

Parks & Community Facilities

Waitematā Local Board Workshop

Tuesday January 25th – 10.30am-11.30pm

Attendees	
Martin Wong	Area Operations Manager
Katrina Morgan	Work Programme Manager
Jacqui Thompson Fell	Parks & Places Specialist
Tsz Ning Chung	Community Lease Specialist

Item No	Who	Overview of discussion	Time needed
1.	Martin Wong	Ring Terrace Stairs Endeavour Reserve Path	30 mins
2.	Tsz Ning Chung	Circability Trust – Victoria Park lease	30 mins

Memorandum

14 May 2024

To: Waitematā local board members

Subject: Ring Terrace to Point Erin Park staircase

From: Martin Wong – Area Operations Manager – Parks & Community Facilities

Contact information: Martin.wong@aucklandcouncil.govt.nz

Purpose

1. To update local board members on the assessment of the Ring Terrace stairs, which were destroyed during the January 2023 storms, and to seek direction on the remedial options.

Summary

2. A landslide has occurred within council land situated between 15 and 1/17 Ring Terrace, St Mary's Bay following the extreme rainfall events that took place in January and February 2023.
3. The landslide has destroyed a timber staircase which provided access from Ring Terrace to Point Erin Park.
4. The debris of the destroyed staircase has since been removed from site and access from Ring Terrace has been closed off to the public.
5. An assessment has been conducted by the Resilient Land and Coasts geotechnical team. Staff are providing options and seeking local board feedback on the future of the staircase.
6. If the staircase is not reinstated, there is a risk that there will be opposition from local constituents who advocated for the staircase. However, there is significant funding required to reinstate the staircase. There is also a risk that the staircase could suffer the same result should another large rainfall event occur in the future.

Context

7. The extreme rainfall events that occurred in January and February 2023 resulted in a landslide on council land situated between 15 and 1/17 Ring Terrace, St Mary's Bay. This landslide destroyed the timber staircase providing access from Ring Terrace to Point Erin Park.
8. Contractors have removed the staircase debris and access has been closed since the storm event in January 2023.
9. The Resilient Land and Coasts (RLC) geotechnical team undertook a site visit on 14 March 2024 to assess possible remedial options for the landslide and reinstatement of the staircase.
10. The site observation was conducted solely through visual assessment near the toe of the landslide, and no ground investigations have been conducted to date.

Discussion

Site Description

11. A review of information available on the Auckland Council Geo Maps indicates that the slope gradient within the affected area was very steep (with slope angles up to approximately 45 degrees from the toe of the slope) prior to the occurrence of the landslide.
12. Geo Maps also shows that there does not appear to be any existing public stormwater system serving residential properties along Ring Terrace. Stormwater runoff from these properties appears to run down to the slope and to have been discharging into the downslope flat-lying land at Point Erin Park. The discharge was causing ongoing slope erosion and destabilisation.
13. The landslide is translational, and landslide debris was observed at the slope's toe. Vegetation has regrown, and the surface of the landslide and its deposit were observed to be covered by vegetations on the day of inspection.
14. Translational landslides often form on the material boundary between extremely weathered superficial deposits and the material beneath, particularly where water flows along the boundary between these two types of materials.
15. The RLC geotechnical team also observed that the landslide has regressed into adjacent private properties at 15 and 1/17 Ring Terrace. They believe the landslide is acting as an overland flow path, attracting stormwater runoff (more concentrated than the pre-landslide scenario) from the upper catchment discharged into Point Erin Park.

Geology

16. The geological map of the region shows the site is underlain by East Coast Bay formation materials comprising of alternating sandstone and mudstone with variable volcanic content and interbedded volcanoclastic grits, bordering onto construction fill associated with the development of SH1 in the 1950s.

Review of Aerial Photos

17. A review of the historical aerial photography shows that the timber staircase was constructed in 2015-2016, and the area was covered by dense vegetation prior to construction of the timber staircase. The historical aerial images do not show any evidence or signs of historical slope failures at the location.
18. Staff cannot identify any minor instability triggered by surface water erosion on the aerial photography.

Cause of Ground Failure

19. Based on findings from the visual assessment and a desktop study, the landslide is inferred to be triggered by a combination of several causes, including the presence of over-steep slopes, soil saturation (and hence reduction of soil strength) and potential ongoing ingress of concentrated stormwater runoff from the upper catchment.

Options and Considerations

Scenario 1: timber staircase not reinstated

Option one: Do nothing (no risk reduction)

20. This option involves cleaning up debris from the destroyed timber staircase, then closing off the area to stop public access permanently. Signage warning of the landslide risk may be required.

21. Removal of the landslide debris (located at the bottom of the slope) is not considered necessary. The site and its immediate surroundings will remain unsafe and further regression upslope and into the neighbouring private properties (at 15 and 1/17 Ring Terrace) will likely continue.
22. Additional landslide debris should be expected at the base of the slope sometimes. The site is well clear of the Point Erin Park footpath (greater than 20m setback) and is therefore unlikely to pose a risk to the public utilising the footpath.
23. If this option is adopted, inspections and monitoring of the landslide and its affected area (undertaken by P&CF) should be considered after every heavy rainfall event to check for further movement.

Option two: Do minimum

24. This option involves cleaning up debris from the destroyed timber staircase and replanting the landslide area with suitable species where applicable.
25. Specifically designed stormwater mitigation should be considered to collect and discharge stormwater runoff from the upper catchment in a controlled manner to the downslope council land. This will prevent further instability triggered by ground surface erosion.
26. This option will not stop potential further regression into the neighbouring private properties. Closing off the area and signage alerting the public of potential risks should also be considered.

Option three: Heavy engineering

27. Heavy engineering remedial measures consisting of retaining structures is considered excessive for the site if the timber staircase is not reinstated. Remedial measures such as soil nails and mesh could be considered, which can be an effective means to stabilise the area and prevent further regression of the landslide. Geotechnical investigation and detailed design will be required for the soil nails and mesh remedial option.

Risks associated with not reinstating the timber staircase

28. The staircase was advocated for by the local constituents and approved by the Waitematā local board and if not re-built, it is expected there will be some opposition.

Scenario 2: timber staircase reinstated

29. The following should be considered if the timber staircase is proposed to be reinstated:
 - Replanting the landslide area with suitable species where applicable.
 - Specifically designed stormwater mitigation as discussed above in Scenario 1.
 - Robust ground improvement engineering solutions, such as soil nails and mesh, retaining walls etc., subject to detailed design.
 - Detailed investigation, assessment, design, and specific construction methodology will be required to support the robust engineering solutions.
 - The cost to reinstate is estimated to be over \$600k.

Risks associated with reinstating the timber staircase

30. As mentioned previously, the landslide has also extended into 15 and 1/17 Ring Terrace. It should be noted that if remediation of these private properties is not undertaken by their private landowners, the risk of further failure debris from these private properties impacting council land (and hence the new timber staircase) cannot be mitigated.

Staff Recommendation

31. Staff recommend Scenario 1 – Option two (do minimum), stabilising the slope with appropriate planting. The cost to reinstate is over \$600k, and there is no guarantee that the staircase will not suffer the same result.

Next steps

32. Staff request direction from the Waitematā Local Board on their preferred option to confirm what works will be required. Staff will then be able to advise the neighbouring properties as well.

Attachments

None



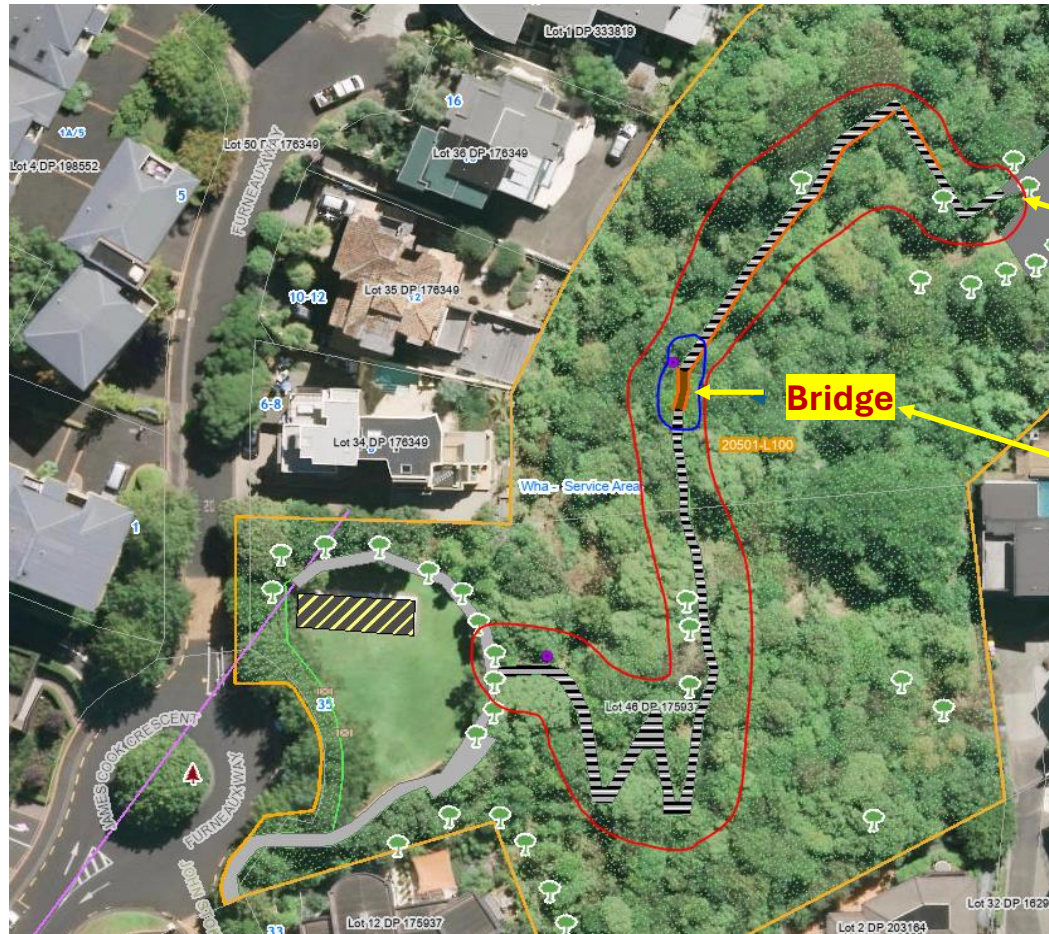
MAINTENANCE DELIVERY UPDATE

Corrective, preventive, risk-based and condition-based maintenance

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Endeavour Reserve – Path Closure

Endeavour reserve was badly hit by the January 2023 storm and has been closed since. Whilst we are able to re-open the boardwalk from Middleton Road, the path from James Cook Crescent (circled in red) remains closed off and will likely have to be closed permanently. Advice from our geotechnical consultants is that due to slips from neighbouring properties which has taken out the small bridge and the path is inundated with debris. The cost to remediate would be exorbitant.



Staircase closed off



Damaged bridge

Memorandum

To: All Local Boards
From: John Gillespie
Date: 16 May 2024
Subject: **Engagement about the Regional Land Transport Plan**

Executive Summary

1. Soon, Auckland Transport (AT) starts engagement with local boards and the public about the Regional Land Transport Plan (RLTP).
2. This memo is to inform local boards about the process for engagement, both with the public and for providing their feedback.

Background

3. The Draft RLTP summarises Auckland's plan for transport related spending over the next 10 years. The RLTP is produced by Auckland Transport on behalf of the Regional Transport Committee (RTC) that includes representatives from New Zealand Transport Agency (NZTA) and KiwiRail. RLTPs are reviewed every three years, the last issue being published in 2021.
4. The draft plan includes projects proposed in the NZTA's State Highway Investment Programme and KiwiRail's Rail Network Investment Programme. It also includes projects from Kainga Ora and Department of Conservation.
5. The transport priorities in the draft RLTP are taken from Auckland Council's Long-Term Plan (LTP) and the Government Policy Statement (GPS). The RLTP must be consistent with the GPS.
6. Auckland's final RLTP is due for submission to NZTA on 1 August 2024. NZTA will consider the RLTP and then make final funding decisions that will be reflected in the National Land Transport Plan.

Local Board Engagement

7. Local boards may choose to participate in public engagement. However, they may also choose to engage after public engagement is finished.
8. By 24 June 2024, AT plans to provide summarised local feedback to all local boards. After this information is reviewed local boards can provide feedback until 3 July 2024.
9. Extraordinary meetings may need to be scheduled to resolve on feedback and this process will be managed by Local Board Service staff during late-May or in June.

Public Engagement

10. Public engagement on the draft RLTP is between Friday 17 May and Monday 17 June 2024. The key dates for public engagement are:

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- a) **17 May 2024** – Public consultation begins, local boards can submit to the public consultation process.
 - b) **17 June 2024** - Public consultation ends.
 - c) **20 – 23 June 2024** – AT analyses feedback.
 - d) **24 June 2024** – AT sends a summary of feedback and base data to local boards.
 - e) **26 – 27 June 2024** – Public hearings with the RTC.
 - f) **3 July 2024** – Local boards submit feedback.
 - g) **4 July 2024** – Local board feedback provided to RTC.
 - h) **1 August** – Final RLTP submitted to NZTA.
11. In summary, public engagement opens on Friday 17 May and closes at midnight, Monday 17 June 2024 and feedback can be provided as follows:
- a) Through the AT website: AT.govt.nz/RLTP or <https://haveyoursay.at.govt.nz/hub-page/rltp>
 - b) At an online drop-in session.
 - c) At an in-person drop-in session. (See table below)
 - d) Via email at ATengagement@at.govt.nz
 - e) Over the phone.
 - f) During a public hearing between 26-27 June 2024.
12. AT, NZTA and KiwiRail personnel will be attending the RLTP ‘drop in’ activities spread across Auckland. AT asks that local board members, engagement advisors and communications advisors help advertise these activities using their range of relationships and media. Below is a table listing the planned ‘drop ins.’

List of ‘Drop In’ Opportunities

Clevedon Farmers Market	19-May	8am-1pm
AUT campus	21-May	10am-1pm
Warkworth Library	21-May	10am-12pm
20 Viaduct Harbour, MS Teams	22-May	6pm - 7pm
MIT	22-May	10am-1pm
Britomart - Food Truck Wednesday	22-May	11.30am-2pm
Pukekohe Whanau Day	25-May	8am-4pm
Otahuhu Phoenix Market -	23-May	7am-1pm
New Lynn Library	24-May	12pm-3pm
Orakei village - outside Farro	26-May	10am to 1pm
UoA Campus	29-May	10am-1pm
Kumeu Library	30-May	11am-1pm

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Howick Village	31-May	11am-2pm
Waiheke Ostend Market	8-Jun	8am-1pm
Mangere Bridge Market	2-Jun	9am-1pm
20 Viaduct Harbour, MS Teams	4-Jun	12.30pm - 1.30pm
Ponsonby Shops	12-Jun	11am-2pm
Manurewa market	9-Jun	7am-11am
Onehunga Woolworths	31 May	12-3pm
Smales Farm Market	9th June	9am - 2pm
Ponsonby Shops	12-Jun	11am-2pm

13. Online drop-in sessions are also available and are scheduled on:

- a) Wednesday 22 May, 6pm – 7pm
- b) Tuesday 4 June, 12.30pm – 1.30pm

14. Link to join the online sessions is on the <https://haveyoursay.at.govt.nz/events-rltp>

Hearings

- 15. Public Hearings are being held and local boards are encouraged to participate. The RLTP 2024 hearings panel will be made up of four members of the RTC and will take place between 26 & 27 June 2024 at the AT Boardroom, 20 Viaduct Harbour Ave, Auckland or online via MS Teams link.
- 16. Local boards should work with their Elected Member Relationship Partner to book a hearing time.

Further Information about Engagement

- 17. AT's engagement is supported by a large campaign encouraging Aucklanders to engage and provide their feedback, including:
 - a) Sending flyers to over 550,000 households across Auckland.
 - b) Advertising the RLTP consultation through an engaging marketing campaign that will be seen on posters, billboards, radio ads, social media and newspapers.
 - c) Translating consultation material into the following languages: Te Reo Māori, New Zealand Sign Language, Samoan, Hindi and Simplified Chinese.
 - d) Sending targeted emails to key stakeholders and organisations, encouraging feedback.
 - e) Hardcopies of the draft RLTP document and survey at all Auckland Council libraries.

Memorandum

18 June 2024

To: Transport and Infrastructure Committee members, all Local Boards,
Houkura IMSB

Subject: Release of the draft Land Transport Rule: Setting of Speed Limits 2024

From: Lisa Bloss, Council Transport Advisor
Michael Roth, Council Lead Transport Advisor
Ping Sim, AT Transport Safety Technical Lead

Contact information: lisa.bloss@aucklandcouncil.govt.nz
michael.roth@aucklandcouncil.govt.nz
ping.sim@at.govt.nz

Purpose

1. This memorandum provides a summary of the draft Land Transport Rule: Setting of Speed Limits 2024, released on 13 June 2024 by the Ministry of Transport. The proposed rule replaces the previous Land Transport Rule: Setting of Speed Limits 2022 and the Setting of Speed Limits Amendment 2023. Staff will provide a further update once a more detailed submission process has been confirmed.

Summary

2. The Ministry of Transport has released the draft Land Transport Rule: Setting of Speed Limits 2024 (the draft Rule) for public consultation, replacing the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule). There are significant differences between the 2022 Rule and the draft Rule.
3. Public consultation on the draft Rule closes on 11 July 2024. The consultation documents can be found on the Waka Kotahi website via [this link](#).
4. The draft Rule proposes seven changes to the existing framework, including a requirement for cost-benefit analysis when setting new speed limits, new consultation requirements and a reversal of many speed limits that have been reduced since January 2020.
5. Auckland Council and Auckland Transport will work together to develop a joint submission for consideration at the Transport and Infrastructure Committee on 4 July 2024. Staff will provide a further update once a more detailed submission process has been confirmed.
6. Local Boards are encouraged to review the consultation documents to decide whether they wish to provide feedback. Any feedback received from local boards will be appended to the final submission.

Context

7. Land Transport rules are secondary legislation made under the Land Transport Act 1998 (the Act). The Act also enables land transport rules to set, or provide for the setting of, speed limits for roads.
8. In April 2022, under the previous government, the Ministry of Transport released the 2022 Rule, which set out a regulatory framework for road controlling authorities to plan for, consult on and implement speed management changes.

9. The 2022 Rule introduced Speed Management Plans (SMPs) as the primary tool by which speed limit changes are developed, with a focus on a whole-of-network approach. The 2022 Rule also set a requirement for Road Controlling Authorities (RCAs) to reduce speed limits around schools by 2027.

Discussion

10. The draft Rule was released by the Ministry of Transport on 13 June 2024. It follows an approach to setting speed limits that focuses on economic impacts, high crash areas and public acceptability. The intention of the draft Rule is to replace the 2022 Rule and would come into effect on 1 July 2025. The consultation material for the draft Rule can be found on the Ministry of Transport's website via [this link](#). Set out below is an overview of the proposed changes.

Changes under the Proposed Land Transport Rule: Setting of Speed Limits 2024

11. The draft Rule sets out the following seven proposals:
 - **Proposal 1:** Requires RCAs to undertake cost benefit analysis on a road by road basis when consulting on proposed speed limit changes.
 - **Proposal 2:** Ensures RCAs to use reasonable efforts to consult with persons that use the road for which a speed limit change is proposed. And increases transparency of decisions in response to feedback received.
 - **Proposal 3:** Requires variable speed limits outside school gates during school travel periods.
 - **Proposal 4:** Introduces a Ministerial Speed Objective, which will set out the Government's expectations for speed management.
 - **Proposal 5:** Proposes a schedule of speed limits classifications for each road type.
 - **Proposal 6:** Proposes to update the criteria RCAs must meet when submitting speed management plans for certification.
 - **Proposal 7:** Proposes that certain speed limits reduced since 1 January 2020 will be reversed by 1 July 2025.
12. Under the draft Rule, 30km/h speed limit reductions introduced since 1 January 2020 on local streets because they are near a school will be reversed. This includes permanent speed limit reductions around schools. These will be replaced with variable 30 km/h speed limits outside school gates during drop-off and pick-up times to slow down traffic as children enter or leave school.
13. Speed limit reductions made since 1 January 2020 will also be reversed on arterial roads. Speed limits will be reversed on rural State Highways unless there is demonstrated public support to keep the lower speed on rural State Highways.
14. The below table shows the proposed schedule for speed limit classifications:

Urban streets	Class of road	Description	Current guidance	Proposed speed limit
	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services.	30 – 40 km/h	50 km/h
	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement.	10 – 20 km/h	10 – 20 km/h
	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction	40 – 60km/h	50 – 80 km/h

		between the adjacent land use and the street.		
	Urban transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment.	80 – 100 km/h	80 – 100 km/h
Rural roads	Peri-urban roads	Roads that primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential areas.	50 – 80 km/h	50 – 80 km/h
	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access	40 – 80 km/h	50 – 80 km/h
	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60 – 80 km/h	80 – 100 km/h
	Rural connectors	Roads providing a link between rural roads and interregional connectors.	60 – 100 km/h	80 – 100 km/h
	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context.	60 – 110 km/h	100 km/h
	Expressways	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections, access controlled, with a straight or curved alignment	N/A	100-110 km/h

- The draft Rule would allow the Minister of Transport to set the Government's expectations for speed management, through a new Ministerial Speed Objective. This could include the pace, scale and focus for setting speed limits, such as the types of roads or percentage of the roading network RCAs should focus on and may be separate from the Government Policy Statement on Land Transport.

Aspects that are retained in the proposed Rule

- The process for entering speed limits into the Register of Land Transport Records is proposed to stay the same. The Register will continue to give effect to all permanent, variable, emergency and seasonal speed limits.
- SMPs are retained under the draft Rule with amendments. SMPs are proposed to be made voluntary for RCAs, with no requirements for plan renewals. The draft Rule does not require a

whole-of network approach and proposes that speed limit changes are undertaken road by road. The process for certifying SMPs remains largely unchanged.

Next steps

18. The submission timeframes are short with submissions on the draft Rule closing on 11 July 2024. Staff will provide advice as soon as possible on next steps and a proposed process for councillors and Houkura members to direct and approve the submission, which will be considered at the Transport and Infrastructure Committee on 4 July 2024.
19. Local Boards are encouraged to review the consultation documents to decide whether they wish to provide feedback. More information on how Local Boards can provide feedback will be provided in the coming days. Any feedback received from local boards will be appended to the final submission.

XXXX Local Board feedback on the Draft Land Transport Rule: Setting of Speed Limits 2024

[date]

Relevance to the XXXX Local Board Plan

Identify the Local Board Plan priorities and outcomes related to this topic

Local impact

Are the impacts of the changes proposed likely to fall unevenly across local board areas?

Local examples

Please outline any specific examples of how the changes proposed might impact at the local board level.

Proposal 1

Please provide any particular feedback on this proposal, incl.:

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Proposal 2

Please provide any particular feedback on this proposal

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Proposal 3

Please provide any particular feedback on this proposal

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Proposal 4

Please provide any particular feedback on this proposal

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Proposal 5

Please provide any particular feedback on this proposal

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Proposal 6

Please provide any particular feedback on this proposal

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Proposal 7

Please provide any particular feedback on this proposal

- *implementation or compliance issues that should be considered;*
- *costs associated with implementing the proposals;*
- *any unintended impacts that could arise.*

Additional feedback:

What other issues are important to reflect in the submission?

Watercare Services Limited proposed temporary occupation of Alberon Reserve for essential public works – Stages 1 and 2 Orakei main remediation

25 June 2024

Katerina Marinkovich – Principal Property Advisor,
Parks and Community Facilities

Purpose

1. To: inform the Waitematā Local Board of notices received from Watercare Services Limited (Watercare) of its requirement under the Public Works Act 1981 (PWA) to occupy parts of Alberon Reserve at 12 Alberon Place, Parnell for essential public works in connection with the Orakei main sewer collapse, as follows:
 - a) area of approximately 4000m² for 11 months commencing (retrospectively) from 1 October 2023 (**Stage 1**)
 - b) area of approximately 3,300 m² for 20 months commencing on 15 July 2024/or as soon as possible (**Stage 2**)
2. And To: advise the local board of the statutory considerations relevant to decision making and distinctions between land held under the Reserves Act 1977 and land held under the Local Government Act 2002.

Summary

1. On 2 October 2023 Watercare was granted an emergency landowner approval to use Alberon Reserve in Parnell to install a temporary sewer diversion wastewater pipe in response to the Orakei main sewer collapse (**LOA**). The **Waitematā** Local Board provided its support to the LOA being granted under council officer delegation on an urgent basis.
2. Watercare seeks to formalise the use and occupation of the land under the emergency LOA by serving Auckland Council (Council) a notice under section 18 of the PWA (**Section 18 PWA Notice - Stage 1**) of its desire to occupy (retrospectively) an area approximately 4000m² (shown orange on the plan in **Image 1**) for essential public works for 11 months while the Orakei sewer main is remediated.
3. On 31 May 2024 Watercare served a further notice on Council under section 18 of the PWA (**Section 18 PWA Notice - Stage 2**) of its intention to occupy approximately 3,300 m² of Alberon Reserve (as shown orange on the plan in **Image 2**) for essential public works for Stage 2 of the project involving shaft site construction.

Summary cont.

4. The location of the Stage 2 proposed construction area contains existing public wastewater infrastructure and there is no practical alternative location or access available to Watercare.
5. The main grassed area of Alberon Reserve is held by Council in fee simple as classified recreation reserve subject to the Reserves Act 1977 (RA) as shaded green in **Image 3**. Most of the remainder of the land is held in fee simple by Council under the Local Government Act 2002 (LGA) as shaded red in **Image 3** below.
6. The majority of the land currently occupied by Watercare for Stage 1 and the land required for Stage 2 of the project is reserve RA land, with the exception of two parcels of LGA land located in the bush area north-east of the park (see in **Image 3**).

Stage 1 - Land requirement plan

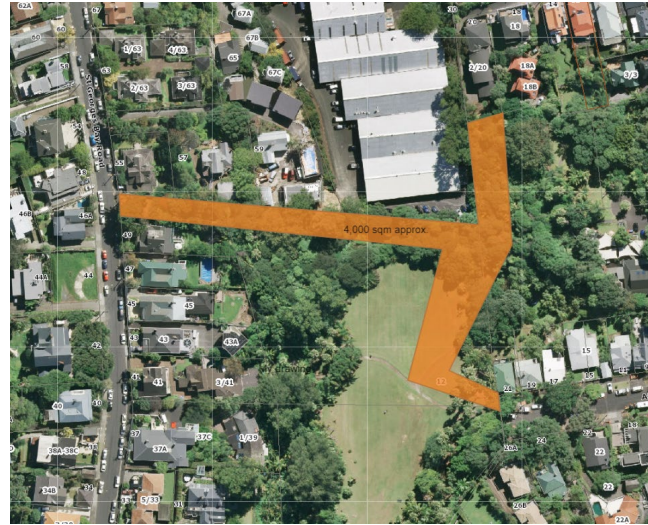


Image 1.

Area occupied by Watercare under the emergency **LOA** and **Section 18 PWA Notice – Stage 1** : Approximately 4000m² shaded orange.

The land occupied by Watercare for Stage 1 is predominantly recreation reserve subject to the RA, with the exception of the northern tip which is subject to the LGA.

Stage 2 - Land requirement plan

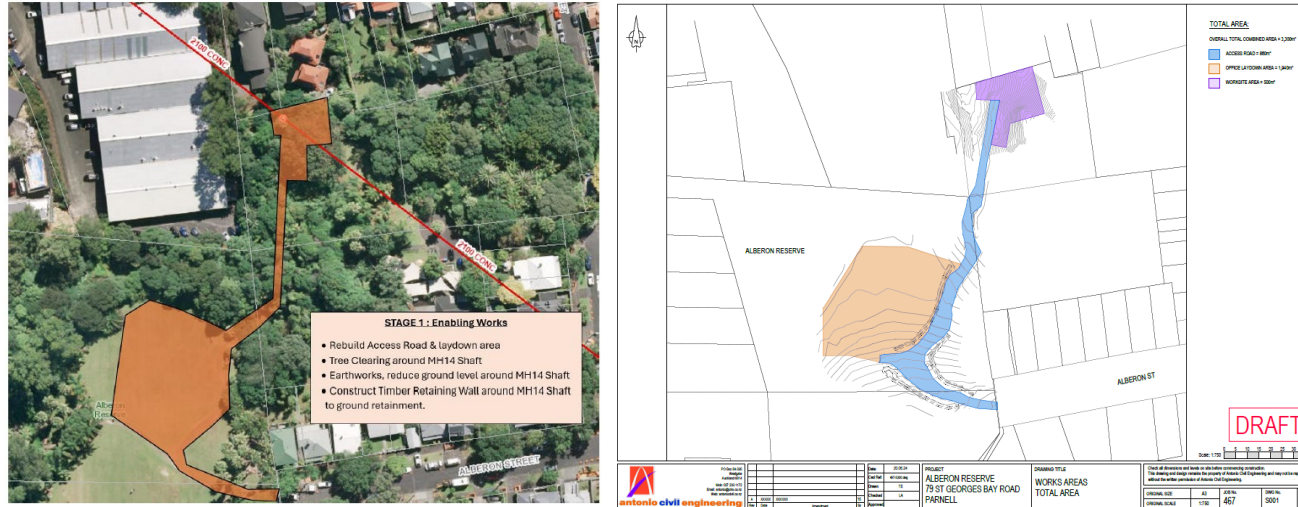


Image 2. Proposed area to be occupied by Watercare under **Section 18 PWA Notice - Stage 2** for a total area of approximately 3,300 m² shaded orange on the plan (to the left above), comprising:

- an office and laydown area of approximately 1940m² shaded orange on the plan (to the right above) on RA land.
- construction worksite area of approximately 500m² shaded purple on the plan (to the right above) on LGA land.
- an access road of approximately 860m² shaded blue on the plan (to the right above) on RA land and partly (approximately 100m) on LGA land.

Occupation of Reserves Act 1977 land under the PWA

7. The PWA provides far reaching powers to enable essential public works to be undertaken on third party land. The Section 18 PWA Notices - Stage 1 and Stage 2 respectively were issued on the basis that Watercare requires temporary occupation of Alberon Reserve for essential public works.
8. The nature of Watercare's occupation of the reserve land is not related to the reserve activities or purposes, and it is not possible under the RA for Council to grant a lease or licence over the recreation reserve portion of land at Alberon Reserve (as shaded green in **Image 3**).
9. In terms of decision-making, in respect of the land held under the RA, the council as landowner is not deciding whether to approve the occupation, as a lease is effectively 'taken' under the PWA. Public notification is therefore not an aspect of this PWA process.
10. Whilst the PWA process compels Auckland Council to provide a lease in respect of RA land, fairness factors are built into the PWA such as the negotiation of terms of the occupation including compensation and reinstatement.

The map shows the Alberon Reserve, a large green area with diagonal hatching. To its north and east are red areas, some with diagonal hatching. A blue area is located within the green reserve. The map includes street names like Alberon Street and Alberon Place, and various lot numbers. The text "Alberon Reserve" is written in the center of the green area.



Stage 2 land required (blue)

Occupation of Local Government Act 2002 land under the PWA

11. Unlike the RA, land held by Council under the LGA allows for the grant of a lease for non-park purposes, subject to statutory processes.
12. Section 18(1)(d) of the PWA requires Watercare must in the first instance make every endeavour to negotiate in good faith with the owner of the required land in an attempt to reach an agreement. Watercare's Section 18 PWA Notice-Stage 2 invites the council to enter into a lease agreement.
13. Council is required to consult on a proposal to grant a lease under section 138 of the LGA where the proposed lease term is longer than six-months in duration and has the effect of excluding or substantially interfering with the public's access to the park.
14. Council must also "give consideration to the views and preferences of persons likely to be affected by, or have an interest in, the matter" (LGA, ss 78 and 79) which should be "largely in proportion" to the significance of the matters that the decision will affect, as determined in accordance with council's Significance and Engagement Policy.

Prior consultation and iwi engagement - Stage 1

15. The collapse of the Orakei main sewer and emergency response works are of interest to the wider public and has caused considerable disturbance to them – particularly in the local community.
16. Watercare has provided ongoing public communication and project updates through a dedicated website.
17. Watercare has worked closely with Ngati Whatua Orakei throughout all stages of the emergency works required for the remediation of Orakei sewer collapse.
18. Ngati Whatua Orakei have been involved in a number of cultural initiatives in response to the overall project including placing a rahui on Waitematā Harbour on 28 September 2023. Watercare will continue to engage with mana whenua and address concerns or issues raised as they arise.
19. The emergency LOA granted to Watercare for Stage 1 of the project was granted by Council under unique circumstances for emergency works due to the extensive sewage leak into the Waitemata harbour.
20. Council Legal Services advised that a pragmatic approach was appropriate in consideration of the overall interests of the public in the remediation of vital waste-water infrastructure. Documenting the Section 18 PWA Notice - Stage 1 was likely to be a low risk solution for all the relevant parcels whether LGA or RA .

Public consultation assessment - Stage 2

21. In assessing the significance of the decision to grant a lease of the LGA land for Stage 2 of the project, staff note the following factors indicating significance:
- the proposed duration of Stage 2 occupation is 20 months
 - the land is bordered on one side by residential properties
 - Parnell Community Committee Inc has recently presented to the local board about lost amenity at Alberon Reserve.
 - the public interest in restoration of essential wastewater infrastructure for the benefit of the local community.
22. Against that assessment, Watercare has advised that the work proposed for Stage 2 is urgent as there is a risk of this section of the wastewater pipeline within Alberon Reserve potentially failing.

Conclusion:

Public Consultation under s.138 LGA recommended

23. Staff note that the LGA land (shaded red in Image 3) as required by Watercare for Stage 2 (shown in Images 2 and 3) of the project is already occupied by Watercare under the emergency LOA for Stage 1 granted under unique circumstances.
24. Auckland Council Legal Services have advised that they consider the obligation to publicly consult for Stage 2 of the project is triggered under section 138 of the LGA and with reference to the significance policy.
25. Staff recommend that the Waitematā Local board support public notification of the proposal to lease the LGA land to Watercare for essential public works for Stage 2 of the project for a term of 20 months commencing as soon as possible, as follows:
 - Publication in the local newspaper and Auckland Council website.
 - Signs to be erected in prominent areas of Alberon Reserve
 - Letterbox drop/or email to properties in close proximity to the park.

Orakei Main Sewer Rehabilitation

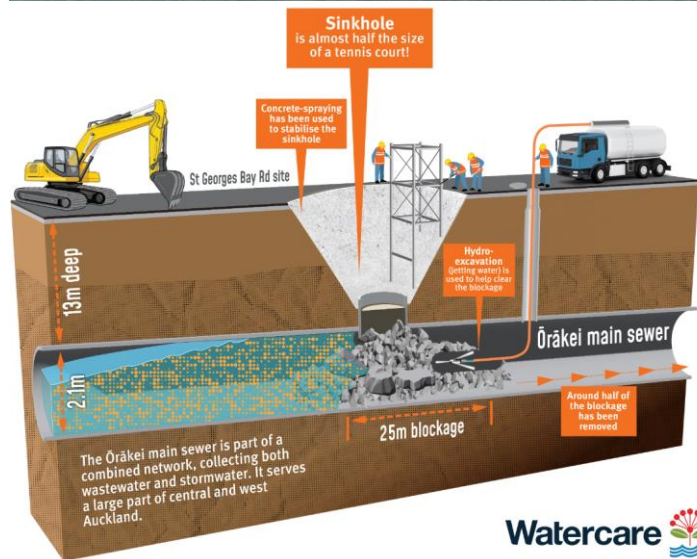
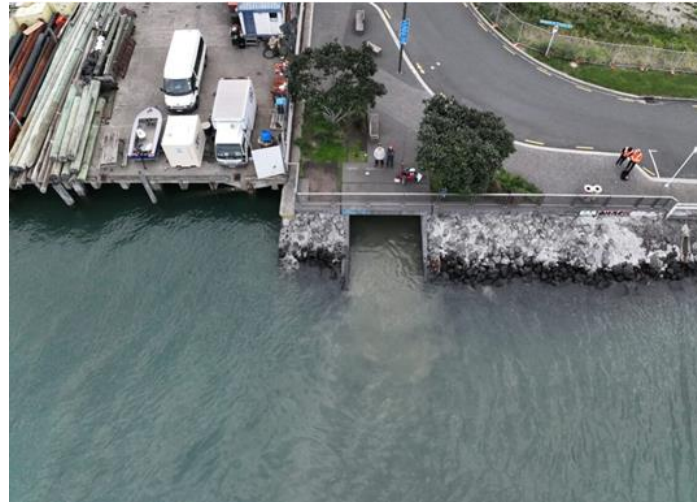
25/06/2024

Why are we here today?

1. To brief the Local Board on Watercare's programme to reline the Orakei Main Sewer.
2. Highlight potential community impacts and seek advice on potential mitigations.
3. Outline potential need for the use of public land and seek feedback to guide Landowner Approval applications.

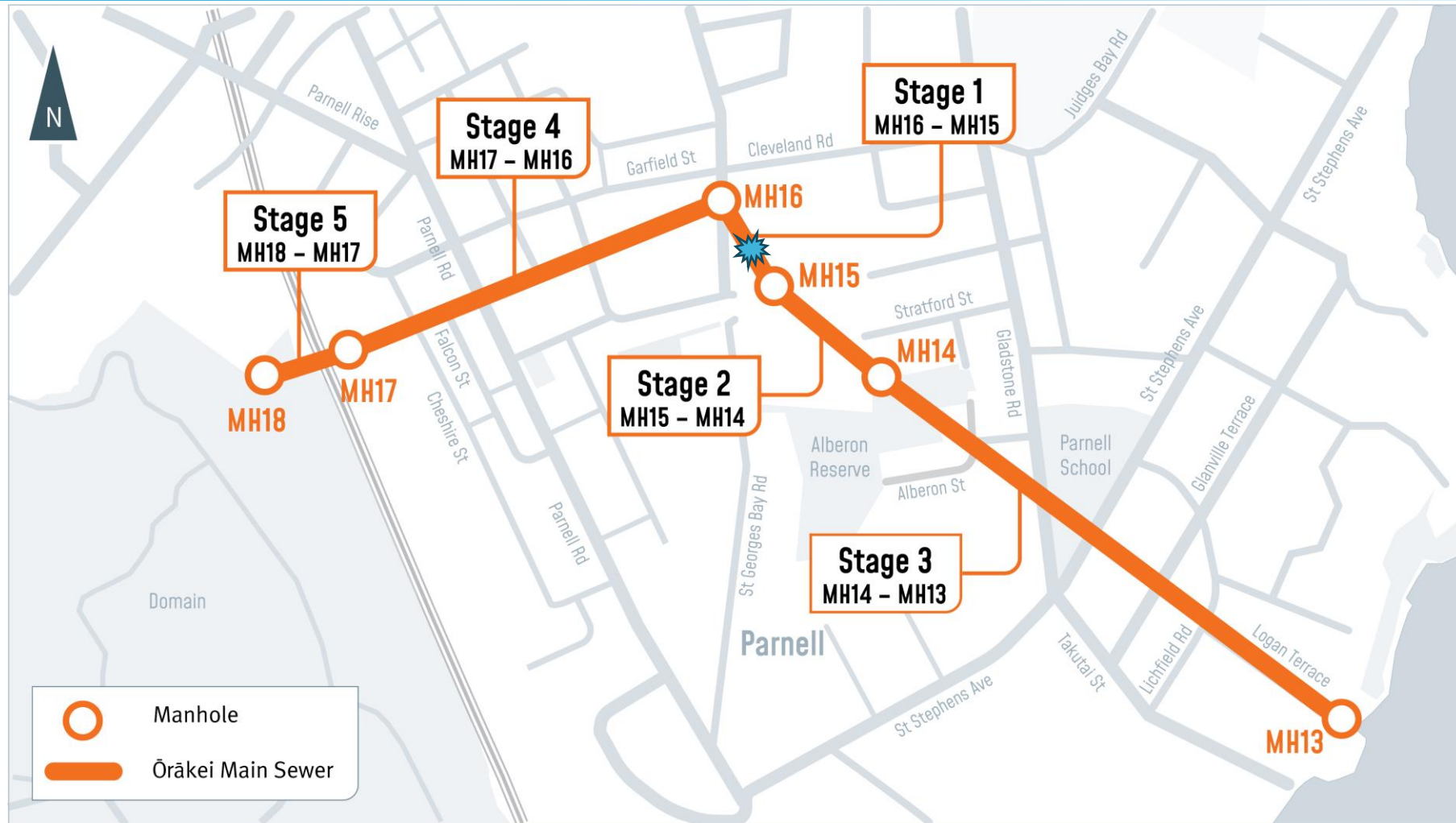
Why do we need to reline the Orakei Main Sewer?

- Built in the 1910's, the OMS conveys wastewater from central Auckland suburbs to the Eastern Interceptor in Ōrākei.
- On 26 September 2023, near 79 St Georges Bay Rd, a sinkhole formed over the OMS. On 27 September, the sewer collapsed and became fully blocked.
- This resulted in significant wastewater flows into the Waitematā Harbour via two engineered overflow points.
- The situation remained until 17 October 2023 when temporary bypass pumping was installed.

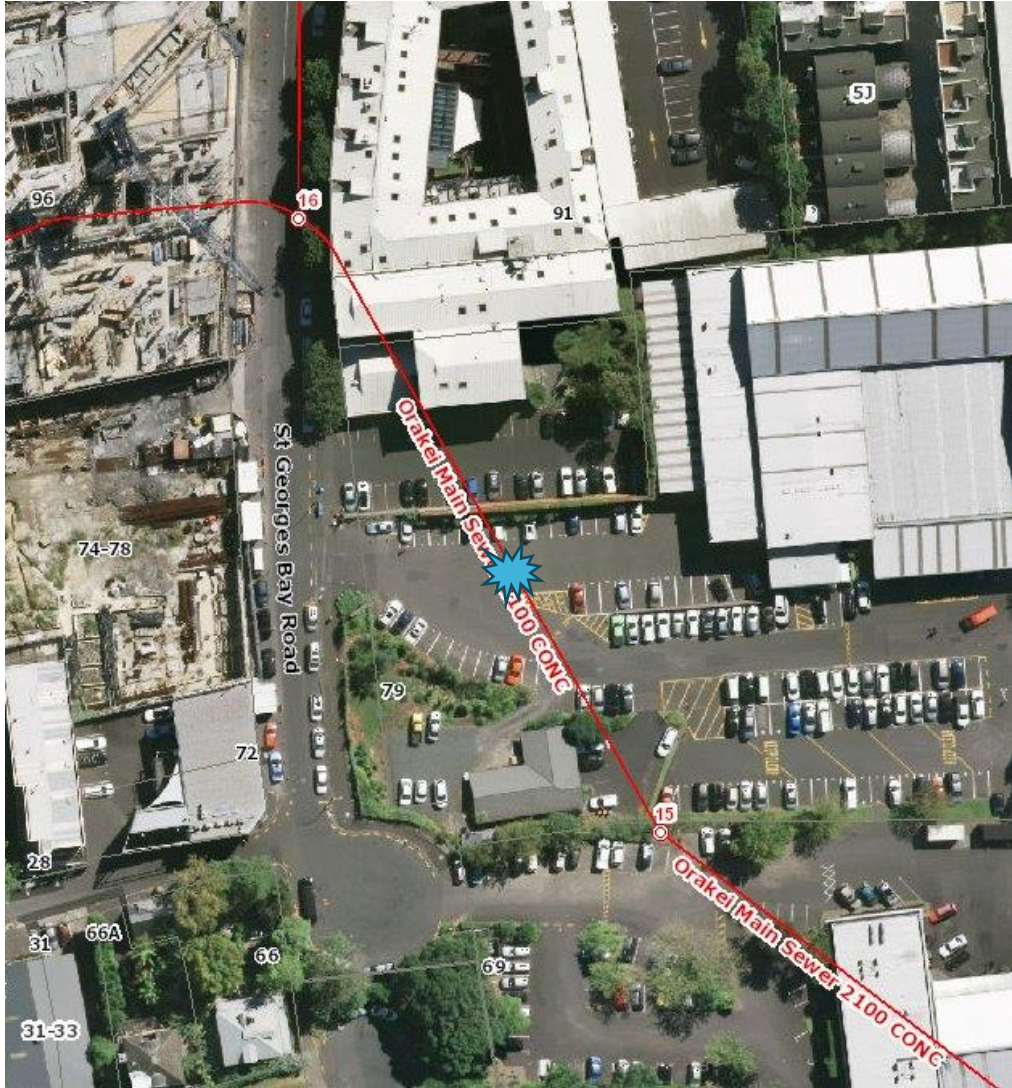
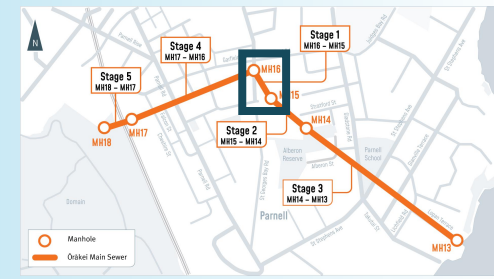


1. Recent investigation since the collapse has shown that the condition of the OMS has deteriorated markedly since previous assessment in 2012 and 2019.
2. Sections of the sewer are in very poor condition and need to be rehabilitated as soon as practicable.
3. Watercare is planning to reline 1.6km of the sewer at a cost of about \$86M.
4. This will significantly reduce the risk of future sewer collapses in Parnell.

Project Overview



Stage 1

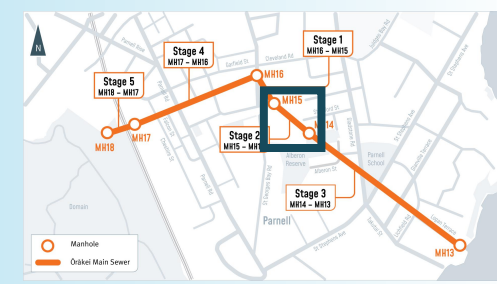


Manhole 16 – Manhole 15

- Sink hole in Parnell with the Bypass pipeline and bypass pump station that diverts wastewater through Alberon Reserve and into Manhole 14.
- Bypass pipeline and bypass pump station will be removed at the end of the works that involve crew working in the sewer

Timeline: September 2023 → August 2024

Stage 2



Manhole 14- Manhole 15

Watercare has performed detailed condition assessment and has identified a strong need to rehabilitate this section of the OMS. From July this will involve building a shaft, land clearing and a construction laydown area in Alberon Reserve.

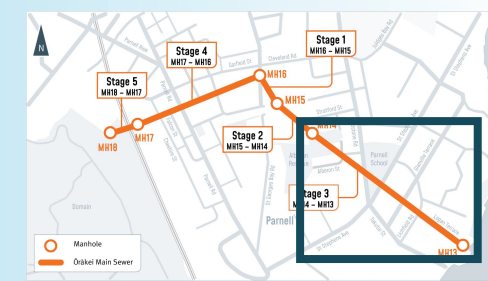
Community Impacts

- Plans have been designed with a focus on reducing the amount of earth works and tree clearing required.
- The grouting works will have to be at nighttime as this is the only time we can work safely in the sewer, due to the flows in the sewer being too high during the day. The rest of the works should be able to be performed during the day at this stage.
- We will endeavour/plan to keep the walkways open during construction.

Timeline

The timeline for this section of works is from July 2024 to February 2025. However, we propose to keep this shaft open from February 2025 through to January 2026 as we will need to use this area for stage 3 from January 2026.

Stage 3



The team are currently working on the Geotech, design, and construction methodology for Stages 3-5.

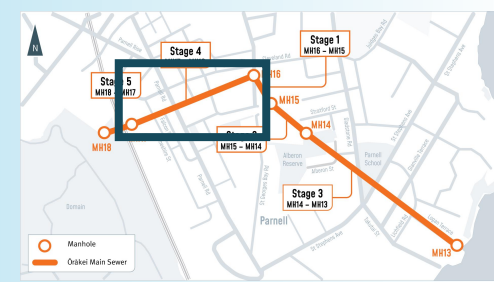
- This stage includes prep work and shaft construction at Manhole 13 which is on Logan terrace, we do not have design or Geotech yet, but this is in progress
- The team are looking at constructing a haul road along the mudflats from Tohunga Cres to Logan Terrace to allow for access to build a shaft.
- When this section of liner is complete, we will disestablish and reinstate Alberon Reserve.

Timeline:

- July 2025 construction at Manhole 13 and the haul road construction.
- September 2025 – start relining from MH14 in Alberon Reserve.
- Reinstating Alberon Reserve August 2026.



Stage 4



Manhole locations:

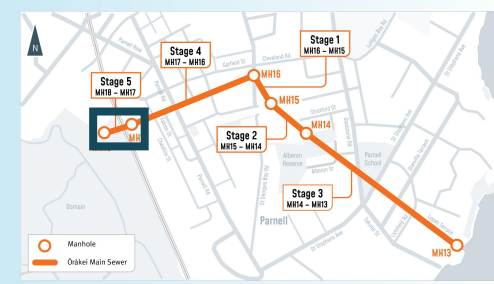
MH16 – road corridor

MH17 – private property

This section of works results in revisiting St Georges Bay Road at Manhole 16 as well as constructing a shaft near Manhole 17 – more information to follow for these works.

Timeline: August 2026-March 2027

Stage 5



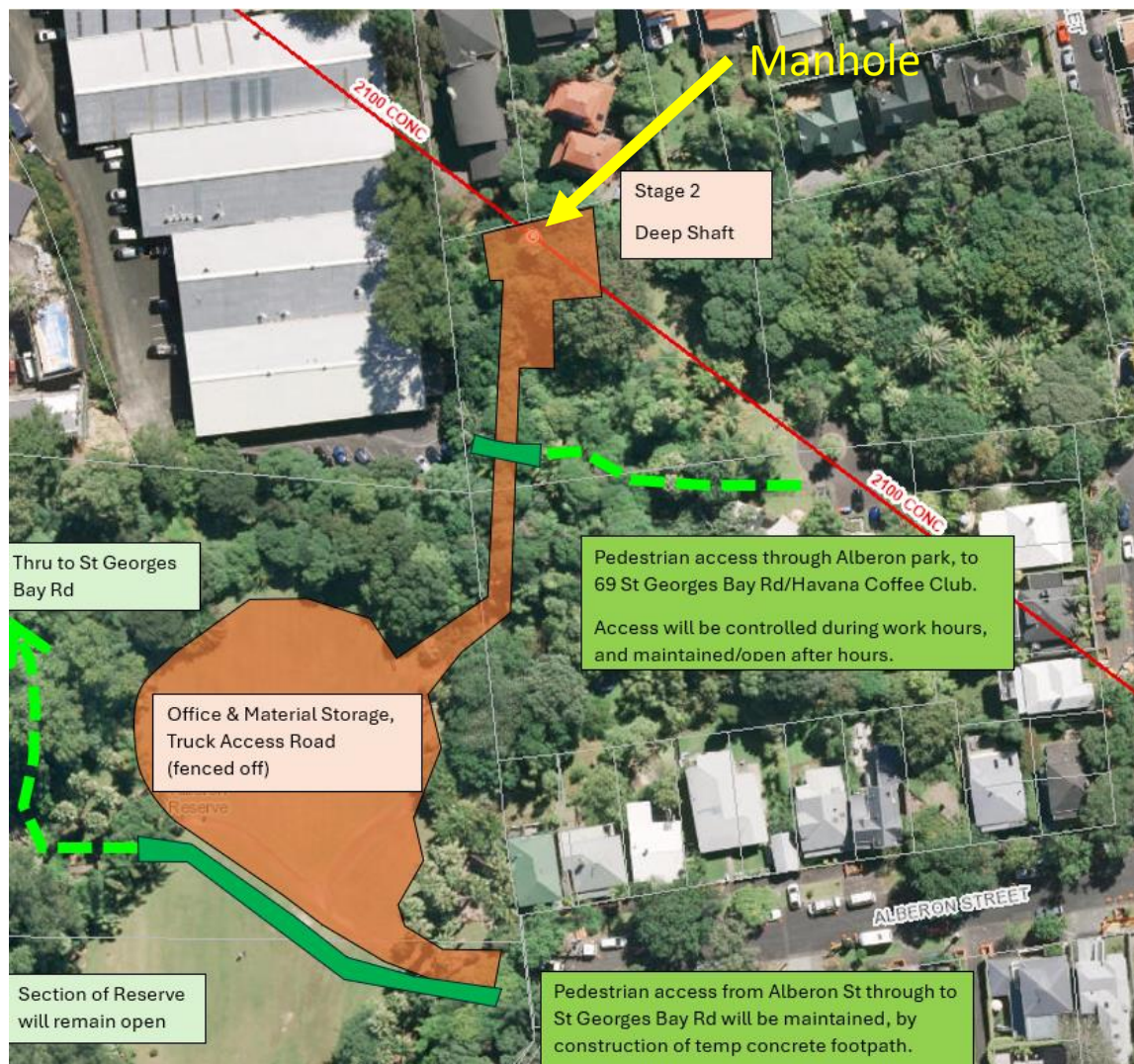
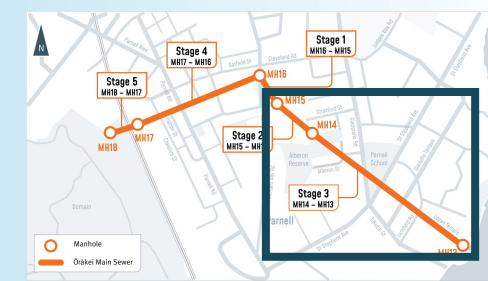
Domains act

A shaft is likely required to be built in this area – more information will follow.

Timeline:

July 2027- December 2027

Stage 2 & 3



Alberon Reserve

Timeline: July 2024 to January 2026



Victoria Street Section

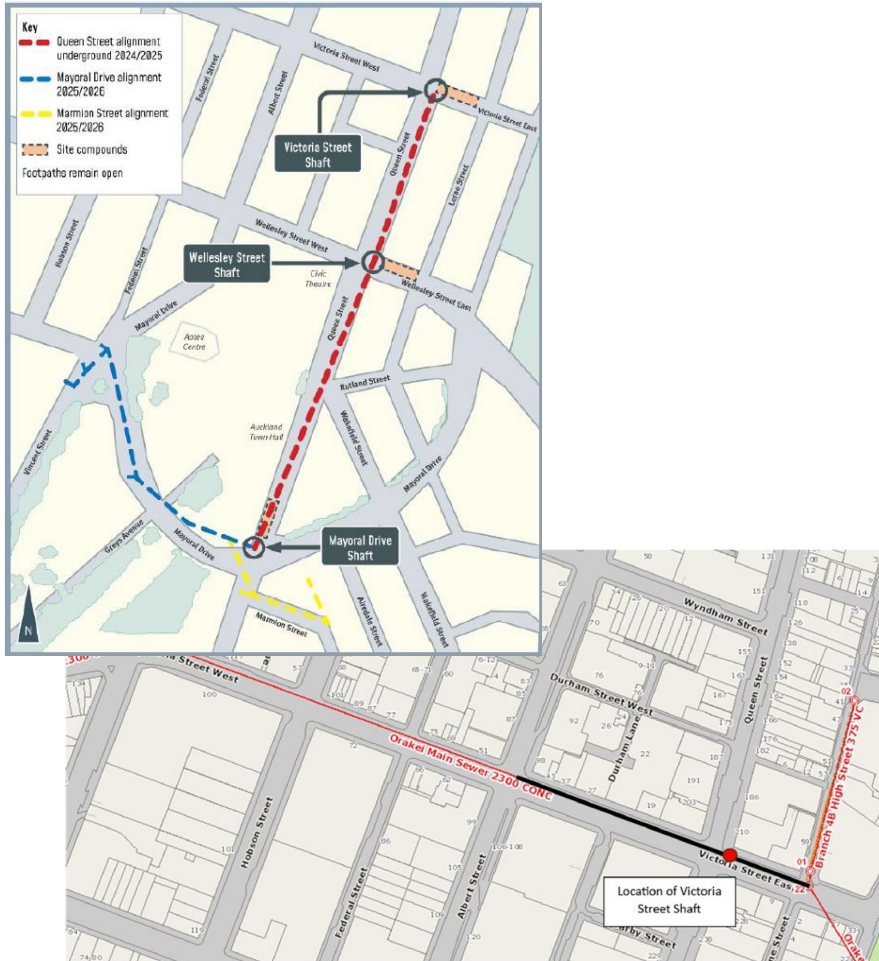
Queen St Wastewater Diversion Project

The Queen Street Wastewater Diversion Project is due to start construction in July 2024.

This includes constructing a shaft at the intersection of Queen Street and Victoria Street to receive the mTBM, as well as connect into the OMS.

WSL will take this opportunity to use the shaft as an access point to reline the section of OMS between MH 22 and MH 23.

Relining is scheduled to commence early 2025.





Any questions?