

94713 Redacted

TCC, on behalf of the Mauao Trust (as owners and kaitiaki of the maunga) propose to undertake reinstatement works on the Mauao Base Track, following a large underslip in April 2017. The underslip caused closure of the track, with a temporary diversion via two sets of stairs put in place whilst long term remediation solutions were sought to restore universal access, as per the Mauao Historic Reserve Management Plan. A previous proposal (for which TCC had obtained resource consents and an archaeological authority) involved a significant realignment of the base track beneath the underslip along the coastal margin, involving a new 360 metre long section of track which included extensive rock revetment and boardwalk sections. This proposal is no longer being pursued.

The proposed reinstatement works involve a significantly smaller scope and footprint compared to the previous proposal. The proposed works are restricted to the section of track affected by the underslip (approximately 16m in length) and immediate surrounds. No works are proposed on the foreshore below mean high water springs (MHWS).

Following survey and geotechnical investigations, four options were developed for discussion with TCC, the Mauao Trust, and Heritage New Zealand Pouhere Taonga. These options are set out in detail in the letter from WSP to TCC entitled "Mauao Base Track Repair Options Assessment" dated 12 November 2019, a copy of which is attached at Attachment A.

Option 1 was subsequently selected as the preferred option for the proposed works, as described here and shown on the preliminary drawings attached at Attachment B. The proposed works involve retreating the track landward by excavating into the modified slope between the existing track and the Pōhutukawa trees. Approx. 40m³ of material would be removed, which will be re-spread on the existing track. To mitigate the reduced width for the reinstated track (minimum 1.2m) around the base of the two Pōhutukawa trees above the track, widened areas will be formed at either end of the works to allow easy passing of buggies and wheelchairs.

The exposed slopes above and below the track will be stabilised with soil nails to provide longer term resilience. These are drilled into the slope via a 100mm to 150mm diameter borehole and secure an erosion protection mat which is filled with topsoil and hydroseeded to establish a green face and prevent erosion and sediment runoff.

The two existing Pōhutukawa trees above the track would be pruned to reduce weight and improve stability. The pruning requirements have been assessed by s 7(2)(a) - Privacy of Arbor Care Ltd and will reduce the crown on the downhill side of the trees by 10 to 15%. Arbor Care will access the site with a small tracked chipper brought in along the base track. Branches up to 250mm in diameter will be chipped onto the bank. Construction timeframes for the proposed works are in the vicinity of 3-4 weeks. If all of the soil nails cannot be installed prior to Christmas, the contractor will disestablish and open the track, then return and complete the soil nail installation in the new year. Pruning of the trees is likely to be limited to 1 day and will be undertaken in advance of the works.

Following construction, maintenance requirements will include:

- Inspect base of slip face for signs of coastal erosion.
- Inspect track integrity and width or signs of instability or erosion above and below track.
- Inspection required after each major rain or seismic event.

Suggested frequency of regular inspections is as follows:

- 0 to 2 months following construction – weekly monitoring suggested.
- 2 to 4 months following construction – fortnightly inspections.
- 4 to 12 months – monthly inspections.
- After 12 months - consider reducing to ongoing regular inspections every 2 months.

Tauranga City Council Planning team has reviewed building consent scope of works to ensure the proposed activity meets the requirements under the Resource Management Act 1991 (RMA) and the Tauranga City Plan. The proposal to locate the footings of stairs outside of the existing buildings footprint within the Flood Hazard Plan Area does not meet Rule 8C.2.1 – Additions to or the replacement of any lawfully established building or structure within the existing building or structures footprint and is therefore considered the construction, erection or placement of any building (not otherwise provided for in Table 8C.1) under Rule 8C.3 which is a Restricted Discretionary Activity.