

Item 2: Scope for Replacement of Roy's Bay Jetty

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

The purpose of this workshop is to present the findings of the feasibility study and preliminary concept design work completed for the proposed replacement of the existing Roy's Bay Jetty. The proposed new jetty would be located in front of Helwick Street, providing a stronger physical and visual connection between the Wānaka town centre, the lakefront and the proposed Stage 4 pathway. The feasibility work has considered whether the structure can be practically constructed, principal planning and consenting considerations, potential cultural design opportunities, accessibility, indicative construction costs and the principal factors that could materially change the project cost. Based on the factors, two options have been developed.

The Wānaka Upper Clutha Community Board (WUCCB) previously indicated that the new jetty should extend beyond a like-for-like replacement and should provide a distinctive and enduring community asset, while remaining proportionate and avoiding a "gold-plated" outcome. The WUCCB also supported the Helwick Street location, connection to the Stage 4 pathway, accessible design, development of a cultural narrative and continued progression of the jetty independently of the wider Stage 4 programme.

The desired outcome of the workshop is to obtain Community Board direction on:

- The preferred base concept to be progressed;
- The essential access, recreational and lake-use features to be incorporated;
- The approach to developing the cultural narrative through the next design phase;
- Which optional features should be investigated further or excluded; and
- Whether the proposed direction provides an appropriate basis for progressing procurement, detailed design, consenting and refined cost planning.

No formal approval of detailed design or construction expenditure is sought through this workshop. The design remains at feasibility and preliminary concept stage, and further design development, engagement, consenting assessment and cost refinement will be required before any construction decision is made.

DATE/START TIME:

Thursday, 24 September 2026 at 11.30am

TIME BREAKDOWN:

Presentation: 15 minutes
Discussion: 30 minutes

PRESENTERS:

Briana Pringle (Parks & Open Spaces Planning Manager)
Stefan Amston (Facilities & Fleet Manager)
Dave Winterburn (Parks Manager)

Prepared by:



Name: Stefan Amston
Title: Facilities & Fleet Manager

8 September 2026

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager Property & Infrastructure
16 September 2026

ATTACHMENTS:

A	Scope of Replacement of Roy's Bay Jetty Presentation
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Scope for Replacement of Roy's Bay Jetty

WUCCB – 24th September 2026

Queenstown Lakes District Council

What this workshop is intended to achieve

The WUCCB is being asked to provide direction, not approve a detailed design.

- Confirm which options and additions best reflects the Board's vision for a distinctive, enduring community jetty.
- Confirm the core features to carry forward, including access, cultural narrative, lake, boat use and connection to the Stage 4 pathway.
- Understand which cost drivers make the project unviable and give direction on funding made available from WUCCB.

Desired direction

A clear preferred direction and a list of features.

Direction received from the Community Board

DESIGN

Go beyond like-for-like and create an iconic but not gold-plated community asset.

PLACE

Locate the new jetty in front of Helwick Street to connect the town centre and lake.

ACCESS

Make access a key design consideration and link the jetty to the Stage 4 pathway.

IDENTITY

Develop a cultural narrative in the design and output, with iwi involvement to be considered.

PACE

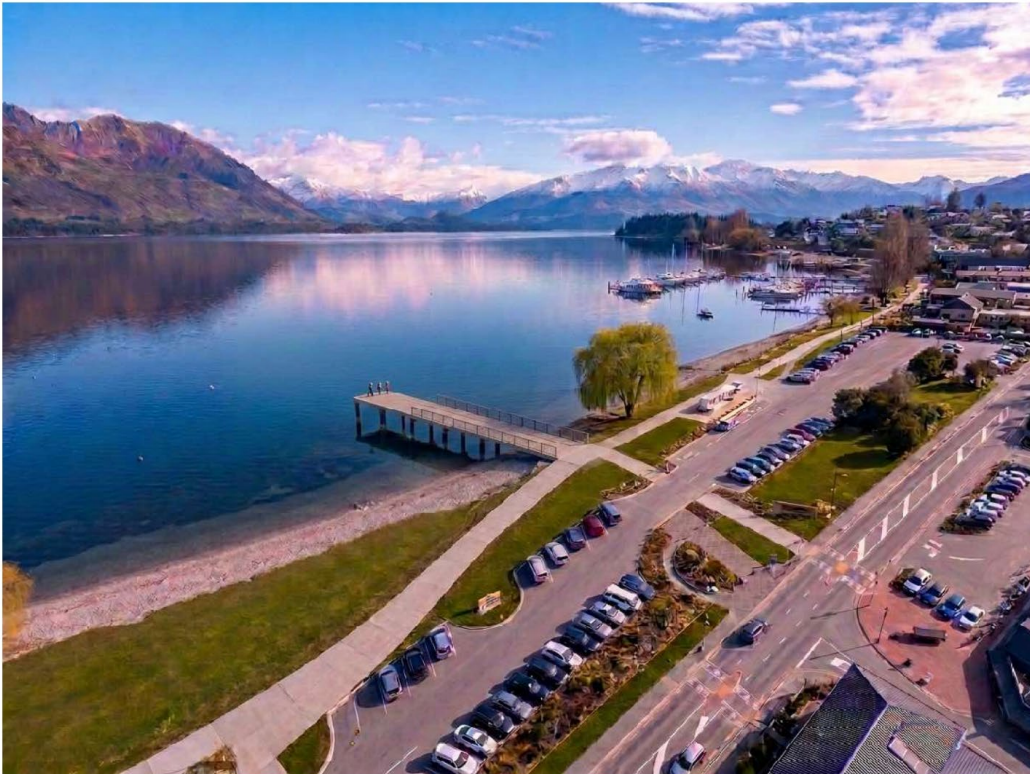
Progress the jetty now rather than waiting for the wider Stage 4 project.

COST

Show the major step changes that materially alter project cost.

Render | Two options developed

Option one, baseline concept option



Option two, expanded from base option



What have we established since last time?

Parameters of design

- Minimum Length 25m & Maximum Length 41.5m (adopted 29.5m)
 - Any shorter and the water depth would cause an issue for jumping. Any longer and the entire structure needs to be redesigned due to pile height, driving cost further.
- Pile Structure should be steel with PE Sleeve
 - Timber Structure would half the life and increase construction cost as pile construction methodology carries increased risk.
- Decking options is recommended as Hardwood for longevity & colour.
 - Normal timer structure lifespan is half and offers singular aesthetic look
- Designed to 4 Ton boat mooring capacity
 - Designed for largest average recreational boat, increased capacity shifts cost drastically.
- Floating pontoon structures is unviable due to wave action and lake level variance
- Consenting pathway & P&G is substantial and required heavy resources, extensive timeframe and budget
 - P&G total for project carried substantial cost due to lack of local resources and equipment

What have we considered?

Jetty length	Access Solution
Water Depth at head	Structural Typography
Deck Level	Use Case
Width and layout	Materials

Two concepts have been developed

OPTION 1 – baseline design

Straight 29.5m long, 4.0 m-wide jetty

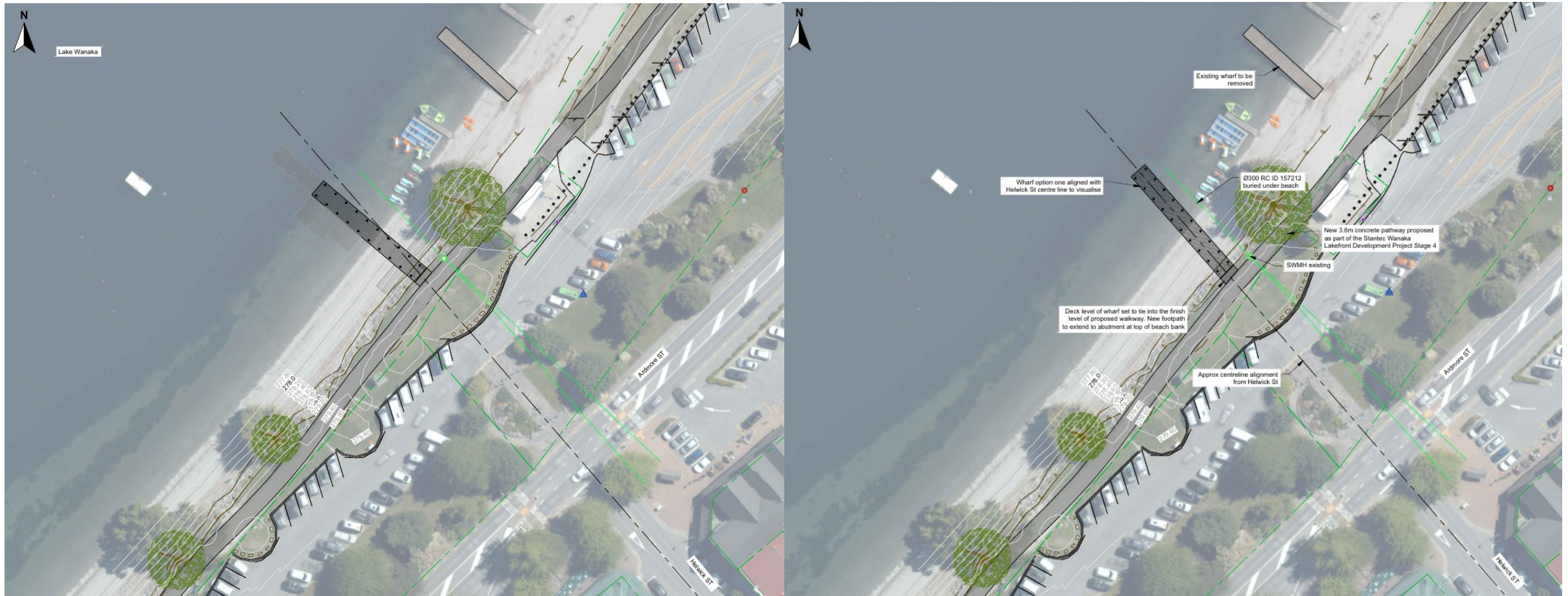
Length	29.5 m
Deck area	118 m²
Piles	18

OPTION 2 – expanded design

Widened 29.5m long, 3.0m wide approach to 6.0m wide head

Length	29.5 m
Deck area	133 m²
Piles	22

Render | Indicative Alignment



Indicative visualization showing orientation – Direction needed from board on preferred option

Design | Option 1 & 2



Estimated price option 1 - \$2,775,700 + GST

Current Property Budget \$1,200,000 - LTP 27-37 Y1*



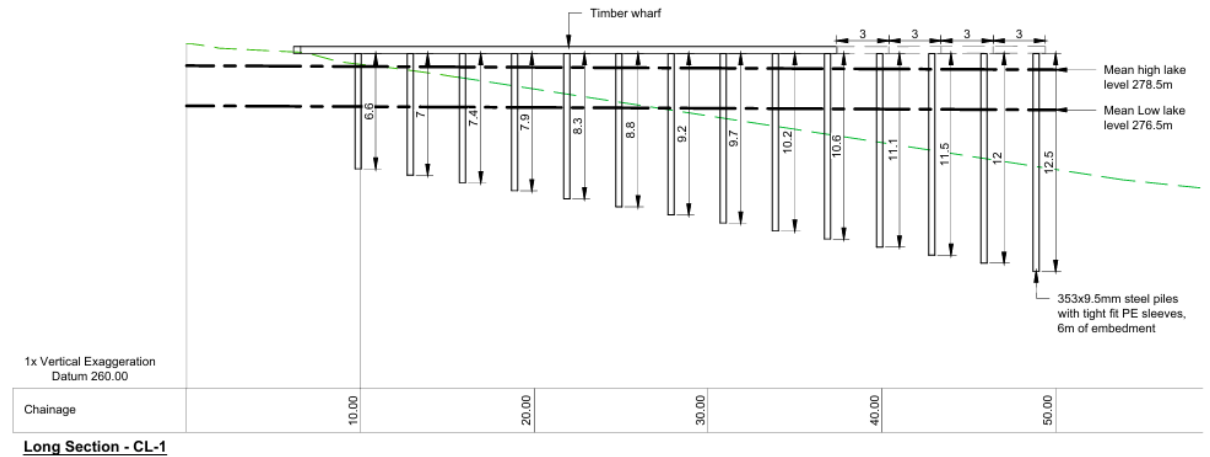
Estimated Price option 2 – \$3,253,700 + GST

Current Property Budget \$1,200,000 - LTP 27-37 Y1*

Scope additions

A number of tag-on options have been priced based on the feasible elements that can be added into the wharf structure to improve use and feel. A 30% contingency has been added to the estimate cost for each of these items.

Tag on item	Concept Options	Cost
Timber Stairs	Both	\$76,000
Stair widened 6 meters	Both	\$176,000
Stair turned and widened perpendicular 10m	One	\$226,000
Timber Ramp to beach level	Both	\$76,000
Extend wharf outward per 3.0m increments	Both	\$116,000
Extend wharf head left/right 6.0m	One	\$182,000
Stair turned perpendicular and widened	Two	\$176,000



What direction are we looking for?

- Should the jetty be in line with Helwick Street or aligned with the beach?
- Should we adopt option 1 or option 2 as our baseline design?
- How long should the jetty be? (between 25 – 41.5m)
- How much is the WUCCB willing to contribute to this project?
- What additional features should the jetty have? (Yes/No)
 - Access ramps?
 - Boat mooring opportunities?
 - Return L shape?
 - Stairs along walkway?
 - Wider than 4 meters?

CONSTRUCTION PROJECT TIMELINE			
Construction Start: Feb 2028 Completion: To Be Determined			
Stage	Timeframe	Description	WUCCB Input Point
1. Feasibility Work	July/Aug 2026	Feasibility work undertaken	Yes - September 2026
2. WUCCB Update	Sept 2026	Update on feasibility work to inform design budgets	Yes - Aug/Sept 2026
3. Design Procurement	Oct/Nov 2026	Design procurement process	
4. Design/Workshop/Consultation	Feb-July 2027	WUCCB Design, Workshop, and Consultation	Yes - Feb/July 2027
5. Consenting/Procurement	Feb-Dec 2027	Consenting and procurement process	
6. Construction Commences	Feb 2028	Construction begins (completion TBD)	

Appendix - Cost Drivers

Feature	Step change point	Why the cost jumps	Cost of uplift
Length	Beyond the base 29.5 m, at bed level RL 275.55	Pile length grows and the barge must work in deeper water. The drawings show the final pile after the deck has been extended 12m, as 6.5m long. Any further extension than the 12m would exceed the design threshold and the piles would either need to be upsized or braced.	125% of the cost for another 3m extension, past 12m
Water depth	Bed deeper than about RL 274.5	Pile length increases roughly metre for metre, and a longer free-standing than design pile may require bracing if depths exceed design.	About \$900 per pile per metre of extra length
Lakebed conditions	Cobbles, boulders or a dense gravel horizon	Driving slows or refuses due to encounter of difficult ground conditions.	Up to the full temporary works potential allowance in cost to test drive piles, about \$226,000
Joist spacing	670mm against 450mm for VSG8 decking	If VSG8 decking is used the joists can not be spaced at more than 450mm CRS, else decking fails, therefore needs to be upsized.	About \$33,000
Deck width	Beyond 4 m	A third pile line is required. This is the difference between Option 1 and the wide half of Option 2.	About \$212,000 for Option 2 over Option 1
Timber selection	Hardwood to VSG8 H5 treated pine	VSG8 has about a fifth of the strength, so bearers increase from 100x300 to 300x350 and joist from 50x200 at 670 CRS to 90x250 CRS. Capital cost falls, but the design life shortens.	Saves about \$93,000
Berthing provision	Any dedicated or commercial berthing	The calcs carry a 4 t vessel at 0.3 m/s as an abnormal berthing case, 24 kN into the outer pile row. A dedicated berth means larger vessels, fenders, bollards and a reclassification of the structure.	Fundamental - reclassifies the asset and increases cost significantly

Appendix - Cost Drivers

Outward extension	Each 3.0 m increment beyond the base 29.5 m	The drawings allow the wharf to be lengthened outward in 3.0 m increments to a maximum of 12.0 m further. Each increment adds two piles, a headstock, deck and two marine days, and puts the head into deeper water that has not been surveyed.	About \$116,000 per increment, up to \$465,000 for the full 12 m
Stair orientation	Turning the left hand stairs perpendicular to the deck	The drawings offer this. A perpendicular stair projects into the wave field and the calcs give 0.645 kN/m lateral on the staircase from the 1.5 m design wave, so stringers, bracing, connections and pile count all increase.	About \$100,000-\$150,000 over the parallel arrangement, depending on length
Consenting	Public notification of the resource consent	The planning advice rates notification a real risk given the Roys Bay Priority Area and two Wāhi Tūpuna overlays, and non-complying status for the Rural-zoned part under the Proposed Plan.	Programme and professional fees, outside construction cost
Cultural expression	Beyond detailed features	Small, applied features sit inside the reserved allowance. Large sculptural or structural changes affect design and costs.	\$100,000 budgeted
Retrofitting any tag-on later	A separate later contract	A second marine mobilisation to Wanaka is the penalty, on top of the marginal cost of the item itself.	About \$270,000 per mobilisation depending on changes.

*Budget is subject to Council approving P&I's current LTP submission for Waterways Infrastructure. This proposed budget falls into year 1 of the LTP 27-37 to align with the expectation of the WUCCB, but would not be available for this project if council decided to defer or cancel the funding.