
REPORT 4
(1215/52/IM)

ASSET OWNER APPROVAL FOR TWO EASEMENTS THROUGH TOWN BELT IN KELBURN PARK.

1. Purpose of Report

To seek the Committee's approval as asset owner to grant two easements for the installation and maintenance of standpipe piezometers on part of the Wellington Town Belt, in Kelburn Park, in accordance with the Town Belt Management Plan 1995 and Section 48 of the Reserves Act 1977.

2. Executive Summary

The Town Belt is managed in accordance with the Town Belt Deed 1873 and Town Belt Management Plan 1995, and is a reserve under the Reserves Act. The Town Belt is zoned Open Space C under the District Plan.

In accordance with the Town Belt Management Plan and Section 48 of the Reserves Act 1977, the Strategy and Policy Committee has delegated authority to grant landowner approval for easements through Town Belt.

Transit New Zealand is responsible for development, maintenance and operation of the state highway system and all structures thereon. As part of their ongoing maintenance they require to install four Standpipe Piezometers (Appendix 3) to monitor groundwater levels adjacent to the approach walls of the Terrace Tunnel. Two of the Piezometers would be placed on Town Belt in Kelburn Park and would require easements.

3. Recommendations

It is recommended that the Committee:

- 1. Receive the information.*
- 2. Approve the granting of the easements for two standpipe piezometers on part of the Wellington Town Belt, pursuant to the Town Belt Management Plan 1995 and Section 48 of the Reserves Act 1977.*

3. *Approval to grant the easement will be conditional on;*
- a) *the requirement for public advertising under Section 48 (2) of the Reserves Act 1977 be waived in accordance with Section 48(3) of the Reserves Act 1977, as the Town Belt is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the granting of the easement.*
 - b) *Local Iwi consent being obtained.*

4. Background

Transit New Zealand is responsible for the State Highway 1 (SH1) motorway which runs through the existing Terrace Tunnel and features large approach walls constructed in the 1970's. These walls are supported by tie-back anchors that tie the concrete wall face to the anchor drive tunnel located behind the wall. Drainage holes located in the anchor drive drain the groundwater and reduce the pore water pressures within the hillside behind the wall, to enhance the stability of the wall.

Recent inspections have indicated that the drainage holes in the anchor drives are not functioning well and require cleaning and drilling to facilitate effective drainage of groundwater. An assessment of the likely performance of the walls in large earthquakes has also recently indicated that the stability is sensitive to groundwater pressures in the slope and the rock conditions.

In order to monitor groundwater levels and effectively maintain the approach wall, Transit proposes to install four piezometers (Appendix 3), two of the proposed locations are on Council land.

An easement is required to protect both the Council's and Transit New Zealand's rights to the section of land that the piezometers would be placed on.

5. Discussion

The most viable option to formalise the piezometers is to establish two easements over Council land held in Certificate of Title WN19A/365 (Appendix 2).

The site is located above the north western support wall which supports the hillside where Kelburn Park is located. Transit proposes to drill two 100mm bore holes up to an approximate depth of 30m. On completion of drilling, standpipe piezometers (Appendix 3) will be installed in to the boreholes. The piezometers will be protected by a galvanised iron pipe of about 100mm to 150mm diameter. The standpipes will protrude between about 0.3m and 1m above ground level, to enable the piezometer to be located over a period of time.

5.1 Environmental Considerations

In consultation with Parks & Gardens Business Unit, it is proposed that minor clearance of undergrowth or removal of small trees may be required to allow drilling at location 3 (Appendix 1). Drilling of the piezometers will be carried out using small skid mounted rigs which will be lowered on to the location using a helicopter, avoiding unnecessary environmental damage.

Any cut vegetation would be removed off site and the site would be left in a tidy state with smoothing of any minor platforms formed for the drilling rig and steps formed for access.

Therefore it is considered that there will be minimal environmental effects resulting from the proposed activity.

5.2 Alternatives Considered

The nature of the piezometers dictates that they have to be positioned close to the wall and the tie-back anchors. Any alternative site would also pass through Town Belt Land.

5.3 Consultation

As this easement will not materially alter the reserve land in accordance with Section 48(2) of the Reserves Act, a request is made to waive the requirement for public advertising.

Jack Morris, Senior Advisor, Treaty Relations has been contacted to seek Iwi consent. We have received consent from Wellington Tenth Trust and anticipate receiving consent from Ngati Toa.

Contact has been made with the Friends of the Town Belt, who have verbally indicated that they have no issues with the piezometers and will be confirming this in writing.

5.4 The Process

If the Committee agrees with the Report's recommendation the following steps will be taken in the process.

- Formal survey of the easement.
- Registration of the easement

All costs associated with the preparation and registering of this easement will be borne by Transit New Zealand.

6. Conclusion

The granting of these easements are necessary to ensure that the approach walls to the Terrace Tunnel are effectively maintained. The easements will not compromise the recreational or environmental values of the Town Belt.

Contact Officer: *Jillian Moncur, Property Advisor, Property and Standards Business Unit.*

Appendix 1: Easement plan and site map

APPENDIX 2: CERTIFICATE OF TITLE WN19A/365

APPENDIX 3: DIAGRAM OF A STANDPIPE PIEZOMETER

Supporting Information

1) Fit with Strategic Objectives/Strategic Outcomes

2) LTCCP/Annual Plan reference and long term financial impact

3) Treaty of Waitangi considerations

The Senior Advisor, Treaty has been contacted to consult with local Iwi and seek their approval.

4) Decision-Making

The decision does not affect all or a large portion of the community.

5) Consultation

a) General Consultation

Officers have consulted with the Friends of the Town Belt. They support the proposal.

b) Consultation with Maori

The Senior Advisor, Treaty Relations is to consult the Local Iwi regarding this proposal

6) Legal Implications

Town Belt is classified a Reserve under the Reserves Act 1977. Easements for Utilities are required under this legislation.

7) Consistency with existing policy

This proposal is not inconsistent with any WCC policy.