs coastal structure investment strategy 2018 - 2028

Author	Peter Hemsley, Project Manager (Marina and Coastal)
Authoriser	Jacqueline Murray, Assessts and Projects Manager Paul Andrews, Manager Parks, Sport and Recreation

	Barbara McKerrow, Chief Operating Officer
--	---

SUPPORTING INFORMATION

Engagement and Consultation

Initial communication has been undertaken with users of Seatoun Wharf especially boat users and residents. Some consultation has also occurred at Cog Park and the Evans Bay Yacht Club.

Treaty of Waitangi considerations

Consultation has not taken place at this stage.

Financial implications

The Financial Implications are contained in **Attachment 1**.

Policy and legislative implications

Policy and Legislative Implications include the following:

- Heritage New Zealand Pouhere Taonga Act 2014
- Building Act 2014 for Marine Structures
- Resource Management Act 1991
- Proposed Natural Resources Act (Greater Wellington Regional Council)

Risks / legal

This report and recommendations address the reputational and public safety risk with the future renewal of coastal structures.

Climate Change impact and considerations

Sea level rise will be taken into account when new structures are designed.

Communications Plan

A Communication Plan is being developed for Seatoun Wharf. Stakeholders will be advised of other works as required.

Health and Safety Impact considered

Structures are maintained to a safe standard as Public Facilities.

