



Order Paper for the Meeting of the

WĀNAKA COMMUNITY BOARD

Thursday, 4 April 2019

commencing at 10.00am

in the Lake Hāwea Community Centre

Myra Street, Hāwea

9.12 ITEMS OF BUSINESS NOT ON THE AGENDA WHICH CANNOT BE DELAYED

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with the item and the Chairperson provides the following information during the public part of the meeting:

- (a) the reason the item is not on the agenda; and
- (b) the reason why the discussion of the item cannot be delayed until a subsequent meeting.

s. 46A (7), LGOIMA

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson.

Please note that nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA 2002 with regard to consultation and decision-making.

9.13 DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

REFERENCE:

Queenstown Lakes District Council Standing Orders adopted on 15 December 2016.

Wānaka Community Board
4 April 2019

Agenda for a meeting of the Wānaka Community Board, to be held in the Lake Hāwea Community Centre, Myra Street, Hāwea on Thursday 4 April 2019 commencing at 10.00am.

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Minutes of a meeting of the Wānaka Community Board held in the Armstrong Room, Lake Wānaka Centre, Wānaka on Thursday, 21 February 2019 commencing at 10.00am

Present:

Councillor Quentin Smith (Chair), Ms Jude Battson, Ms Rachel Brown, Ms Ruth Harrison, Councillor Calum MacLeod, Councillor Ross McRobie and Mr Ed Taylor

In attendance:

Mr Stewart Burns (General Manager, Finance, Regulatory and Legal), Mr Dave Wallace (Manager, Resource Management Engineering), Mr Aaron Burt (Senior Planner, Parks and Reserves), Mr Dan Cruickshank (Property Advisor, APL Property Ltd), Ms Diana Manson (Parks and Reserves Officer) and Ms Jane Robertson (Senior Governance Advisor); one member of the media and eight members of the public

Apologies/Leave of Absence Requests

There were no apologies.

Declarations

No declarations were made.

Public Forum

1. Richard Elvey, Kahu Youth Trust

Mr Elvey noted that the Kahu Youth Trust hoped to lease land on Lismore Park to build a youth club which would also serve as a community hub to be used by other organisations. Such a building would allow the group to grow and would provide a permanent, sustainable home. Further, members would be able to use the park a lot more than at present and the site was near Mt Aspiring College. Funders were supportive of the proposal with plans already developed and being discussed with interested parties. He encouraged the Board to approve the Reserve Management Plan as this would enable such a building to be developed.

2. Dean Fluitt

Mr Fluitt expressed disappointment in the consultation undertaken on the Wānaka Lakefront Development Plan. He considered that what was proposed was contrary to the work completed in 2000 for 2020. He believed that the current plans were trying to shut the lake edge off from the community. He wanted to be able to drive up to the lakefront to use the beach as he had always been able to in the past, and taking away parking was totally ruining this experience. He stated that the lake was what Wānaka was about and it was not about a garden and a path. He wanted to get involved in the development plans and questioned how definite the current plans were. He also commented on plans for campervan parking.

3. Grant Ruddenklau, Upper Clutha A&P Society

Mr Ruddenklau stated that he was speaking on behalf of members of the society about use of the showgrounds for parking. He realised that this had been a short term option but noted there were real concerns that this may end up being a solution to parking in town. The members were concerned because it was a reserve area specifically for the annual show and formed part of the green belt of Wānaka and needed to be protected. Parking was not a permissible activity under the Reserve Management Plan for the showgrounds and he did not want it to continue to be used as a parking area.

4. Neville Harris

Mr Harris observed that the area of the lakefront referred to in development plans as 'south beach' had never been known as such, but was called Roys Bay. He was opposed to removing the Millennium Path and agreed that it was not realistic to move it. Accordingly, it should stay in the current place with the new development to occur around it. Council planning for lakefront development was undertaken in secret and in any case, the Reserve Management Plan stated that that area of lakefront should remain an open area. He had also been assured by the Mayor that the Millennium Path would stay in its present location. He believed the best option was to stop work until all aspects of the foreshore plan and roading issues were resolved. Time was not of the essence.

The Town Centre Plan and road closure proposals for mid-March did not cater for ageing residents. They were an important part of the community and would not be riding a bicycle or walking. The trial would be over a weekend when it should have occurred on a working day. He did not want development plans to kill what was popular with Wānaka.

5. Frances Copland

Mrs Copland reminded the Board that they were elected by the people to serve the people and their job was to listen to the people.

Confirmation of Agenda

On the motion of Councillor McRobie and Councillor MacLeod the Wānaka Community Board resolved that the agenda be confirmed without addition or alteration.

Matters Lying on the Table

There were no matters lying on the table.

Confirmation of minutes

On the motion of Councillor MacLeod and Ms Harrison the Wānaka Community Board resolved that the minutes of the meeting held on 15 November 2018 be confirmed as a true and correct record.

1. Road Naming Application – J Blennerhassett and J Hayward application to name a right of way at 104-114 Studholme Road

A report from Cameron Jones (Land Development Engineer) assessed an application from J Blennerhassett and J Hayward to name a right of way located at 104-114 Studholme Road, Wānaka. The applicants had chosen the name 'Cons Track', after its creator Con Kelliher, the plowman for the Wānaka Station during the 1940's and 1950's who was responsible for the track's existence. The decision had been referred to the Board under the Road Naming Policy because the background offered in relation to the requested name was outside the provisions of the policy. This was because although the policy allowed a name to be named after a "notable" historical person or event, it was not clear that the person suggested was notable to the wider community, although obviously important in the original development of this track. The report recommended that the application for the name 'Cons Track' be approved.

The report was presented by Mr Wallace.

On the motion of Councillor MacLeod and Ms Battson it was resolved that the Wānaka Community Board:

- 1. Note the contents of this report; and**
 - 2. Approve the application for the new road name, *Cons Track* with the condition that the owners of Lot 1 DP 350268, Lot DP 395564 & Lots 1-2 DP 435847 provide their approval.**
- 2. Reserve Management Plan for Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace Recreation Reserve, Domini Park and Kennedy Crescent Recreation Reserve**

A report from Aaron Burt (Senior Planner, Parks and Reserves) presented the final Reserve Management Plan for Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace Recreation Reserve, Domini Park and Kennedy Crescent Recreation Reserve for the Board to consider and to recommend to Council for adoption.

This report and item 3 were presented by Mr Burt.

Ms Harrison detailed the main issues raised at the hearing of submissions. There was discussion about the use of reserves for parking, noting that it was permissible where it enabled use of the reserve but not for wider uses. It was noted that use of the showgrounds for parking as raised in the Public Forum was a temporary use only. There was also discussion about the process from this point for Kahu Youth who wished to build a youth centre on Lismore Park.

On the motion of Councillor McRobie and Councillor MacLeod it was resolved that the Wānaka Community Board:

- 1. Note the contents of this report;**
 - 2. Recommend to Council, that the Reserve Management Plan (RMP) for the identified reserves be adopted;**
 - 3. Agree to the title 'Wānaka Central Reserves Management Plan 2019' as a practical title for the Reserves Management Plan; and**
 - 4. Note that the RMP will be ultimately reformatted to a professional standard and will include additional and updated images.**
- 3. Proposal to Vest Land in Wānaka as One Recreation Reserve and Seven Local Purpose Reserves and to Offset Reserve Improvement Contributions as per the Development Contributions Policy**

A report from Aaron Burt (Senior Planner, Parks and Reserves) assessed one Recreation Reserve and seven Local Purpose Reserves to be vested and the offset of reserve improvement development contributions. The report recommended that the Board recommend to Council that it accept the vesting of the reserves and approve the offset of Reserve Improvement Contributions.

Mr Burt advised that Northlake Investments had put forward a new Outline Development Plan and the proposed reserves aligned with this new plan. The proposed Recreation Reserve was centrally placed and the three reserves for connection were all logically positioned to align with existing walkways/cycleways.

Councillor Smith expressed concern that without a final Outline Development Plan the Board did not know exactly what was proposed in regard to the reserves.

Ms Harrison believed that there was risk in determining the matter at this meeting and moved that the item lie on the table, subject to more information coming back to the Board. However, this course of action was not supported and lapsed for want of a seconder.

Mr Burns pointed out that the recommendation provided some comfort on what improvements were proposed, with it recommended that detailed design plans be approved by the Parks and Reserves Planning Manager.

Councillor Smith suggested that his concerns would be addressed if a condition was added to the recommendation requiring the reserves to be developed in accordance with an approved Outline Development Plan and that approval of the detailed design plans for the reserves to be delegated to

both the Parks and Reserves Planning Manager and the Wānaka Community Board Chair. The Board agreed to these suggested additions.

On the motion of Councillor Smith and Ms Battson was resolved that the Wānaka Community Board:

1. Recommend to Council that the vesting of the one Recreation Reserve and seven Local Purpose reserves be approved:

Northlake Investments Ltd, Northlake Road, Wānaka – RM181451

- a. One Recreation Reserve (11,200m²): Road 1 Northlake Drive.
- b. Three Local Purpose (Connection) reserves, referenced as A (231m²), B (420m²) & C (420m²).

Exclusive Developments Ltd, Hikuwai development, Aubrey Road & Outlet Road, Wānaka – RM170797

- c. Lot 500 (185m²): Local Purpose (Connection) Reserve.
- d. Lot 501 (185m²): Local Purpose (Connection & Stormwater) Reserve.
- e. Lot 502 (635m²): Local Purpose (Connection & Stormwater) Reserve.
- f. Lot 503 (260m²): Local Purpose (Connection) Reserve.

Subject to the following works being undertaken at the applicant's expense:

- i. Consent being granted (as necessary and subject to any subsequent variations) for any subdivision required to formally create the reserves, and to also level out topography (if advised necessary by the Parks & Reserves Planning Manager);
- ii. Such a consent for any Recreation Reserves shall ensure that in any staged development, the creation of a Recreation Reserve is bound to the first stage to seek title, or subject to alternate timing requirements deemed necessary by the Parks & Reserves Planning Manager;
- iii. Presentation of the reserve in accordance with Council's standards for reserves;
- iv. The submission of a Landscape Plan to Council by the developer for certification as appropriate, including subsequent

- implementation of landscape and planting for the reserves. The certification of such a plan shall be by the Parks and Reserves Planning Manager.
- v. The formation of sealed pathways on the reserves to a minimum 2 metre wide width, and to also meet the Grade 2 standard of the QLDC Cycle Trail and Track Design Standards & Specifications (2016);
 - vi. A potable water supply point to be provided at the boundary of the reserve lots;
 - vii. The registration of a fencing covenant under s6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land;
 - viii. The registration of a Consent Notice on any land within the development adjoining the reserves, to ensure any fences on land adjoining, or boundaries along any reserve, shall no greater than 1.2m in height, and be 50% visually permeable;
 - ix. A three year maintenance period by the current landowner commencing from vesting of the reserves;
 - x. A maintenance agreement being prepared and signed by the Parks and Reserves Planning Manager specifying how the reserves will be maintained during the maintenance period; and
 - xi. Vesting of reserves to be undertaken in accordance with the QLDC Vesting of Roads and Reserves Policy.
2. Recommend to Council that any reserve improvement contributions are offset against those payable in accordance with the Development Contributions Policy current at the time of contributions payment, subject to:
- a. The reserve being developed in accordance with an approved Outline Development Plan and detailed design plans for the reserves to be submitted and the approval of these to be delegated to the Parks and Reserves Planning Manager and Wānaka Community Board Chair.

- b. Final approval of reserve improvement costs to be delegated to the Parks and Reserves Planning Manager and is subject to the applicant demonstrating the actual costs of the improvements.**
- c. If the cost of work to construct the approved plans exceeds the contributions available to be credited, the additional cost shall be at the applicant's expense.**

4. Temporary Road Closure Application – Wānaka A&P Show 2019

A report from Sarah Mitchell (Property Advisor, APL Property Ltd) assessed an application for a temporary road closure for the Wānaka A&P Show from Wednesday 6 March to Sunday 10 March 2019. The report recommended that the temporary road closure be approved, subject to conditions.

This report and item 5 were presented by Mr Cruickshank.

Concern was expressed about the potential for rubbish to be left lying around after the event. Mr Cruickshank advised that the Event Manager would be reminded of this issue. In addition, a request was made to increase the park and ride facility. Mr Cruickshank advised that this could only now be considered for the 2020 event.

On the motion of Councillor McRobie and Councillor Smith it was resolved that the Wānaka Community Board:

- 1. Note the contents of this report;**
- 2. Approve the road closure application for the Wānaka A&P Show 2019 subject to the following conditions:**
 - a. Approval of the final Traffic Management Plan by QLDC Planning and Development.**
 - b. Radio advertising two days prior and on the morning of the event.**
 - c. The event organisers arranging suitable disposal methods for recycling and rubbish/refuse.**
 - d. The event organisers ensure access is available for emergency services and maintenance contractors if required;**
 - e. The event organisers encourage alternative transport modes to the event such as adequate bike parking and Park and Ride option.**

- f. The applicant must advise of the closure and the alternative transport modes through their own social media and contact QLDC Communications to arrange the closures to be further shared through Council social media.
- g. The applicant must notify all affected parties of the extent of the temporary road closure; this notification is to be undertaken at least ten working days prior to the closure occurring. A copy of this notice is to be supplied to APL Property Limited.
- h. All reasonable concerns raised by affected parties shall be addressed by the applicants to the satisfaction of Council. In addressing such concerns, the applicants shall nominate a responsible person to liaise with Council.

3. Authorise the following schedule of road closures:

Road to be Closed: McDougall Street from Ardmore Street to Brownston Street

Period of Closure: 0800 on Wednesday 6 March 2019 to 0800 on Sunday 10 March 2019

5. Hāwea Playgroup Incorporated – New Lease

A report from Dan Cruickshank (Property Advisor, APL Property Ltd) assessed an application for a new lease of the site they occupied on the corner of Camp Hill Road and St Ninians Way, Hāwea Flat. The report noted that the land was not reserve and it therefore did not require public notification. However, only Council could grant a lease and the Board was required to make a recommendation to Council. The report recommended that a lease be granted, subject to conditions.

On the motion of Councillor Smith and Councillor McRobie it was resolved that the Wānaka Community Board:

- 1. Note the contents of this report;**
- 2. Recommend to Council that a new lease be granted to the Hāwea Playgroup Incorporated over Part Section 11 Block V Lower Hāwea Survey District subject to the following conditions:**

Commencement	TBC
Term	3 Years
Renewal	Two further terms of 3 years by agreement of both parties

Rent	Pursuant to Community Facility Funding Policy (\$1 per annum at commencement)
Reviews	5 yearly or when the Funding Policy is reviewed
Use	Activities associated with a community playgroup and playcentre
Operational costs	All rates and charges associated with the land to be paid for by lessee
Assignment/Sublease	With Council approval
Liability Insurance	\$2 million
Expiry Conditions	Lessee can elect to remove improvements and make good or improvements to revert to Council ownership with no compensation payable
Break Clause	Council can give 1-year cancellation notice if the land is required for the 'provision of core infrastructure services'
Maintenance	All maintenance of the building and property including gardening to be paid for by lessee

3. Recommend to Council that they delegate signing authority to the General Manager of Property and Infrastructure.

6. Chair's Report

A report from the Chair:

- Asked the board to formally accept the petition signed by 1,697 persons seeking that *"The Millennium Path on Wānaka Lakefront is not to be removed as it is an integral part of Wānaka history"*;
- Presented updates on the Wānaka Masterplan and activities at the Wānaka Recreation Centre;
- Sought support for WCB member Jude Battson to attend the New Zealand Community Boards' Conference 2019 in New Plymouth;
- Requested an alteration to the membership of the hearing panel for the Coastguard Wānaka hearing; and
- Summarised the actions from the previous meeting.

The Chair advised that the Board could expect a report to be presented to the next meeting next meeting addressing the Wānaka Lakefront Development including the Millennium Pathway and parking. He also reminded the Board about the activation trials happening in the Wānaka CBD in March.

Members questioned what had happened to trees that had recently been taken down. It was suggested that the arborist be reminded to remove them. The board observed that a tree succession programme was needed because a number of trees had been lost in recent storms.

On the motion of Councillor McRobie and Ms Harrison it was resolved that the Wānaka Community Board:

- 1. Note the contents of this report;**
- 2. Receive the petition signed by 1,697 persons seeking that 'The Millennium Path on Wānaka Lakefront is not to be removed as it is an integral part of Wānaka history';**
- 3. Agree that Jude Battson shall attend the biennial Community Boards Conference to be held in New Plymouth 11-13 April 2019;**
- 4. Rescind the following motion from the Wānaka Community Board meeting of 15 November 2018:**

Delegate the power to hear any submissions and make a recommendation to Council to three Wānaka Community Board members: Ms Battson, Ms Harrison and Councillor McRobie.

And resolve instead that the Wānaka Community Board:

Delegate the power to hear any submissions and make a recommendation to Council to three Wānaka Community Board members: Ms Harrison, Councillor McRobie and Mr Taylor.

The meeting concluded at 11.25am.

Confirmed as a true and correct record:

Chairperson

D A T E

**Wānaka Community Board
4 April 2019****Report for Agenda Item: 1****Department: Community Services****Wānaka Lakefront Development Plan design of Stage 2, South Beach****Purpose**

To seek approval of the associated recommendations for change regarding the Wānaka Lakefront Development Plan and design of Stage 2, South Beach.

Recommendation

That the Wānaka Community Board:

1. **Note the contents of this report;**
2. **Agree** to amend the proposed concept in the Wānaka Lakefront Development Plan 2016 for the Millennium Walkway to be incorporated in the feature gardens within the design of Stage 2, South Beach;
3. **Agree** to incorporate the Millennium concept into the design of Stage 2, South Beach; by a means of engraving the same content onto a new alternate and approved tile, in order to future-proof and protect the content, and maintain the continued legacy that the Millennium project sets to achieve rather than uplift and use the existing tiles.
4. **Agree** to defer the design process for Stage 2, South Beach for car parking to allow for a complete review of car parking in the Wānaka Town Centre through the process of the Wānaka Town Centre Masterplan;
5. **Agree** offset the provision of approximately 120 lakefront car parks subject to the following actions, associated locations and funding approval:
 - Demarcate temporary parking within a specific area of the Wānaka lakefront reserve at the south end of stage 1; and
 - Carry out minor improvements and signage to the existing Lismore Park road reserve to enhance the provision for informal parking; and
 - Utilise the parking capacity available within the surrounding streets and associated town centre zones as per the 2018 Wānaka Parking Survey Report; and
 - The QLDC Property & Infrastructure team will review parking limits within the Wānaka Town Centre
6. **Approve** the updated timeline for implementation of the Wānaka Lakefront Development Plan and construction of Stage 2, South Beach;

7. **Approve and agree** to implement Stage 2, South Beach detailed design that incorporates the above changes.

Prepared by:

Reviewed and Authorised by:



Maddy Dowman
Projects Officer:
Parks & Reserves

28/03/2019



Jeannie Galavazi
Planning (Acting)
Manager: Parks &
Reserves

28/03/2019



Thunes Cloete
General Manager
Community Services

28/03/2019

Background

- 1 The Wānaka Lakefront Reserves Management Plan 2014 (**WLRMP**) is the guiding document for lakefront reserves in Roys Bay, Wānaka, prepared under the Reserves Act 1977. It identifies the objectives and policies for the management of these lakefront reserves, including protection and development. The WLRMP separates the reserves into character areas by rationalising uses into district management zones and helps to recognise and retain the unique character of the Wānaka Lakefront.
- 2 WLRMP policy 5.2.1.3 requires the development of a concept plan and detailed design for the identified reserves within Roys Bay for public engagement and project prioritisation.
- 3 The adopted WLRMP 2014 can be found via this link <https://www.qldc.govt.nz/assets/Uploads/Council-Documents/Reserve-Management-Plans/Wānaka-Lakefront-Reserves-Management-Plan.pdf> and refer to policy 5.2.1.3 on page 34.
- 4 The Queenstown Lakes District Council adopted the Wānaka Lakefront Development Plan (**WLDP**) in August 2016 as a high-level document that will guide the development of the Wānaka Lakefront Reserves for the next 20-30 years.
- 5 The WLDP aligns key aspirations and themes with the WLRMP to provide continuous pedestrian and cycle access along the lakefront, make strong connections with the town centre and enhance the ecology throughout.
- 6 Public consultation was undertaken for the WLDP over a three month period and comprised of online surveys, three public drop-in sessions and a display at the Wānaka A&P Show. Council staff and Wānaka Community Board (**WCB**) members met with local businesses and organisations. Overall, the feedback was very positive and supportive of what the plan was seeking to achieve.

- 7 The adopted WLDP 2016 can be found via this link <https://www.qldc.govt.nz/assets/Uploads/Your-Council/Projects/Wānaka-Lakefront-Development-Plan/Wānaka-Lakefront-Development-Plan-Updated-November-2018.pdf> and the current staged implementation plan and timeline are included as **Attachments A and B** to this report.
- 8 This report seeks to resolve matters associated with two existing and significant lakefront features. It also seeks approval of Stage 2 detailed design, incorporating changes and implementing the project based on detail provided.
- 9 Both features are identified as important in the WLDP and a proposed concept for their continued integration has been incorporated. A resolution is required to confirm the detail regarding the incorporation of these features within the detailed design of Stage 2, South Beach (**Stage 2**). The first matter is in relation to the Millennium walkway and the second is in relation to the lakefront car parking along Ardmore Street between Dungarvon and McDougall Streets.
- 10 Stage 2 Developed Design rationale is included as **Attachment E** to this report.

Comment

Millennium Walkway

- 11 The WLDP 2016 recognises and highlights the significant value and importance that the existing Millennium Walkway holds within the local Community and has always supported the aspiration to incorporate the concept and content of the walkway into the detailed design of Stage 2, in order to protect the walkways historic relevance and ensure its continued legacy.
- 12 The WLDP specifically states that, 'The printed tiles will be individually recorded and uplifted to be placed into the 4m wide shared path. The relocation and replacement of any damaged tiles will be in coordination with the community.'
Please refer to page 31 of the WLDP via the link in paragraph 4.
- 13 The Millennium walkway was to run alongside the new lakefront promenade pathway as part of the detailed design of Stage 2 of the WLDP.
- 14 To ensure coordination with the community regarding the use of the existing tiles, QLDC have subsequently formed a relationship with a Millennium Walkway Interest Group (**MWIG**). This group is led by two key members, two of which were involved in the original community led project to establish the Millennium Walkway along the Wānaka Lakefront, which opened in November 2001.
- 15 QLDC have kept in communication with the MWIG via email, phone and meetings on site, to inform them of progress and outcomes associated with the Millennium Walkway, its proposed detailed design and options relating to the use of the existing tiles within Stage 2.
- 16 Recently the WCB formally received a petition of 1697 signatures, in support that '*The Millennium Path on Wānaka Lakefront is not to be removed as it is an integral part of Wānaka history*'. The MWIG initiated and formally submitted this petition to the WCB.

Incorporation of Millennium Walkway into Stage 2 Detailed Design

- 17 Since the WLDP was adopted in 2016, QLDC has since developed a stronger focus towards the concept of active travel within Wānaka and the wider Queenstown Lakes District.
- 18 The WCB have subsequently discussed the option to amend the original WLDP concept that showed the Millennium Walkway alongside the pathway and instead, incorporate the Millennium Walkway into the feature gardens of the Stage 2, South Beach developed design.
- 19 Benefits of incorporating the Millennium walkway tiles into the feature gardens as opposed to alongside the walkway ensure:
- the tiles are protected from mowing machinery
 - it eliminates a hazard by reducing user conflict between users 'actively travelling' along the promenade and those slowly meandering along the walkway reading the tiles
 - it creates a sense of place to reflect and contemplate this snapshot of history that the Millennium project captures
- 20 Based on the above benefits, it is recommended that the WCB give approval to incorporate the Millennium Walkway in to the feature gardens within the detailed design of Stage 2.

Use of Existing Millennium Walkway Tiles

- 21 Although the WLDP proposes that the existing tiles will be recorded and uplifted, these tiles are currently in poor condition and there are concerns around the feasibility and associated cost in attempting to uplift and relocate the existing tiles given their deteriorating condition.
- 22 Given the high profile nature of the Millennium Walkway and recent public attention, surrounding the anticipated outcome of the Millennium Walkway, both QLDC and the MWIG agreed to the following outcomes associated with the use of the existing tiles:
- QLDC were to undertake a trial to uplift a certain number of existing Millennium walkway tiles to determine the feasibility and cost associated in utilising the existing tiles into the design of Stage 2, South Beach.
 - The content on the existing tiles is to remain as it was at the time of creation with no additional information to be added but, agree to verify content to ensure accurate information
 - As far as is practicable, use the existing tiles preserving as many as possible
 - If the existing tiles cannot be uplifted, a discussion around other options is to be had between both parties

- Install an interpretative plaque detailing the history of the Millennium walkway content and project
- 23 A trial to safely uplift two sections of the existing tiles took place over Monday 11 March and Tuesday 12 March by Contractor, Fulton Hogan.
- 24 The trial did not include any work associated with the possibility to relocate the uplifted tiles, preparing the tiles and cutting back the concrete footing to reposition, or, any work associated with relaying the existing tiles into a new location including formation of a suitable base.
- 25 The trial concluded that it is possible to simply uplift existing tiles that are currently undamaged, together with a large chunk of concrete footing from the current walkway location.
- 26 The attempt to separate the tile from the large concrete footing was not successful. Therefore, the base would have to remain if re-laying the tiles however; it is possible to cut back the concrete footing to reduce in size.
- 27 Although the trial concluded that it is possible to uplift existing, and currently undamaged tiles, there are significant risks associated with attempting to uplift and relocate the existing millennium tiles.
- There is a high risk of tiles being damaged during the removal and storage process as there is such a large number of tiles to be uplifted and stored.
 - The tiles will require multiple handling and transportation at a number of stages, which increases the risk of breakage to occur and tiles to require replacing.
 - There is additional complexities and risks involved in the placement of the relocated tiles when compared to installation of new tiles. As the tiles will be uplifted in sections and remain attached to the existing concrete footing, it will be difficult for these to be shaped and cut to match the form of the feature gardens. The tiles were originally installed in a curved fashion and will maintain that curved shape when they are uplifted.
- 28 Additional work will be required to attempt to match the tiles to appropriate locations and to cut and shape infills between sections to match the shape of the gardens.
- 29 In order to maintain a level finish, the footings attached to the tiles will have to be cut down to match each other to enable these to be installed; this will require additional prep time and work during installation.
- 30 The weight and difficulty of moving the tiles whilst attached to the concrete footing creates further difficulties and H&S hazards during the reinstallation process.
- 31 It will be significantly more difficult to achieve a high quality finish during installation when using the relocated tiles compared to installation of new tiles.
- 32 The developed design of Stage 2 show that approximately 700-800 tiles are required to incorporate the Millennium Walkway into the feature gardens.

- 33 Calculations suggest that 430 existing tiles, currently in place along the walkway are in a reasonable condition. Therefore, regardless of the number of existing tiles successfully uplifted, there will not be enough tiles to make up a required number of approximately 700-800.
- 34 All of the above factors increase the risk and costs associated with uplifting and utilising the existing tiles and make it difficult for an accurate estimate of the associated cost to be understood. Therefore, final costings associated in doing so will only be available through the tender process.
- 35 Maintaining the existing Millennium walkway in its entirety and current location, and not re-creating the concept into the new design of Stage 2 South Beach, this is deemed not to be a suitable option due to the following:
- Due to the current and failing condition of the Millennium tiles, a decision regarding the future use is necessary now in order to reduce the risk of further deterioration.
 - There would be significant cost and complexity associated with addressing this issue in the future and incorporating into the completed Stage 2 works at a later date.
 - The reserve area that the walkway is currently located was identified in the 2016 WLDP for potential future parking however, a decision around this parking is anticipated to be deferred and to be considered under the WTCMP process.
 - The proximity of the current walkway is very close and adjacent to the future promenade as part of stage 2 South Beach design and will therefore, be at risk of damage during construction. It also has the potential to confuse and detract users.
- 36 Based on the outcome of the trial and what QLDC believe is feasible, the following options for utilising the existing tiles within the detailed design of Stage 2 are:
- Option 1: Agree to utilise as many existing tiles as possible by uplifting currently undamaged tiles and concrete footing, prepare the uplifted tiles and concrete footing and place within the feature gardens. Furthermore, accept all associated risks and final costs through the tender process.
- Option 2: Do not uplift or utilise the existing tiles and instead, incorporate the Millennium concept into the design of Stage 2; by a means of engraving the same content onto a new alternate and approved tile, in order to future-proof and protect the content, and maintain the continued legacy that the Millennium project originally set to achieve.
- Option 3: Maintain the existing Millennium Walkway in its entirety and current location and do not incorporate in the new design of Stage 2.
- 37 The recommended option to deal with this matter is option 2.
- 38 Based on the limited information currently understood around costing and for both of the options 1 and 2, associated with uplifting and utilising the existing tiles, option

2 is the most cost effective option. This is also taking into account, the anticipated risks identified and outlined above.

39 Furthermore, it is understood that in terms of the overall project value associated with the implementation of the WLDP, the variance between the options one and two is not substantial.

Lakefront Car Parking

40 The WLDP identifies a key aspiration to reduce the dominance of parking along the central lakefront while still allowing provision for car parking elsewhere. The three month consultation period provided strong feedback on the matter and supported this aspiration.

41 As part of Stage 2 developed design, the WFDP concept proposes angle parking along the lakefront and restricts parking to both sides of Ardmore St and between Dungarvon and McDougall Streets.

42 Since the WLDP was adopted in 2016, QLDC has commenced the Wānaka Town Centre Masterplan (**Masterplan**) planning process. Future parking in the Wānaka Town Centre will be addressed as a whole through the Masterplan.

43 The Masterplan is in early stages and therefore cannot provide certainty as to where and what type of parking recommendation will come out of this process.

44 Therefore it is recommended to defer the Stage 2 parking design in the interim to allow the solution for parking in the Wānaka Town Centre, including the lakefront, to be appropriately determined as part of the Masterplan which looks more widely at parking and transport options.

45 By proceeding with the detailed design and construction of Stage 2, the current lakefront parking will result in the displacement of approximately 120 car parks.

46 It is recommended to offset the provision of approximately 120 car parks, subject to the following actions and associated locations within the Wānaka Town Centre:

- Demarcate temporary parking within a specific area of the Wānaka lakefront reserve at the south end of Stage 1; and
- Carry out minor improvements and signage to the existing Lismore Park road reserve to enhance the provision for informal parking; and
- Utilise the parking capacity available within the surrounding streets and associated town centre zones as per the 2018 Wānaka Parking Survey Report, refer to **Attachment D**, (pages 2 and 3) of this report; and
- The QLDC Property & Infrastructure team will review parking limits within the Wānaka Town Centre

47 The options and locations are based on consideration for free and 'easy to find' parking e.g. visitors willing to walk 10 minutes and locals, 5 minutes.

48 Works associated with parking displacement and minor improvements would be managed and implemented across both QLDC Parks and Property & Infrastructure Departments, and will be subject to funding approval.

49 By continuing with Stage 2 construction and off-setting the provision of approximately 120 car parks, a key part of the WLDP will be delivered this year and it would support the WLDP aspiration to reduce the dominance of parking on the lakefront, while still allowing car parking elsewhere.

WLDP Timeline & Communications Plan

50 Due to additional time required to further define and work towards resolutions associated with certain elements of the WLDP, the approved project timeline has been delayed, resulting in the need to re-assess a project timeline.

51 Furthermore, a revised timeline takes consideration for the following:

- Time to design, price and construct minor parking improvements associated with displacement parking
- The seasonal impact of winter – increased risk of failed concrete and establishment of grass, and risk of delays due to bad weather
- Time for contract procurement and establishment and reduces risk of increased costs associated with fast-tracking the project

52 In order to continue implementing stages 2-5 of this project, refer to **Attachment C** for the revised project timeline.

53 The WLDP guides the development of the most high profile lakefront areas within Wānaka with significant benefits to the community and visitors. For this reason it is important to keep the community informed of the progress and planned stages of this project.

54 The revised Communications Plan includes publically sharing the design features of Stage 2. It also proposes a public ‘drop-in’ session to share the Stage 2 concept and associated features with the public.

Options

55 **Option 1** Approve Stage 2 detailed design of the Millennium Walkway to incorporate new tiles into the gardens, approve option 2 in relation to the use of the Millennium Walkway tiles, defer the Stage 2 parking design, implement minor improvements to address parking displacement and approve the revised timeline.

Advantages:

56 Will continue to maintain and achieve key aspirations and themes adopted in the WLDP.

57 Will resolve matters associated with the Millennium Walkway while still achieving key aspirations of the 2016 WLDP to incorporate the Millennium

Walkway. Reduce the dominance of parking, while still allowing for parking provision elsewhere.

- 58 Align with Masterplan objectives and solutions for Wānaka parking overall.
- 59 Ensures the best outcome for the community and allows to further progress towards overall implementation of the WFDP including the construction of Stage 2.
- 60 Be adaptable whilst implementing the WLDP changes to allow for:
- The changing nature of the district
 - Wider QLDC plans and initiatives
 - Supports general shift in wider Council objectives such as the focus towards active travel
- 61 Ensures appropriate alignment of both the WLDP and Masterplan, despite both plans being at different stages of development.
- 62 Allows the continuation of the WLDP while enabling the Masterplan process to allow parking within the Wānaka Town Centre to be addressed as a whole and addresses displacement parking.
- 63 Will enable the WLDP to be implemented within an achievable timeframe in order to better meet the needs of the community and reduces risks to QLDC and the project.

Disadvantages:

- 64 Allows the Masterplan to direct aspects of the implementation of the WLDP.
- 65 The WLDP and associated stages will not be implemented as soon as previously anticipated.
- 66 Reputational risks associated with approved resolutions not meeting the expectations of all community members.
- 67 **Option 2** To not approve Stage 2 detailed design of the Millennium Walkway to incorporate new tiles into the gardens, do not approve option 2 in relation to the use of the Millennium Walkway tiles, do not defer the Stage 2 parking design or implement minor improvements to address parking displacement and, do not approve the revised timeline.

Advantages:

- 68 Some key outcomes can still be achieved by not amending the proposed concept in the WLDP 2016 associated with the Millennium Walkway and Lakefront Parking. This will also meet some community expectations.
- 69 The WLDP and associated stages could potentially be implemented sooner.

Disadvantages:

- 70 Will not appropriately resolve matters associated with both the Millennium walkway and lakefront parking.
- 71 Does not ensure the best outcome for the community and continues to delay further progress towards overall implementation of the WFDP and construction of Stage 2.
- 72 Does not take into consideration:
- The changing nature of the district
 - Wider QLDC plans and initiatives
 - Supports general shift in wider Council objectives such as the focus towards active travel
- 73 Does not align the WLDP and Masterplan to ensure the best outcome
- 74 Will not allow the WLDP to be implemented within an achievable timeframe and will not better meet the needs of the community nor reduce risks to QLDC and the project.

75 This report recommends **Option 1**.

Significance and Engagement

76 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because it relates to a reserve that is a strategic asset. The proposal is a fitting use of the reserve and is supported by the Reserve Management Plan.

Risk

77 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00009 Ineffective Management of Community Assets within the [QLDC Risk Register](#). This risk has been assessed as having a High inherent risk rating.

78 This matter will support the Council by allowing us to implement additional controls for this risk. This shall be achieved by ensuring effective management of the Wānaka Lakefront reserve on behalf of the Wānaka community, which will help reduce the Residual Risk rating of RISK00009.

Financial Implications

79 There are no additional capital expenditure requirements for the project at this stage. Operational costs associated with displacing 120 car parks can be met through existing budgets.

Council Policies, Strategies and Bylaws

80 The following Council policies, strategies and bylaws were considered:

- Wānaka Lakefront Reserves Management Plan 2014.

81 [The recommended option is consistent with the principles set out in the named policy/policies.](#)

82 [This matter is included in the 10-Year Plan/Annual Plan through existing property operating budgets.](#)

Local Government Act 2002 Purpose Provisions

83 The recommended option: 1

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by ensuring that a community/sports building is redeveloped to better address the needs of the community;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Consultation: Community Views and Preferences

84 The people who are affected by or interested in this matter are the Wānaka community.

85 In 2016, QLDC did consultation with the Wānaka community and the WLDP was approved. The Special Consultative Procedure was followed.

Attachments

- A Current Staged Implementation Plan
- B Current Project Timeline
- C Revised Project Timeline
- D 2018 Wānaka Parking Survey
- E Stage 2 South Beach – Developed Design Rational

WĀNAKA LAKEFRONT DEVELOPMENT PLAN

Staged Implementation Plan (2018)

- Stages:
- 1 MT ASPIRING CARPARK
 - 2 SOUTH BEACH
 - 3 LAKESIDE
 - 4 MAIN BEACH*
 - 5 NORTH CARPARK



* in conjunction with the Wānaka Town Centre Masterplan

Wānaka Lakefront Development Plan Draft Master Programme



Revised Wānaka Lakefront Development Plan Master Programme



REPORT

WĀNAKA PARKING SURVEY 2018

PREPARED FOR QUEENSTOWN LAKES DISTRICT COUNCIL

April 2018

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QUALITY STATEMENT

PROJECT MANAGER	Ali Siddiqui	PROJECT TECHNICAL LEAD	Iain Banks
PREPARED BY	Edward Guerreiro		24/04/2018
CHECKED BY	Ben Greenwood		02/05/2018
REVIEWED BY	Iain Banks		02/05/2018
APPROVED FOR ISSUE BY	Iain Banks		02/05/2018

QUEENSTOWN
 134a Gorge Rd, Queenstown 9300
 PO Box 13-052, Armagh, Christchurch 8141
 TEL +64 3 450 0890, FAX +64 3 450 0891

REVISION SCHEDULE

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	2/5/2018	Final	EG	BG	IB	IB

Queenstown Lakes District Council

Wānaka Parking Survey 2018

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APPENDICES

Appendix A Survey Results

1. Introduction

Queenstown Lakes District Council (QLDC) engaged Stantec New Zealand (Stantec) to conduct the 2018 edition of the annual parking survey in central Wānaka. Parking surveys were carried out over the course of a day at 7am, 10am, 12pm and 3pm on Wednesday 21 March 2018. This survey is a continuation and expansion from an annual series of traffic and parking surveys that have been carried out since 2012 either directly by QLDC or with Stantec involvement.

The methodology adopted to carry out the survey is a repetition of the same methodology as was established in 2017 with an increased survey area and new recording technology (as discussed below). This allows a means of direct comparison with results from previous years. As the parking survey scope changed in 2017, comparisons can only be made to last year's results.

The objective of the annual parking survey is to allow QLDC to report on the availability of public parking in the town centre and surrounding areas, both on street and off street.

The following report presents the data and analysis of the 2018 Wānaka parking survey.

2. Wānaka Parking Survey Methodology

The original survey methodology for determining parking availability involved counting short term parking durations across the town centre. Weekends, public holidays, Mondays and Fridays are avoided because it has been suggested that these might not provide typical results.

The scope and methodology of parking surveys was expanded upon in 2017. Parking occupancy surveys now covers central Wānaka and surrounding streets and includes both on street, off street public parking and metered parking. The extent of the surveyed area is indicated in Figure 1.

Figure 1 - Wānaka Parking Occupancy Survey Extents



As per last year's methodology, the 7am time slot was kept in addition to the 10am, 12pm and 3pm time slots conducted in previous years.

For the revised parking survey methodology, an inventory of identified parking locations within the town centre was established in pocket RAMM. A desktop exercise was undertaken using a combination of existing RAMM data for parking markings and signage, and correlation with aerial imagery and Google Street view images. This inventory was prepared for only council controlled on or off street parking and did not generally include for any private parking spaces. The inventory records the location, number of parks and type of parking e.g. P60, loading zone, free all day parking etc. Any illegal or non-formalised parking (e.g. parking on grass berms behind no stopping lines) was not included in the inventory or the survey data collection. This inventory was then uploaded into a mobile data collection application and surveyors walked around 4 different routes recording the number of spaces occupied at each of the 4 time intervals.

A sample of the inventory was validated on the ground prior to the 2017 surveys and some further corrections were identified following the 2017 data. As such the data presented should be generally accurate in terms of total numbers of available spaces. The occupancy levels are recorded against the inventory so therefore the level of accuracy of the occupancy count is considered good to allow for comparison with previous and future surveys.

3. Summary of Results

In 2017, the updated survey methodology for Wānaka's ongoing parking survey program was adopted and the 2017 data became a baseline for future comparison and analysis. A full output of the 2018 results are attached as an excel spreadsheet in Appendix A.

Parking availability throughout Wānaka has been divided into zones based on a traffic generation model prepared by Ableys' and is shown in Figure 2. This is the same analysis methodology as used for Queenstown, however, it may be appropriate for QLDC to review the zones to better reflect the main CBD parking areas versus the peripheral CBD and more urban residential zones.

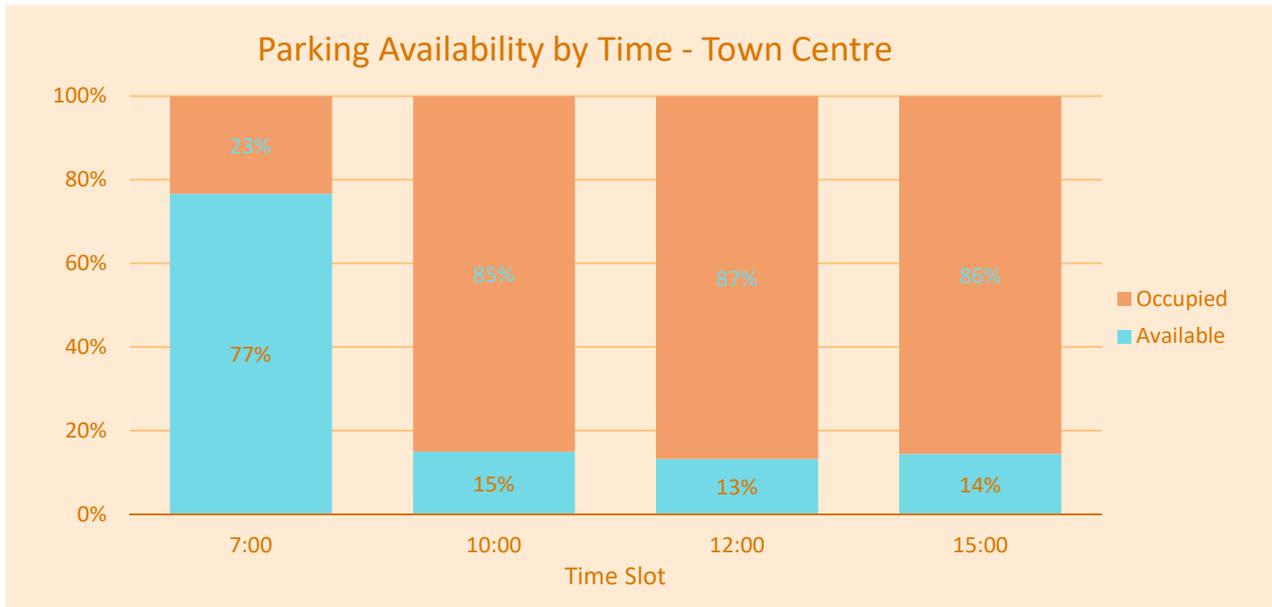
Figure 2 - Abley's Parking Region Model



3.1 Town Centre

The following discussion and graphs present the results for the regions 31 and 33 which are identified as Wānaka's town centre. Parking spaces were generally highly occupied throughout the latter three time slots for the majority of these areas. Figure 3 indicates the overall occupancy of the town centre for the listed time periods.

Figure 3 - Town Centre Parking Availability per Survey Period



Occupancy of car parking in Wānaka's town centre for the 2016 surveys was an average of 73% between the hours of 10:30am and 1pm. In 2017, the average occupancy was between 72% - 74% with a peak of 78%. 2018 saw occupancy rates increase by approximately 10% more than in previous years across every survey time period. This trend is also consistent with the 2018 modal split data which indicates that the quantity of inbound vehicles into Wānaka's town centre has increased by approximately 25% from previous years, Figure 4 illustrates a comparison between 2017 and 2018 occupancy.

Figure 4 - Percentage Occupancy of Wānaka's Town Centre by Year

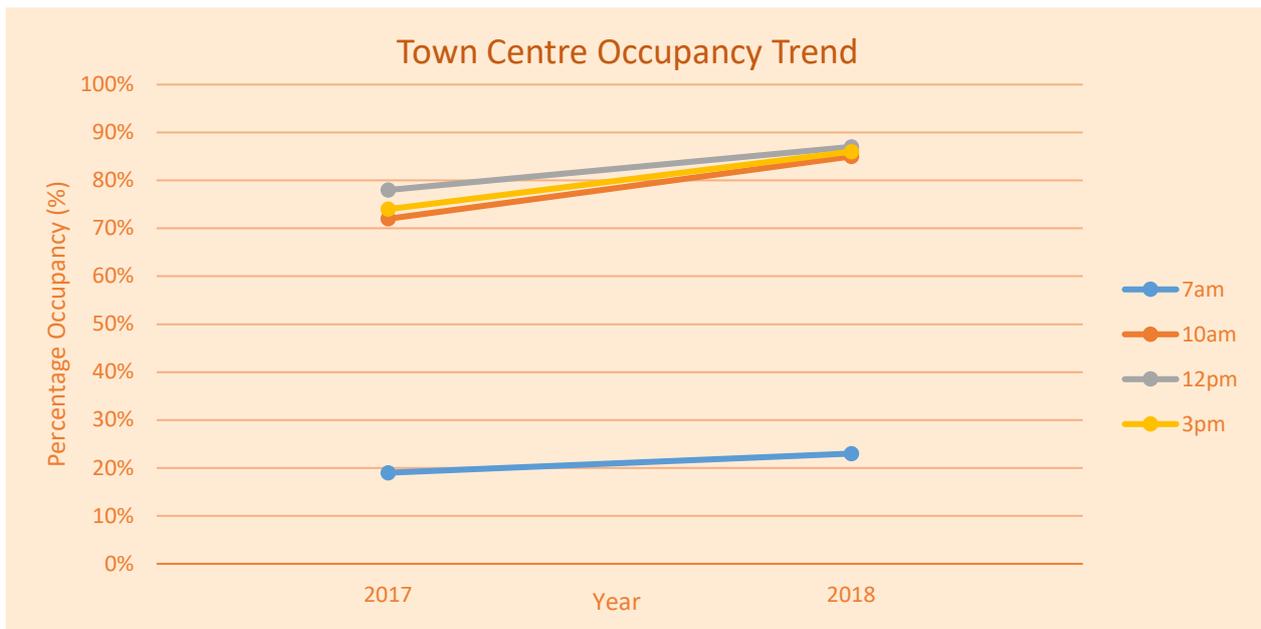


Figure 4 will become more useful as additional data is gathered in future years and will be indicative of an overall trend in parking occupancy in Wānaka's town centre.

As might be expected, occupancy is low at 7am then remains between 85% and 87% throughout the remainder of the day. In last year's survey, the 1pm timeslot had the highest occupancy with a peak of 4% above the 10am and 3pm survey periods. In 2018, the percentage occupation remained relatively constant between 10am and 3pm with no prominent peaks. This suggests that Wānaka is experiencing an increase in both peak usage intensity and duration.

Dungarvon Street and Helwick Street along with streets perpendicularly spanning between the two had the highest occupancy of all suburban roads in the survey area. This is possibly due to drivers parking further from town seeking free all day parking as these streets are the closest all day parking option.

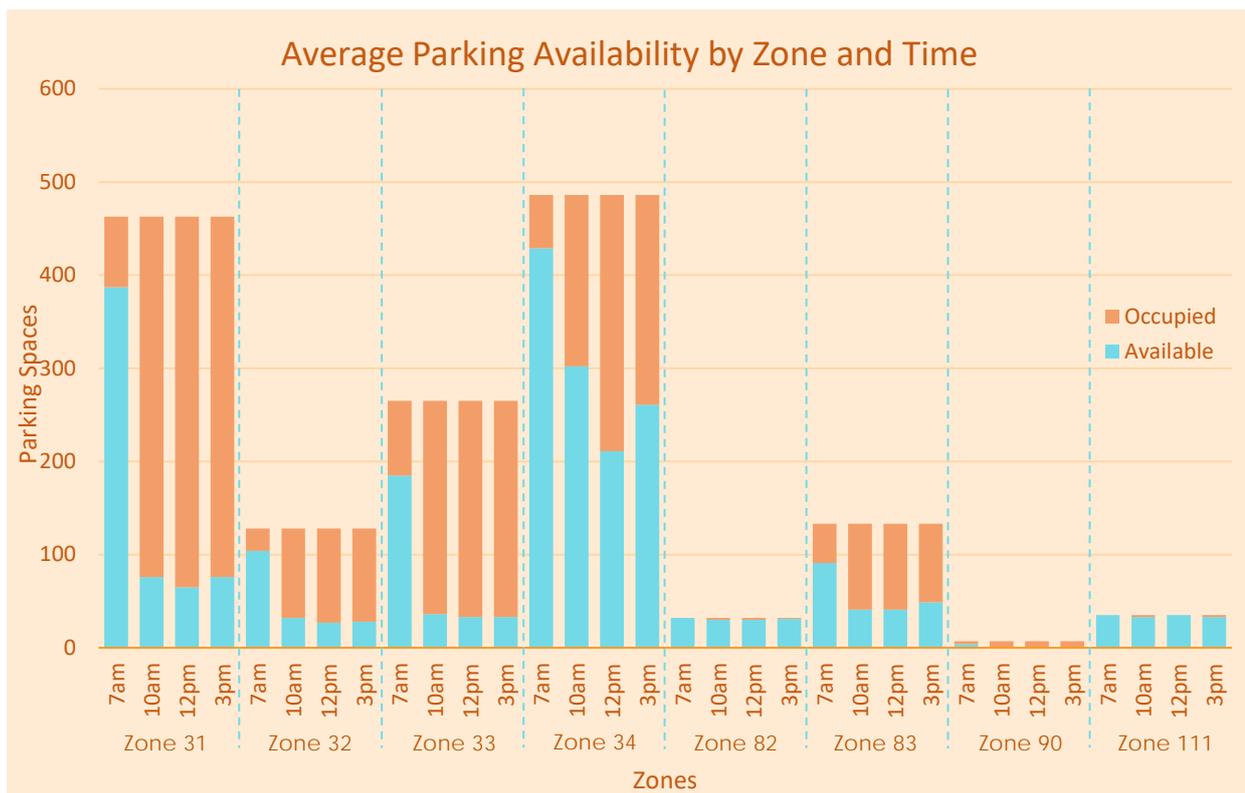
It is noted that some parking spaces were made unavailable on the day of the survey. This was due to construction or other works taking place, which blocked off some parking areas. The affected parking spaces were excluded from the data collection as to not dilute the survey results.

3.2 Greater Wānaka

The following discussion and graphs have been based on analysing the parking data as per the zones prepared by Abley's.

Figure 5 below shows the average parking availability per zone across the full day (all 4 time slots). Parking spaces were generally less occupied in zones out of the town centre and less than 25% occupied at 7am. The increase in residential occupancy from 7am to 10am suggests that most of the residential on street parking is occupied by commuters or visitors as opposed to residents.

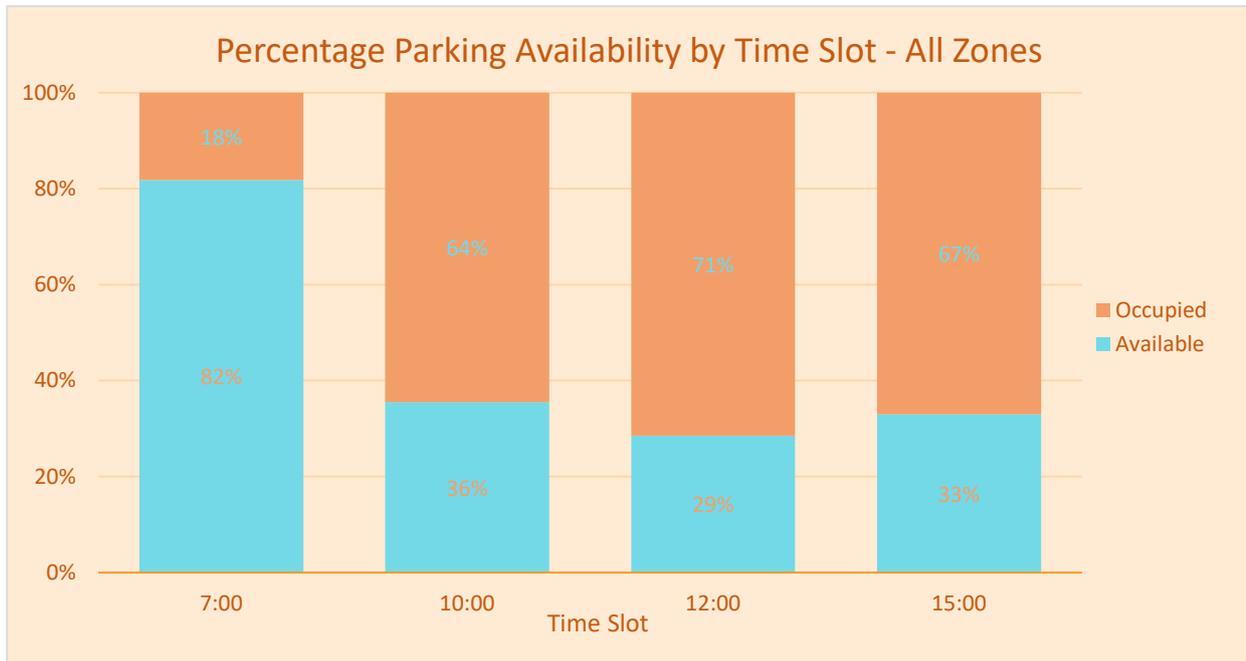
Figure 5 - Average Parking Availability by Zone and Time



Note that the quantities displayed for zones 82, 83, 90 and 111 are not representative quantities of the whole zone. This is because the survey extents (as shown in Figure 1) only partially encroaches into the above mentioned zones.

Figure 6 indicates the overall occupancy in Wānaka for all of the surveyed zones, separated by time period.

Figure 6 - Parking Availability by Time for All Zones



Considering that few vehicles enter Wānaka before 7am, it can be inferred that residential on-street overnight parking occupies up to 18% of all available parking captured in this survey’s sample area. Occupancy then rises to an average of 67% throughout the day due to incoming traffic. As seen in Figure 7, this is a significant increase from last year’s results.

Figure 7 - Percentage Occupancy of All Zones of Wānaka by Year



The parking occupancy of all of the surveyed zones in Wānaka increased by 10% across the 10am, 12pm, and 3pm time periods but only 2% at 7am. This suggests that the base volume of overnight parking is still relatively consistent and incoming traffic has increased.

The outer areas of Wānaka (zones 32, 34, and 83) also experienced an increase in occupancy which suggests that visitors and commuters are venturing further from the town centre in search of car parking.

Parking availability is higher in the surrounding suburbs than the town centre, however it is noted that some of the more central residential streets are still heavily occupied (namely Helwick Street and Dungarvon

Street). Additionally, many suburban on street parking locations do not have road markings and vehicles are able to park at drivers' discretion. This was observed causing some partial or full driveway blockages and streets with restricted traffic flow.

4. Limitations and General Comments

Limitations of current methodology:

- The ArcGIS Application was used to capture parking availability throughout the town using parking data framework obtained via aerial imagery and through google street view. In 2017 a randomly selected portion of this inventory was validated on site and was generally found to be accurate. Since then we received positive feedback from the surveyors that the majority of the inventory was sufficient for them to enter the data.
- No private parking is included in the inventory or survey. A methodology needs to be agreed if this information is required as there are implications with data collection, such as access to private properties etc.
- It is noted that there were some parking spaces made unavailable on the day of the survey. This was due to construction/other works taking place, which blocked off parking areas. The affected parking spaces were excluded from the data collection so as not to dilute the survey results.
- The parking survey data obtained is only as accurate as the surveyors recording the data.
- It is important to note that the quantities displayed for zones 82, 83, 90 and 111 are not representative quantities of each whole respective zone. This is because the survey extents (as shown in Figure 1) only partially encroaches into the above mentioned zones.
- Vehicles parked on verges were not counted as a part of this survey, however this appears to be less of an issue in Wānaka than in Queenstown.

Appendices



Appendix A Survey Results

Legend for Results Sheet

Park Bay Type	
Code	Description
BU	Bus
CA	Car
DS	Disabled
LZ	Loading Zone
MC	Motor Cycle
TX	Taxi

Time Restriction	
Code	Description
2M	2 minute
5M	5 minute
10M	10 minute
15M	15 minute
30M	30 minute
60M	60 minute
120M	120 minute
180M	180 minute
240M	240 minute
1H	1 hour
2H	2 hour
3H	3 hour
4H	4 hour
5H	5 hour
6H	6 hour
7H	7 hour
8H	8 hour
9H	9 hour
10H	10 hour
11H	11 hour
12H	12 hour
AD	All Day
UK	Unknown

Restriction Type	
Code	Description
FAD	Free All Day
M	Metered
P	Parking
PD	Pay & Display

Private Parking	
Code	Description
CSTMR	Customer Parking
EMPYR	Employee
LEASE	Lease Parking
RES	Reserved

FID	Road_Name	Road_ID_n	Asset_ID__	Park_Bay_T	Time_Restr	Restri ctio	Capacit y	OCCUPANCY @ 7am	OCCUPANCY @ 10am	OCCUPANCY @ 12pm	OCCUPANCY @ 3pm	ZONE
0	ROY'S BAY RECREATION RESERVE	2738	915	CA	AD	FAD	48	0	8	15	18	34
1	MCDUGALL STREET	1383	826	CA	AD	FAD	15	0	0	0	0	111
2	MCDUGALL STREET	1383	825	CA	AD	FAD	15	4	4	1	0	34
3	ARDMORE STREET	600	913	CA	AD	FAD	81	12	18	37	32	34
4	MCDUGALL STREET	1383	828	CA	AD	FAD	10	0	0	0	1	111
5	MCDUGALL STREET	1383	827	CA	AD	FAD	10	0	0	1	0	34
6	ROY'S BAY RECREATION RESERVE	2738	916	CA	AD	FAD		0	5	24	16	34
7	MCDUGALL STREET	1383	830	CA	AD	FAD	10	0	2	0	1	111
8	MCDUGALL STREET	1383	829	CA	AD	FAD	11	0	0	0	0	34
9	BROWNSTON STREET (EAST)	1380	996	CA	AD	FAD	26	0	2	4	1	34
10	UPTON STREET(WEST)	670	832	CA	AD	FAD	2	0	1	0	0	34
11	UPTON STREET(WEST)	670	831	CA	AD	FAD	2	0	1	1	1	82
12	UPTON STREET(WEST)	670	833	CA	AD	FAD	3	0	1	1	1	34
13	ROY'S BAY RECREATION RESERVE	2738	917	CA	AD	FAD	16	1	15	16	18	34
14	UPTON STREET(WEST)	670	834	CA	AD	FAD	2	0	0	0	0	82
15	UPTON STREET(WEST)	670	836	CA	AD	FAD	1	0	0	0	0	34
16	UPTON STREET(WEST)	670	835	CA	AD	FAD	1	0	0	0	0	82
17	ROCHE STREET	672	891	CA	AD	FAD	6	0	0	0	0	34
18	UPTON STREET(WEST)	670	838	CA	AD	FAD	2	0	0	0	0	82
19	ROCHE STREET	672	892	CA	AD	FAD	4	0	0	0	0	34
20	UPTON STREET(WEST)	670	839	CA	AD	FAD	4	1	1	1	1	34
21	BROWNSTON STREET (EAST)	1380	1035	CA	AD	FAD	28	2	9	19	9	34
22	UPTON STREET(WEST)	670	840	CA	AD	FAD	2	0	1	0	0	82
23	ROCHE STREET	672	890	CA	AD	FAD	1	0	0	0	0	34
24	ROCHE STREET	672	887	CA	AD	FAD	6	0	0	0	0	34
25	UPTON STREET(WEST)	670	841	CA	AD	FAD	2	0	0	0	0	82
26	UPTON STREET(WEST)	670	842	CA	AD	FAD	2	0	0	0	0	34
27	ROCHE STREET	672	889	CA	AD	FAD	1	0	0	0	0	34
28	UPTON STREET(WEST)	670	843	CA	AD	FAD	2	0	0	0	0	82
29	ROCHE STREET	672	888	CA	AD	FAD	4	0	0	0	0	34
30	ROY'S BAY RECREATION RESERVE	2738	1063	CA	120M	P	8	0	8	7	8	34
31	UPTON STREET(WEST)	670	844	CA	AD	FAD	1	1	1	1	1	34
32	UPTON STREET(WEST)	670	845	CA	AD	FAD	2	0	0	1	0	82
33	ROYS BAY RECREATION RESERVE 3 H1	2405	975	CA	120M	P	6	1	4	5	5	34
34	UPTON STREET(WEST)	670	846	CA	AD	FAD	2	0	0	0	0	34
35	UPTON STREET(WEST)	670	847	CA	AD	FAD	5	0	0	0	0	82
36	ROY'S BAY RECREATION RESERVE	2738	1064	CA	120M	P	4	0	4	4	4	31
37	UPTON STREET(WEST)	670	848	CA	AD	FAD	1	0	0	0	0	34
38	ROYS BAY RECREATION RESERVE 3 H1	2405	993	CA	120M	P	5	0	4	5	4	31
39	DUNGARVON STREET	604	912	CA	120M	P	10	2	5	7	0	34
40	UPTON STREET(WEST)	670	850	CA	AD	FAD	2	0	0	0	0	34
41	UPTON STREET(WEST)	670	849	CA	AD	FAD	3	0	0	0	0	82
42	ROYS BAY RECREATION RESERVE 5 H1	2422	978	CA	120M	P	8	0	8	8	6	31
43	YOUGHAL STREET(NORTH)	675	893	CA	AD	FAD	8	0	0	0	0	34
44	DUNGARVON STREET	604	974	CA	30M	P	3	0	2	2	3	31
45	UPTON STREET(WEST)	670	852	CA	AD	FAD	4	0	0	0	0	34
46	ARDMORE STREET	600	1055	CA	30M	P	0	0	0	0	0	31
47	ROYS BAY RECREATION RESERVE 5 H1	2422	969	CA	120M	P	6	2	6	5	5	31
48	YOUGHAL STREET(NORTH)	675	894	CA	AD	FAD	3	0	1	1	1	83
49	PEMBROKE PARK H1	2403	1005	CA	10M	P	8	0	4	8	6	34
50	UPTON STREET(WEST)	670	851	CA	AD	FAD	4	0	0	0	0	82
51	BROWNSTON STREET (EAST)	1380	1046	CA	AD	FAD	25	16	25	21	17	34
52	DUNGARVON STREET	604	986	CA	30M	P	3	0	3	2	2	31
53	ROYS BAY RECREATION RESERVE 5 H1	2422	971	CA	120M	P	3	0	3	3	3	31
54	YOUGHAL STREET(NORTH)	675	895	CA	AD	FAD	1	0	0	0	0	83
55	PEMBROKE PARK H1	2403	963	CA	240M	P	35	1	12	33	22	34
56	UPTON STREET(WEST)	670	853	CA	AD	FAD	1	0	0	0	0	34
57	PEMBROKE PARK H1	2403	1004	CA	AD	FAD	2	0	0	0	1	34
58	PEMBROKE PARK H1	2403	967	CA	240M	P	68	4	40	68	57	34
59	UPTON STREET(WEST)	670	854	CA	AD	FAD	3	0	0	0	0	82

60	DUNGARVON STREET	604	997	CA	30M	P	1	0	0	0	1	31
61	ROY'S BAY RECREATION RESERVE	2738	1065	CA	120M	P	5	1	5	4	5	31
62	YOUGHAL STREET(NORTH)	675	897	CA	AD	FAD	5	0	0	0	0	34
63	YOUGHAL STREET(NORTH)	675	896	CA	AD	FAD	7	0	0	0	0	83
64	ARDMORE STREET	600	1053	CA	30M	P	10	1	9	9	9	31
65	UPTON STREET(WEST)	670	855	CA	AD	FAD	1	0	0	0	0	34
66	PEMBROKE PARK H1	2403	976	CA	240M	P	22	7	22	22	21	34
67	ROYS BAY RECREATION RESERVE 4 H1	2421	985	CA	120M	P	7	0	6	5	7	31
68	ROYS BAY RECREATION RESERVE 4 H1	2421	984	CA	120M	P	17	0	17	17	16	31
69	UPTON STREET(WEST)	670	856	CA	AD	FAD	2	0	0	0	0	82
70	DUNMORE STREET	602	973	CA	30M	P	18	0	17	16	18	31
71	DUNGARVON STREET	604	1009	CA	AD	FAD	3	1	0	2	2	31
72	ARDMORE STREET	600	1051	CA	30M	P	4	2	3	4	2	31
73	ROY'S BAY RECREATION RESERVE	2738	1066	CA	120M	P	7	0	7	7	7	31
74	UPTON STREET(WEST)	670	858	CA	AD	FAD	2	0	0	0	0	83
75	DUNMORE STREET	602	982	CA	30M	P	2	1	1	0	2	31
76	DUNGARVON STREET	604	1018	CA	AD	FAD	1	0	1	1	1	31
77	ARDMORE STREET	600	1049	CA	30M	P	4	4	4	4	4	31
78	DUNGARVON STREET	604	927	CA	UK	P	33	0	20	31	33	31
79	UPTON STREET(WEST)	670	857	CA	AD	FAD	3	0	0	0	0	83
80	UPTON STREET(WEST)	670	860	CA	AD	FAD	3	0	0	0	0	83
81	DUNMORE STREET	602	989	CA	30M	P	1	0	1	0	1	31
82	DUNGARVON STREET	604	1022	CA	30M	P	1	0	1	1	1	31
83	PEMBROKE PARK H1	2403	964	CA	240M	P	6	5	4	6	6	34
84	DUNMORE STREET	602	929	CA	UK	P	50	6	45	46	42	31
85	ROYS BAY RECREATION RESERVE 4 H1	2421	1008	CA	120M	P	9	1	10	9	8	31
86	UPTON STREET(WEST)	670	859	CA	AD	FAD	3	0	0	1	0	83
87	DUNGARVON STREET	604	1024	CA	30M	P	2	0	0	2	1	31
88	DUNMORE STREET	602	995	CA	30M	P	1	0	1	1	1	31
89	DUNGARVON STREET	604	911	CA	120M	P	2	0	0	2	1	34
90	UPTON STREET(WEST)	670	861	CA	AD	FAD	2	0	0	0	0	83
91	UPTON STREET(WEST)	670	862	CA	AD	FAD	2	1	1	0	0	83
92	DUNMORE STREET	602	1000	CA	30M	P	5	0	4	5	5	31
93	UPTON STREET(WEST)	670	864	CA	AD	FAD	1	0	0	0	0	83
94	ROYS BAY RECREATION RESERVE 4 H1	2421	1020	CA	60M	P	14	3	12	14	14	31
95	HELWICK STREET	601	980	CA	30M	P	2	1	2	2	2	31
96	UPTON STREET(WEST)	670	863	CA	AD	FAD	2	0	2	0	0	83
97	ARDMORE STREET	670	865	CA	AD	FAD	5	1	4	5	5	83
98	UPTON STREET(WEST)	601	979	CA	30M	P	4	0	1	2	1	31
99	HELWICK STREET	604	910	CA	AD	FAD	2	1	2	2	2	83
100	DUNGARVON STREET	601	988	CA	30M	P	2	1	2	2	2	31
101	HELWICK STREET	670	866	CA	AD	FAD	5	1	5	5	3	83
102	UPTON STREET(WEST)	604	909	CA	AD	FAD	2	0	0	2	2	33
103	DUNGARVON STREET	602	1010	DS	30M	P	5	3	4	5	4	31
104	DUNMORE STREET	1380	1050	CA	120M	P	1	0	1	0	0	33
105	BROWNSTON STREET (EAST)	604	906	CA	AD	FAD	0	0	0	0	0	83
106	DUNGARVON STREET	601	987	CA	30M	P	7	6	8	7	6	31
107	HELWICK STREET	2421	1029	CA	AD	FAD	5	1	5	4	5	31
108	ROYS BAY RECREATION RESERVE 4 H1	600	1047	CA	30M	P	1	0	0	0	0	31
109	ARDMORE STREET	2267	1006	CA	10M	P	9	5	9	9	9	32
110	ROYS BAY RECREATION RESERVE 2 F1	670	868	CA	AD	FAD	4	0	3	4	4	83
111	UPTON STREET(WEST)	670	867	CA	AD	FAD	3	2	2	2	1	83
112	UPTON STREET(WEST)	602	1016	DS	30M	P	2	1	2	2	2	31
113	DUNMORE STREET	1380	1054	CA	120M	P	1	0	1	1	1	31
114	BROWNSTON STREET (EAST)	618	1027	CA	10M	P	3	2	2	2	3	32
115	LAKESIDE ROAD	1380	1052	CA	120M	P	6	0	0	2	1	33
116	BROWNSTON STREET (EAST)	602	1019	CA	120M	P	0	0	0	0	0	31
117	DUNMORE STREET	604	908	CA	AD	FAD	3	1	3	3	3	33
118	DUNGARVON STREET	601	1002	CA	30M	P	1	1	1	1	1	31
119	HELWICK STREET	1380	928	CA	UK	P	1	1	1	1	1	31
120	BROWNSTON STREET (EAST)	604	907	CA	AD	FAD	22	3	22	19	20	33
121	DUNGARVON STREET	670	870	CA	AD	FAD	2	2	2	2	2	83

122	UPTON STREET(WEST)	670	869	CA	AD	FAD	1	1	1	1	1	83
123	UPTON STREET(WEST)	601	1001	CA	30M	P	5	0	2	5	3	31
124	HELWICK STREET	604	905	CA	AD	FAD	1	1	1	1	1	83
125	DUNGARVON STREET	670	871	CA	AD	FAD	4	2	4	3	0	83
126	UPTON STREET(WEST)	604	904	CA	AD	FAD	2	0	1	2	2	33
127	DUNGARVON STREET	2401	970	CA	120M	P	3	2	3	3	3	31
128	DUNMORE STREET CAR PARK H1	2401	966	CA	120M	P	11	1	6	5	12	31
129	DUNMORE STREET CAR PARK H1	601	1014	CA	30M	P	0	0	0	0	0	31
130	HELWICK STREET	618	959	CA	AD	FAD	3	0	3	3	3	32
131	LAKESIDE ROAD	602	1030	CA	30M	P	11	5	11	12	10	31
132	DUNMORE STREET	601	1015	CA	30M	P	3	0	3	3	3	31
133	HELWICK STREET	2401	972	CA	120M	P	3	0	2	3	1	31
134	DUNMORE STREET CAR PARK H1	2326	983	CA	5M	P	23	2	23	23	22	31
135	PEMBROKE LANE	602	1028	CA	30M	P	2	0	0	2	1	31
136	DUNMORE STREET	2401	968	CA	120M	P	2	0	2	2	2	31
137	DUNMORE STREET CAR PARK H1	618	1013	CA	120M	P	12	1	12	12	12	32
138	LAKESIDE ROAD	1380	1056	CA	30M	P	3	1	3	3	3	31
139	BROWNSTON STREET (EAST)	601	1021	CA	30M	P	2	0	3	1	1	31
140	HELWICK STREET	604	901	CA	AD	FAD	6	6	6	6	5	83
141	DUNGARVON STREET	670	872	CA	AD	FAD	3	0	3	3	2	33
142	UPTON STREET(WEST)	618	991	CA	120M	P	2	1	3	3	1	32
143	LAKESIDE ROAD	602	1034	CA	30M	P	4	1	4	4	3	31
144	DUNMORE STREET	670	873	CA	AD	FAD	3	0	3	3	2	83
145	UPTON STREET(WEST)	604	903	CA	AD	FAD	2	1	1	1	1	83
146	DUNGARVON STREET	602	1036	CA	30M	P	2	1	3	3	3	31
147	DUNMORE STREET	601	1023	CA	30M	P	1	0	1	0	0	31
148	HELWICK STREET	604	900	CA	AD	FAD	1	0	1	1	1	83
149	DUNGARVON STREET	1380	1057	CA	30M	P	2	2	2	2	2	31
150	BROWNSTON STREET (EAST)	604	902	CA	AD	FAD	3	0	2	2	2	83
151	DUNGARVON STREET	601	1025	CA	30M	P	11	0	5	6	5	31
152	HELWICK STREET	602	1038	CA	30M	P	2	1	2	2	2	31
153	DUNMORE STREET	602	1041	CA	30M	P	1	0	1	1	1	31
154	DUNMORE STREET	601	1032	CA	30M	P	2	0	2	2	2	31
155	HELWICK STREET	670	875	CA	AD	FAD	3	2	3	3	3	33
156	UPTON STREET(WEST)	670	874	CA	AD	FAD	2	1	2	1	1	83
157	UPTON STREET(WEST)	604	899	CA	AD	FAD	3	2	3	3	3	83
158	DUNGARVON STREET	602	1043	CA	30M	P	2	2	1	1	1	31
159	DUNMORE STREET	601	1031	CA	30M	P	6	1	6	6	6	31
160	HELWICK STREET	670	877	CA	AD	FAD	2	1	1	1	2	83
161	UPTON STREET(WEST)	604	898	CA	AD	FAD	2	2	2	2	2	83
162	DUNGARVON STREET	670	876	CA	AD	FAD	3	0	1	1	1	33
163	UPTON STREET(WEST)	600	1045	CA	60M	P	2	1	1	1	2	31
164	ARDMORE STREET	670	878	CA	AD	FAD	5	0	5	5	5	83
165	UPTON STREET(WEST)	600	1039	CA	30M	P	6	3	5	3	4	32
166	ARDMORE STREET	670	879	CA	AD	FAD	13	2	13	13	13	33
167	UPTON STREET(WEST)	601	1042	CA	AD	FAD	11	1	11	10	10	33
168	HELWICK STREET	601	926	CA	AD	FAD	3	2	3	3	4	33
169	HELWICK STREET	601	1044	CA	AD	FAD	3	3	3	3	3	33
170	HELWICK STREET	600	1040	CA	60M	P	7	5	6	7	7	31
171	ARDMORE STREET	601	925	CA	AD	FAD	7	0	7	6	7	33
172	HELWICK STREET	1380	1058	CA	120M	P	2	2	2	2	1	31
173	BROWNSTON STREET (EAST)	2415	977	CA	10M	P	2	1	0	2	0	31
174	LAKE WĀNAKA CENTRE 1 H1	670	880	CA	AD	FAD	4	0	3	3	4	83
175	UPTON STREET(WEST)	601	924	CA	AD	FAD	2	1	2	2	1	33
176	HELWICK STREET	2624	994	CA	60M	P	2	2	2	2	2	31
177	BULLOCK CREEK LANE	1380	1059	CA	120M	P	4	0	4	3	3	31
178	BROWNSTON STREET (EAST)	601	923	CA	AD	FAD	12	2	8	9	8	33
179	HELWICK STREET	1380	1060	CA	120M	P	2	2	2	2	1	33
180	BROWNSTON STREET (EAST)	2624	999	CA	60M	P	18	2	12	10	8	31
181	BULLOCK CREEK LANE	670	881	CA	AD	FAD	12	6	12	12	12	83
182	UPTON STREET(WEST)	600	1037	CA	60M	P	2	1	2	2	2	31
183	ARDMORE STREET	649	958	CA	AD	FAD	3	0	3	3	3	90

Queenstown

134a Gorge Rd, Queenstown 9300
PO Box 13-052, Armagh
Christchurch 8141
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Fax +64 3 450 0891

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SOUTH BEACH (STAGE 2) WĀNAKA LAKEFRONT DEVELOPMENT PLAN

Developed Design Report - Wānaka Community Board

28 March 2019



01 DESIGN RATIONAL

Overall Design

Design Statement:

This is the Developed Design for the Second Stage of the Wānaka Lakefront Development Plan adopted in 2016 by the Wānaka Community Board. This stage includes providing a lakefront design, that incorporates the 4m wide shared path promenade (detailed separately), feature gardens, a day-lighted stormwater channel, a future toilet block location, promenade planting and park furniture.

The 4m wide promenade is the first part of Stage 2 to be implemented, stretching 530m from McDougall to Dungarvon Streets. The wider lakefront strategy looks at removing the dominance of carparking from the lakefront, formalising new parking adjacent to the road (to be designed as part of the Wānaka Town Centre Masterplan), and opening up large grass areas of the reserve for recreational use and new public facilities.

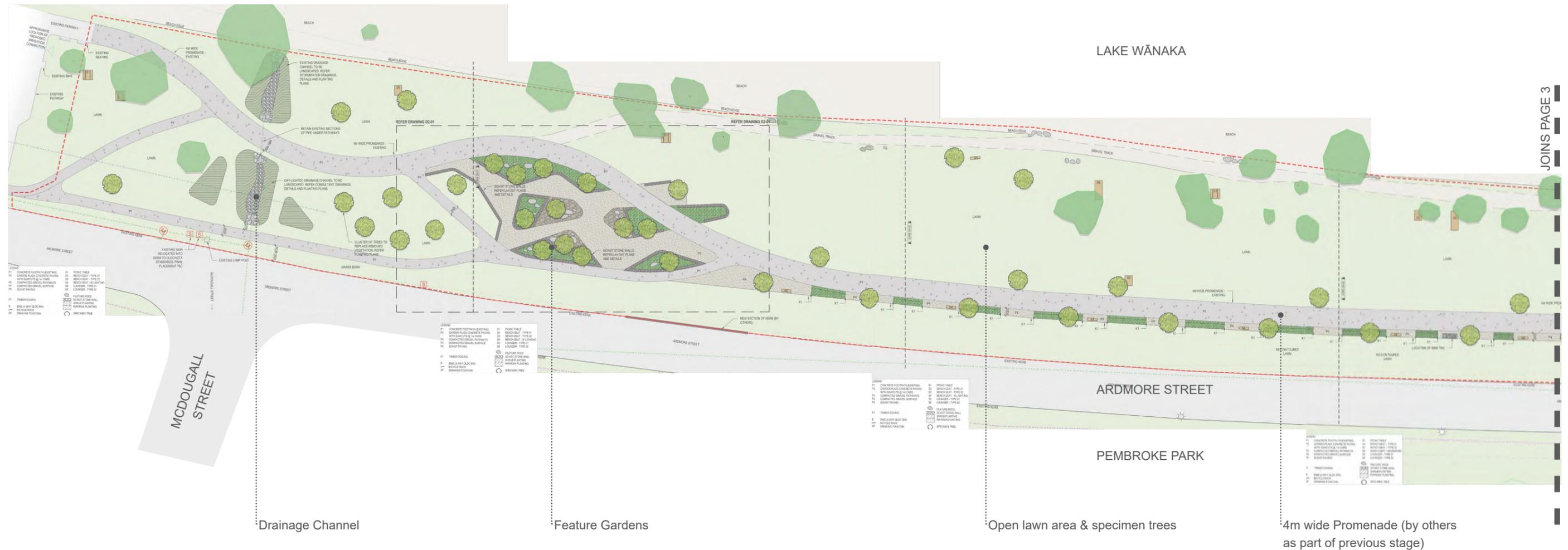
The promenade provides the link to the town centre and improves pedestrian and cycle connections along the lakefront, opening up the grass areas of the reserve. The form of the pathway sweeps in a large arc opening up the reserve on the lake edge, with curving sections at either end to tie into existing pathways.

New feature gardens will bookend the lakefront recreation area and provide ample opportunities for shade, sitting, relaxing and strolling. A mix of garden species will be used in the planter beds to create interest and year-round displays, with specimen trees providing shade.

Porous compacted aggregate pathways will weave through the gardens providing access throughout.

As strip of trees, screen planting and seating will be incorporated along the promenade. The promenade seating will have under-seat lighting, which will ensure no spill lighting will detract from the open lakeside environment.

OVERALL DESIGN LAYOUT



Removing cars from the lake edge to create a linear park.

The upgrades will include a number of important changes and features for the various users of the reserve. These include:

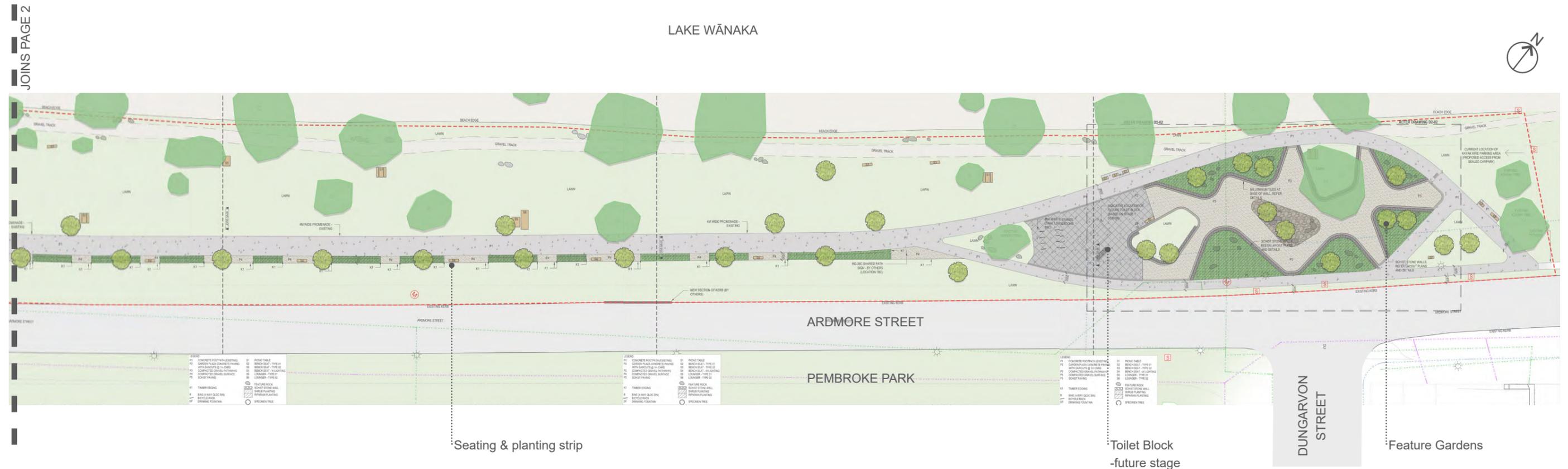
- Create a safer, more appealing environment for people
- Create a more flexible, recreation focussed open green space
- Improve connectivity along the lakefront to the town centre, as well as access to the lakefront
- Have more opportunities for seating, picnicking & passive activities (activity zones)
- Implement a cleaner, more sustainable stormwater treatment system
- Create an environment that the community values
- Promote and celebrate Wānaka's unique identity
- Remove the dominance of vehicles from the lakefront
- Feature gardens - strolling, seating, viewing, information etc.
- Carparking formalised (Ardmore Street parking to be deferred through the process of the Wānaka Town Centre Masterplan)

Lakefront Promenade & Lawn features:

- 4m wide promenade / shared path from McDougall St to Dungarvon St and access to lake
- Large open lawn areas for recreation
- Irrigated lawn areas
- Multiple seating and picnicking options
- Retain as many existing specimen trees for shade as possible
- New lake edge trees to match existing species (kōwhai & willow)
- New tree planting species to be proven successful species that grow in local conditions
- Existing earth bunds removed

Feature Gardens:

- Toilet block (future stage / services only part of this project)
- Opportunity for local artworks and sculpture
- Irrigation for a wider range of plant species and drought tolerant plantings
-
- Raised local rock / stone walls for extensive seating opportunities
- Raised and ground level garden, lawn and gravel spaces for interest
- Variety of spaces created - both open and enclosed



02 DESIGN RATIONAL

Materials & Finishes

Surface Materials

- Using local natural materials to enhance the character of the lakefront
- Most of the surfacing of the lakefront is in lawn
- Paths in exposed aggregate concrete (to match stage 1)
- Loose compacted aggregate for pathways within gardens and along lake edge

Rock Walls

- Use of local rock
- Flat on top and at seating height for plenty of seating opportunities

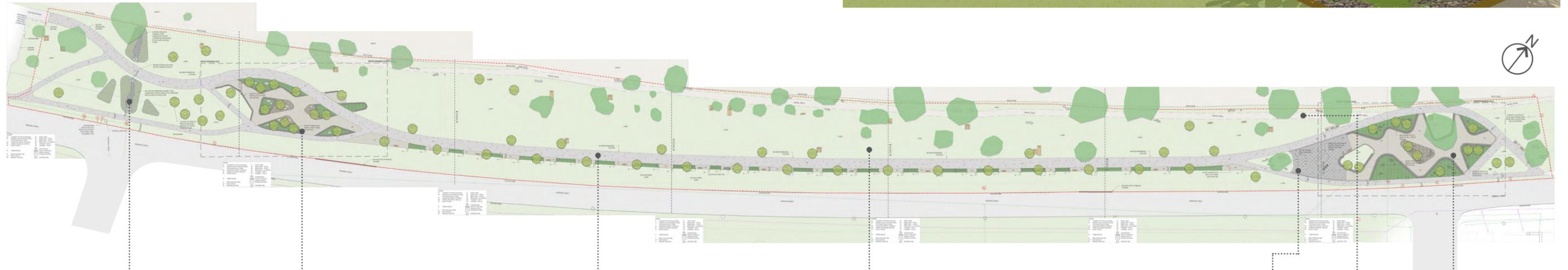
Planting

- The tree and plant selection is based on extending the existing species along the lake edge and within the town centre. These are successfully established and proven in the local environment and are quick to establish
- Variety of species to provide interest
- A balance of perennial and shrub forms in the gardens
- Native planting within day-lighted drainae channel

ARTISTS IMPRESSION - PROMENADE



SURFACE FINISHES DIAGRAM



Drainage channel



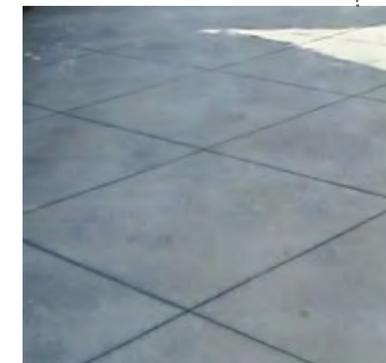
Feature garden walls



Pedestrian promenade



Open lawn areas



Decorative concrete sawcuts



Lakeside and feature garden paths

03 MILLENNIUM WALKWAY CONCEPT

Within Northern feature garden

Notes:

- Approximately:
270 linear meters
- Millennium walkway concept to be incorporated into feature gardens at the base of the stone walls
- Allows people to slowly meander around the gardens reading the content along a promenade and those slowly meandering to read the walkway content
- Millennium project captures
- All existing content to be incorporated

PROPOSED INCORPORATION OF THE MILLENNIUM WALKWAY CONCEPT WITHIN NORTHERN FEATURE GARDEN



INDICATIVE LAYOUT PLAN



**Wānaka Community Board
4 April 2019**

Report for Agenda Item: 2

Department: Community Services

Notification of Right of Way and Underground Services Easements associated with 434 Domain Road, Hāwea

Purpose

To consider an application for a right of way and underground services easements and whether an intention to grant the right of way easement should be notified.

Recommendation

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Approve** notification of intent to grant right of way easement over Council recreation reserve (Hāwea Section 32 Block IV Lower Hāwea SD) in favour of the proprietors of 434 Domain Road, Hāwea (Lot 1 DP 491433) with any easement to be registered under Lot 2 of the proposed subdivision plan (Attachment B);
3. **Include** mention of service easements in the notification; and.
4. **Appoint** three Board Members (any two of which can form a hearing panel) to hear any submissions and make a recommendation to Council.

Prepared by:



Dan Cruickshank
Property Advisor - APL

21/02/2019

Reviewed and Authorised by:



Aaron Burt
Senior Planner:
Parks & Reserves
20/03/2019



Thunes Cloete
Community Services
General Manager
21/03/2019

Background

1. The proprietors of 434 Domain Road, Hāwea, being S&T Hewson (herein known as the applicants) have occupied the property for a number of years. Historically, access from Domain Road to the property has occurred via a sealed driveway over an area of Council recreation reserve. Over time the area has been incorporated into the property with landscaping and fencing. The context of the site and surrounds are illustrated in Attachment A.
2. The applicants wish to complete a two lot subdivision of the property and now seek to formalise access over the area of recreation reserve to service proposed Lot 2 of the subdivision plan. A second driveway will be formed directly from the road for Lot 1 of the subdivision plan included as Attachment B.
3. A resource consent for the subdivision is currently being processed. Upon completion of the subdivision, the easement if ultimately approved, may be registered against the newly created Lot 2.

Comment

4. The area of recreation reserve being considered is a 50m square triangular parcel of land that is not accessible to the public, because it is unlawfully fenced into the property at 434 Domain Road, Hāwea. It should be noted that the fence must be removed, and any fencing established along the legal property boundary of proposed Lot 2. The landscaping within the recreation reserve must also be removed, and the area instead sown in grass.
5. The proposed right of way will be over an existing sealed vehicle crossing to the proposed Lot 2 site.
6. Underground lateral connections to existing Council services are included in the request, and the application assumes underground services easements within the right of way easement might be necessary, albeit that the location of the services are not specifically identified. However, for completeness, it is suggested that any notification includes mention of service easements. Establishment of any services will involve excavating a trench, and installing the new services before backfilling and reinstating the surface to its original condition.
7. Under the Reserves Act 1977, Ministerial consent is required before an easement can be granted over a reserve. This consent is now delegated to Council and must be granted prior to the easement being lodged with LINZ. An intention to grant a right of way easement must first be publicly notified.
8. By granting a right of way easement, the driveway will be formalised and the identified extent of reserve will enable access rights to the adjacent property. As mentioned, the existing fence will need to be removed, as only access rights are being considered, not an occupation which otherwise excludes the public. The reserve will need to be reinstated in grass throughout, excluding the formed accessway.
9. It is the recommendation of this report that public notification is required and that this occur before Council considers the application further.

10. As per Council's Easement Policy calculation of the easement fee has been undertaken by a registered valuer. The easement has been assessed as having a valuation of \$10,000 (ten thousand dollars) inclusive of GST. All other costs associated with surveying, consent, registration and legal fees will be at the cost of the applicant.
11. Final conditions of approval shall be determined and presented at a future Wānaka Community Board meeting.

Options

12. **Option 1** Approve notification to grant Right of Way easement.

Advantages:

13. Will allow the public to provide comment with respect to the use of the reserve.

If eventually approved,

- a. The applicants can access their proposed Lot 2 site directly from the road.
- b. QLDC will receive an easement fee.

Disadvantages:

14. An area of recreation reserve will contain a driveway.

15. **Option 2** Decline the Right of Way easement.

Advantages:

16. An area of recreation reserve will not contain a private driveway.

Disadvantages:

17. Council will not receive an easement fee.
18. This report recommends **Option 1** for addressing the matter because as it will enable Council to receive public submissions, assess any concerns and gauge the public's interest in the matter. Council will then be in a better position to make an informed decision as to whether to grant the easement or not.

Significance and Engagement

19. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because it involves a Council recreation reserve, the impact of the decision is minor.

Risk

20. This matter relates to the strategic risk OR011A, 'Decision Making', as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because a perpetual property right contained in the

recreational reserve does carry risk to Council for any future development, and this risk needs to be highlighted when considering approving any easement.

Financial Implications

21. The applicant has paid an application fee and has agreed to pay for all legal, consenting, LINZ and surveying costs to register the easement.
22. Council will receive an easement fee of \$10,000 incl GST, in accordance with the Easement Policy 2008.

Council Policies, Strategies and Bylaws

23. The following Council policies, strategies and bylaws were considered:
 - Significance and Engagement Policy
 - Easement Policy 2008
 - There is no reserve management plan for this reserve
24. The recommended option is consistent with the principles set out in the named policies.
25. This matter is not included in the 10-Year Plan/Annual Plan

Local Government Act 2002 Purpose Provisions

26. The recommended option:
 - Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by allowing the activity at no cost to Council and providing Right of Way easement to allow direct access to the subdivided lot from the road.
 - Can be implemented through current funding under the 10-Year Plan and Annual Plan; and
 - Is consistent with the Council's plans and policies.

Consultation: Community Views and Preferences

27. The persons who are affected by or interested in this matter are the general public.
28. The Council planning team have been engaged during the application for resource consent for the subdivision of the applicant's property.

Attachments

- A Overview Plan
- B Easement Plan



Notes:
a. Data sourced from LINZ Data Service and licenced for re-use under Creative Commons Attribution 4.0 Licence
b. This plan has been prepared for discussion purposes only. Areas and measurements are subject to LINZ approved cadastral survey and are likely to vary from those shown herein.

Plan Name:

434 Domain Rd, Hāwea Easements

Date: 11/10/2018
Version: A
Sheet 1
Drawn By: ER

Legend

-  Easement Area
-  Primary Land Parcels

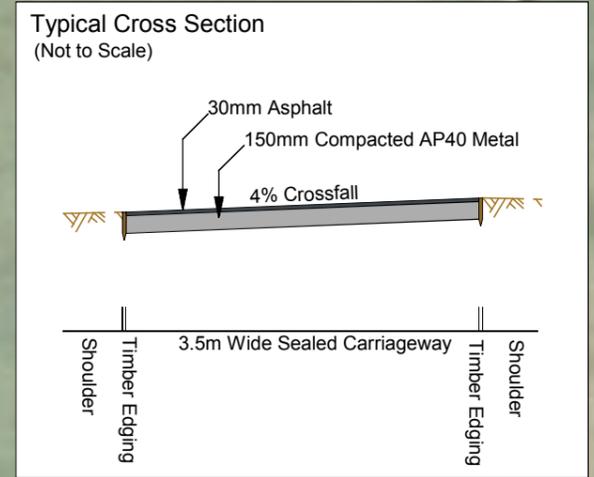
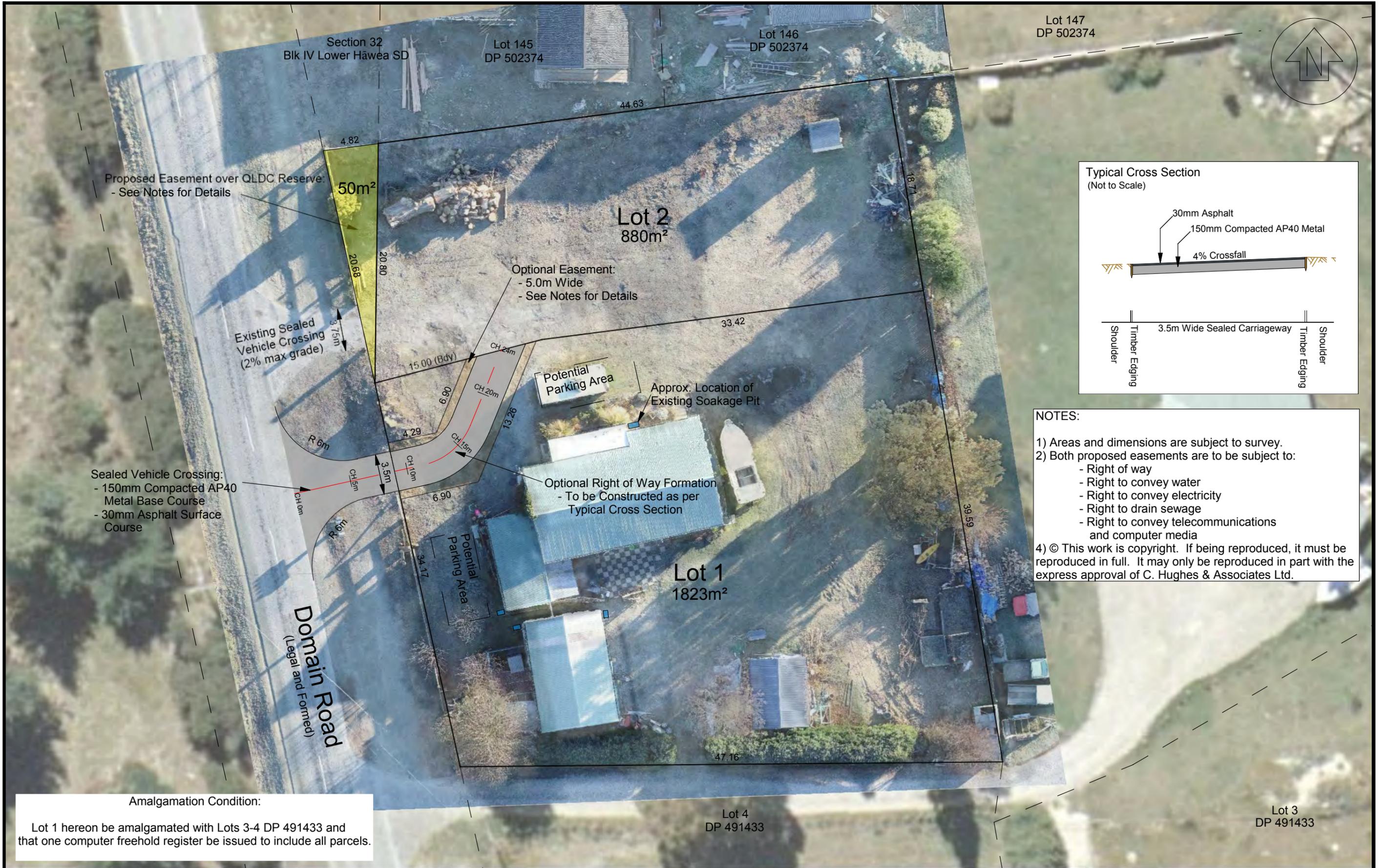
Prepared By:



P: 03 442 7133
w: www.aplproperty.co.nz

Prepared For:





- NOTES:**
- 1) Areas and dimensions are subject to survey.
 - 2) Both proposed easements are to be subject to:
 - Right of way
 - Right to convey water
 - Right to convey electricity
 - Right to drain sewage
 - Right to convey telecommunications and computer media
 - 4) © This work is copyright. If being reproduced, it must be reproduced in full. It may only be reproduced in part with the express approval of C. Hughes & Associates Ltd.

Amalgamation Condition:
Lot 1 hereon be amalgamated with Lots 3-4 DP 491433 and that one computer freehold register be issued to include all parcels.

C. HUGHES & ASSOCIATES LTD
Surveying and Resource Management • Central Otago

WĀNAKA Level 3, 80 Ardmore Street P.O. Box 599 03 443 5052	CROMWELL 17A Murray Terrace P.O. Box 551 03 445 0376
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www.chasurveyors.co.nz



Lots 1 and 2 being a Subdivision of Lot 1 DP 491433
CM Trustees (2008) Ltd and S.J. & T.W. Hewson
Domain Road, Lake Hāwea

ISSUE	AMMENDMENTS	DATE
A	ROW, amalg. cond., easements	04/09/18
B	reduced reserve easement	21/09/18
C	edit reserve easement	26/10/18
D		
E		

Scale: **1: 300 (A3)**
Datum: -

Job No: **5727**
Plan No: **W1040** Drawn: **TD**
Date: **August 2018**

**Wānaka Community Board
4 April 2019**

Report for Agenda Item: 3

Department: Community Services

Easement over the Dampier Bay Recreation Reserve, for Combings Farm, Wānaka – Mount Aspiring Road

Purpose

To consider two service easements to convey lake water for irrigation, and associated electricity, over the Dampier Bay Recreation Reserve, adjacent to Combings Farm, Wānaka – Mount Aspiring Road.

Recommendation

That the Wānaka Community Board:

1. **Note** the contents of this report;
2. **Recommend to Council** that subject to section 48(1) of the Reserves Act 1977, two underground easements for the right to convey water and electricity over Section 12 BLK XIII Lower Wānaka SD and Section 18 BLK XIII Lower Wānaka SD (Recreation Reserve) in favour of Après Demain Limited of Lot 1, 3 & 4 LT517513, is endorsed subject to the following conditions;
 - a. Any necessary resource consent, including for earthworks, and any relevant variations, are obtained for the proposal.
 - b. Approval from LINZ for any authorisations necessary to convey and draw water over the bed of Lake Wānaka, including pumps.
 - c. Notify and liaise with QLDC Infrastructure Department in advance of any onsite works, so that they can oversee and provide input relating to any existing in-ground infrastructure;
 - d. All activities are to be undertaken in accordance with Worksafe New Zealand's standards for the work environment
 - e. A \$2,000 bond payable to the Queenstown Lakes District Council prior to any excavation and the instillation of pipes commencing;
 - f. A comprehensive safety plan must be prepared and implemented, at the applicant's cost, to ensure a safe environment is maintained around the sites and make specific reference to signage along the Millennium Track;

- g. Certificate of adequate public liability cover by those undertaking the works to be received by APL Property prior to commencement of works;
 - h. All electrical cables shall be either buried, or on rocky slopes located within galvanised pipe affixed to rock such that it cannot move. The pipe shall go down to meet the exposed cable when it is within 400mm of the surface at the rock. The cable shall be neutral screen i.e. incorporating an outer layer of protection beyond the main cables carrying the current in case of cable strike. Prior to any onsite works, the methodology shall first be confirmed as appropriate by an APL authorised electrical contractor, and within one week of the works on each easement completing, the applicant shall contact APL to arrange for the work to be reviewed by an APL authorised electrical contractor. All directions of that electrical contractor shall be followed by the applicant, and all costs for the methodology review and works review shall be borne by the applicant.
 - i. The work site to be evidenced by before and after photographs, video or similar to be provided by the applicant to APL;
 - j. QLDC Parks and Reserves to be consulted prior to pipe installation or native vegetation disturbance.
 - k. Reinstatement of the area to be completed immediately following installation and to the satisfaction of QLDC's Parks & Reserves Department.
 - l. Reinstatement of the Millennium Track immediately following installation and to the satisfaction of the Upper Clutha Tracks Trust
 - m. Council to retain the ability to vary permitted water take through Recreation Reserve.
 - n. Easement approval to be valid for a period of up to 5 years from the date of full Council approval.
3. **Recommend to Council** that notification to grant the easements is not required, as a statutory test in Section 48(3) of the Reserves Act 1977 is met for the reasons set out in this report; and
4. **Recommend to Council** that authority to approve final terms and conditions, and execution authority, is delegated to the General Manager Community Services; and
5. **Recommend to Council** that the exercise of the Minister's prior consent (under delegation from the Minister of Conservation) to the granting of the easements to the applicant over Section 12 BLK XIII Lower Wānaka SD and Section 18 BLK XIII Lower Wānaka SD – Recreation Reserve.

Prepared by:

Reviewed and Authorised by:



Dan Cruickshank
Property Advisor - APL

28/02/2019



Aaron Burt
Senior Planner:
Parks & Reserves
20/03/2019



Thunes Cloete
Community Services
General Manager
21/03/2019

Background

- 1 Council administers the recreation reserve known as Damper Bay Lakeside Recreation Reserve near Wānaka, which is legally described as Section 12 BLK XIII Lower Wānaka SD and Section 18 BLK XIII Lower Wānaka SD, held in certificate of title 2290.
- 2 Après Demain Ltd (the applicant), requests the easements so they may draw water from Lake Wānaka, and transfer via a pipeline (over Council reserve) to their land for irrigation and domestic purposes. The associated pumps require electricity, and this is also proposed within the easement. The property does not currently have access to a separate potable water supply. However, there is an irrigation supply to the site, but its intermittent and dries up at certain times of the year.
- 3 In 2010 the larger property was granted subdivision consent for four lots, two of which were farming purposes (no dwelling) and two of which were for residential dwellings. An engineering report at the time advised that a bore would be installed on the site. Since then the subdivision was delayed, and now in fully engineering the infrastructure to the dwelling, it was found that a bore would not be advisable, due to ground silt being present and aquifer water volumes being low.
- 4 The applicant intends to lay a water pipe and electricity cable to a pump sited on the LINZ land adjacent, with the pipe being approximately 50mm in diameter along the length of the easements. It is proposed the two trenches from the applicant's property boundaries will be excavated with a 20 tonne excavator. Where the trench crosses the Millennium Track, there is ample room either side of the track to create an appropriate diversion. The works on the track are expected to take approximately one hour and following installation of the pipe, the track will be immediately reinstated.
- 5 The intention for the water pipe and electricity cable is to bury them underground throughout the length of the easement through the Recreation Reserve, however in some rocky locations, it may need be over ground, subject to suitable design of protection to the assets. APL has sought the advice of an electrician, who informs that the electrical cable can be buried as normal, but when crossing rocky ground, the cable can be contained within the galvanised water pipe (as suggested by the applicant) provided such is fixed down so that it cannot move, and should be

neutral screen. There should also be the ability for Council to require the work is confirmed as acceptable by an appropriately qualified person.

- 6 In the areas where the infrastructure might be above ground, it is suggested that it will not be significantly visible to general reserve users, due to existing vegetation and topography which lessen the visual impact.
- 7 The applicant seeks to carry out these activities in 2019.

Comment

- 8 This report considers a request made by Après Demain Limited to grant service easements over areas of Council administered Recreation Reserve.
- 9 There are two proposed easements for the right to convey water and associated electricity (for pumps) over;
 - a. Section 12 BLK XIII Lower Wānaka SD
 - b. Section 18 BLK XIII Lower Wānaka SD
- 10 A separate authorisation/easement from LINZ is being sought for the right to draw and convey water from the Bed of Lake Wānaka. That is a separate process and aside from this easement request to Council.
- 11 The easements are intended to cross the Millennium Track on the Damper Bay Lakeside Recreation Reserve. The pipe will be trenched below the track so as not to disturb or affect the use of the track.
- 12 As per the Easement Policy 2008, both an application fee along with a one off underground services easement fee are applicable. In accordance with the policy, the easement fee is calculated at \$893.25 plus GST.

Land value of property	\$1,610,000
Size of property	537052 m ²
Easement Area	1191 m ² (combined)

Calculation:

\$1,340,000 / 537052 m ²	\$2.50
30% of \$2.50	\$0.75
\$0.75 x 1191 m ²	\$893.25 plus GST

- 13 Under the Reserves Act 1977, Ministerial consent is required before an easement can be granted over a reserve. This consent is delegated to Council and must be granted prior to the easement being lodged with LINZ.
- 14 Granting easements is permitted by the Reserves Act 1977, provided such easements must first be publicly notified unless it can be shown that public rights are not likely to be affected, and the reserve is not materially altered or permanently damaged. These matters are considered below.

Are the rights of the public in respect of the reserve, likely to be permanently affected?

- 15 Aside from physical works during the installation process, and possible future repairs, the easements will not affect the ability of the reserve to provide for its purpose. Unless on steep rocky ground, the services will be hidden underground and not inhibit recreational use and enjoyment of the reserve.

Do the easements materially alter or permanently damage the reserve?

- 16 The easements will not affect the ability of the reserve to provide for its purpose. The proposed piping associated with the easement is to be buried, or potentially above ground in steep rocky places.
- 17 Taking into account the above, it is not considered that the easement will permanently affect the reserve or the ability of people to use and enjoy the reserve, and therefore public notification is not deemed necessary.
- 18 There are not considered to be other suitable alternative locations for the easements. The proposal utilises the shortest route over the recreation reserve and is in the least obtrusive location.

Options

- 19 **Option 1** Grant the proposed easements.

Advantages:

- 20 Will allow the applicant to access water for irrigation.

Disadvantages:

- 21 Disruption to track usage during installation
- 22 The potential future repairs to the pipes and LINZ land pump may temporarily prevent the full enjoyment of the Millennium Track and Damper Bay Reserve.

- 23 **Option 2** Decline the proposed easements.

Advantages:

- 24 No disruption to the track'. no initial installation or requirement for future repairs to the pipes.

Disadvantages:

- 25 The applicant would need to seek alternate means to access water for domestic supply and irrigation.
- 26 This report recommends **Option 1** for addressing the matter, as it will benefit the applicant and only result in minor and temporary effect on people's ability to enjoy the Reserve.

Significance and Engagement

27 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because it does not involve a Council strategic asset, is of low importance to the Queenstown Lakes District, is not of interest to the general community, is consistent with policy and strategy and does not impact on Council's capability and capacity.

Risk

28 This matter relates to the operational risk OR011A, 'Decision Making', as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because a perpetual property right contained in the recreational reserve does carry risk to Council for any future development, and this risk needs to be highlighted when considering approving the easement.

Financial Implications

29 All costs associated with the survey and registration of the easements on the Council's title will be paid for by the applicant. Maintenance of the easements will be borne by the applicant as per Council's easement policy and the Property Law Act 2007.

30 An easement fee to compensate Council for the land impacted by the easement will be charged in accordance with the Easement Policy 2008 and is calculated at \$893.25 plus GST. An easement application fee of \$600 plus GST has also been paid.

Council Policies, Strategies and Bylaws

31 The following Council policies, strategies and bylaws were considered:

- Significance & Engagement Policy 2014: The proposal is a matter with low significance in terms of this policy as it does not impact Council's strategic assets, affect a number of residents, ratepayers and the environment and is not expected to create a community interest in the matter.
- Easement Policy 2008: The application is consistent with the policy for underground service easements, aside from the fact that the water pipe could be aboveground in steep rocky places.
- Wānaka Lakefront Reserves Management Plan 2014: The areas of the easements are located in the Damper Bay (to Waterfall Creek) Reserve. Objectives and policies seek to provide for public access and services easements are not precluded.

32 The recommended option is consistent with the principles set out in the named policies.

33 This matter is not included in the 10-Year Plan/Annual Plan

Local Government Act 2002 Purpose Provisions

34 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by allowing a water connection at no cost to Council with little disruption to the community;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Consultation: Community Views and Preferences

35 No consultation is envisaged or required by Council as it has low significance with regard to the Significance & Engagement Policy 2014, is consistent with s10 of the Local Government Act, is not included in the 10-Year Plan/Annual Plan and, is in accordance with the Reserves Act, as the reserve will not be materially altered or permanently damaged, the rights of the public are not likely to be permanently affected.

36 According to the Otago Regional Council, the proposed water take is a permitted activity if conditions from the Regional Plan: Water for Otago (the Water Plan) are met.

Attachments

A Overall Site Plan

B Easement Drawing



Notes:
 a. Data sourced from LINZ Data Service and licenced for re-use under Creative Commons Attribution 4.0 Licence
 b. This plan has been prepared for discussion purposes only. Areas and measurements are subject to LINZ approved cadastral survey and are likely to vary from those shown herein.

Plan Name:

Overview Map

Date: 07/02/2019
 Version: A
 Sheet 1
 Drawn By: APL Property

Legend

-  Combing's Farm
-  Damper Bay Recreation Reserve

Prepared By:



P: 03 442 7133
 w: www.aplproperty.co.nz

Prepared For:





Schedule of Easements			
Purpose	Shown	Servient Tenement	Dominant Tenement
Right to convey water	A	Section 12 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 1 & 4 LT517513
Right to convey electricity	B	Section 18 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 1 & 4 LT517513
Right to pump water	C	Bed of Lake Wanaka	Lot 1 & 4 LT517513
Right to convey water			
Right to convey electricity			
Right to convey water	D	Section 12 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 3 LT517513
Right to convey electricity	E	Section 18 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 3 LT517513
Right to pump water	F	Bed of Lake Wanaka	Lot 3 LT517513
Right to convey water			
Right to convey electricity			



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Notes

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Level 2 Brownston House, 21 Brownston St., Wanaka
Ph: (03) 443 5577, Email: contact@southernland.co.nz
www.southernland.co.nz



APPLICANT
John Edmonds & Associates

COMPRISED IN
LT 517513

TERRITORIAL AUTHORITY
Queenstown Lakes District Council

LAND DISTRICT
Otago

TOTAL AREA
136.7 ha

DATE
04/12/18

Drawing Title
Lots 1 - 4 being a Subdivision of Lots 1 & 2 DP 306288 and Section 11 Block XIII Lower Wānaka Survey District

Prepared for
Resource Consent

REV	DESCRIPTION	DATE
A	ORIGINAL ISSUE	04/12/18

SCALE
1:5,000 @ A3

DATUM & LEVEL
Lindis Peak 2000

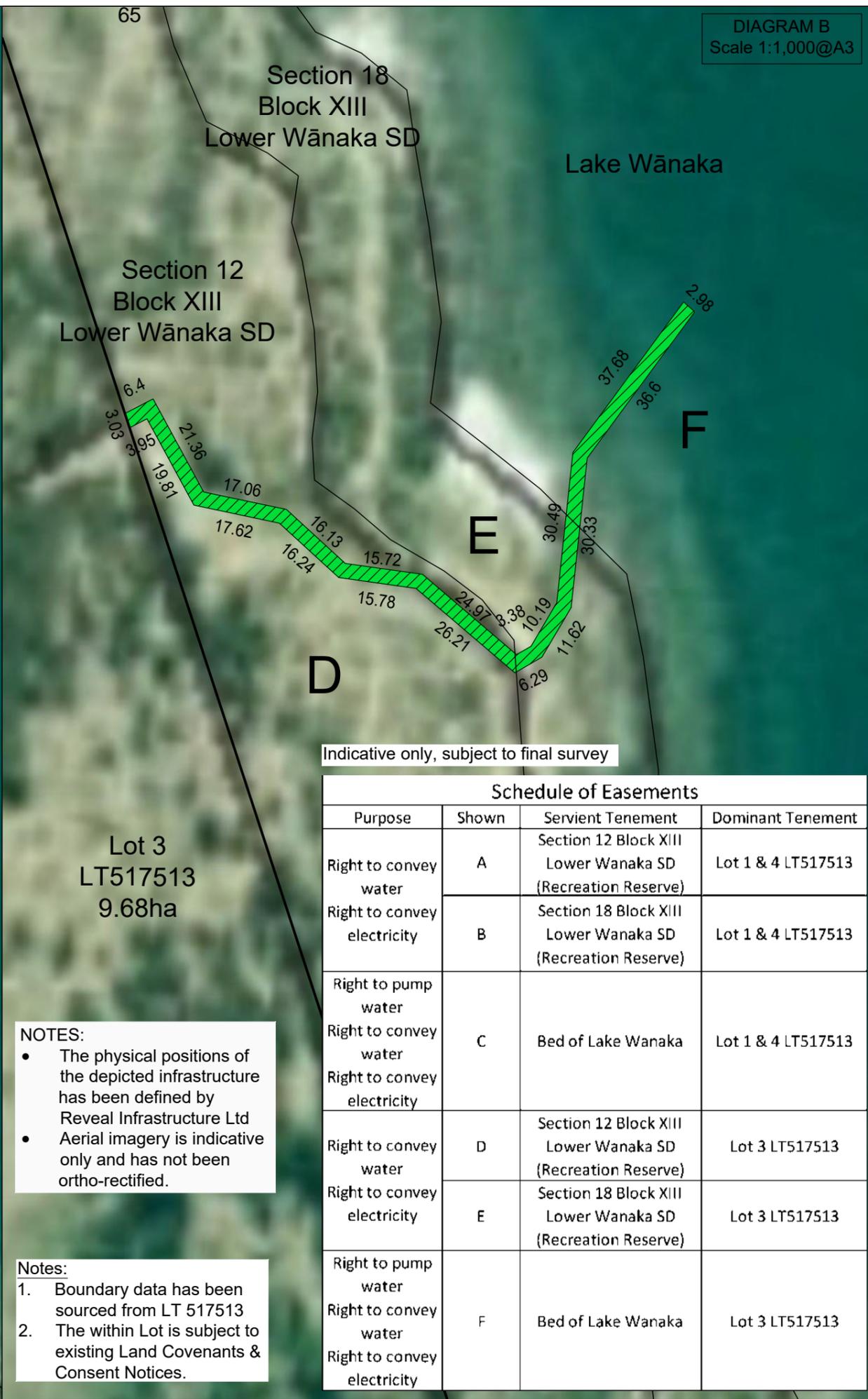
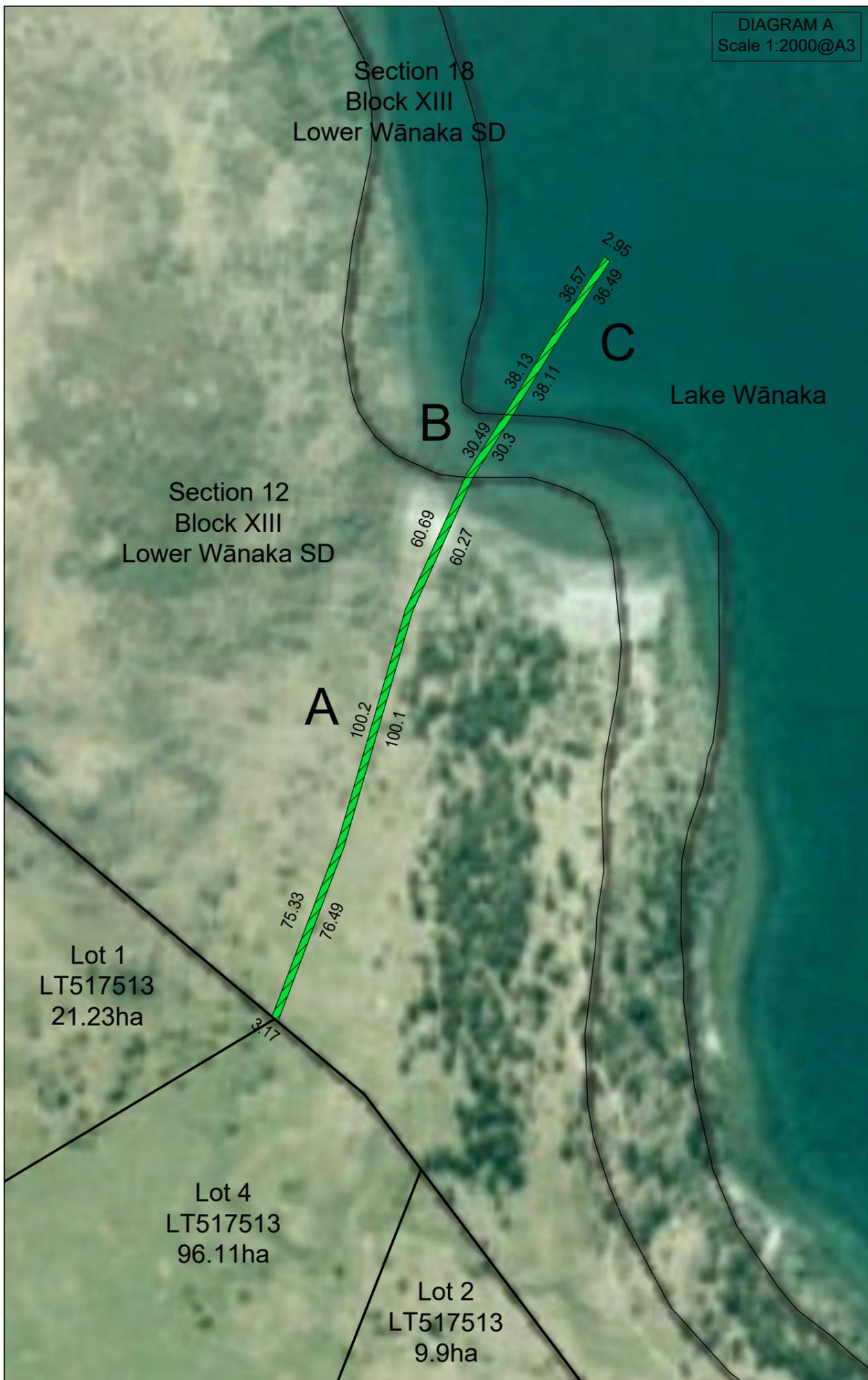
REVISION	DRAWING REFERENCE	Sheet	
A	V4037_C1	1 OF 2	
SURVEYED	DATE	CHECKED	DATE
L.W.	27/09/18	L.W.	27/09/18
DRAWN	DATE	APPROVED	DATE
C.M.	04/12/18	L.W.	04/12/18

NOTES:

- The physical positions of the depicted infrastructure has been defined by Reveal Infrastructure Ltd
- Aerial imagery is indicative only and has not been ortho-rectified.

Notes:

- Boundary data has been sourced from LT 517513
- The within Lot is subject to existing Land Covenants & Consent Notices.



Schedule of Easements			
Purpose	Shown	Servient Tenement	Dominant Tenement
Right to convey water	A	Section 12 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 1 & 4 LT517513
Right to convey electricity	B	Section 18 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 1 & 4 LT517513
Right to pump water			
Right to convey water	C	Bed of Lake Wanaka	Lot 1 & 4 LT517513
Right to convey electricity			
Right to convey water	D	Section 12 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 3 LT517513
Right to convey electricity	E	Section 18 Block XIII Lower Wanaka SD (Recreation Reserve)	Lot 3 LT517513
Right to pump water			
Right to convey water	F	Bed of Lake Wanaka	Lot 3 LT517513
Right to convey electricity			

NOTES:

- The physical positions of the depicted infrastructure has been defined by Reveal Infrastructure Ltd
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Notes:

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CSNZ THE CONSULTING SURVEYORS OF NEW ZEALAND
A DIVISION OF THE NEW ZEALAND INSTITUTE OF SURVEYORS

APPLICANT	John Edmonds & Associates
COMPRISED IN	LT 517513
TERRITORIAL AUTHORITY	Queenstown Lakes District Council
LAND DISTRICT	Otago
TOTAL AREA	136.7 ha
DATE	04/12/18

Drawing Title

Lots 1 - 4 being a Subdivision of Lots 1 & 2 DP 306288 and Section 11 Block XIII Lower Wānaka Survey District

Prepared for

Resource Consent

Plan Revisions

REV.	DESCRIPTION	DATE
A	ORIGINAL ISSUE	04/12/18

SCALE

1:2,000 @ A3
1:1,000 @ A3

DATUM & LEVEL

Lindis Peak 2000

REVISION	DRAWING REFERENCE	Sheet	
A	V4037_C1	2 OF 2	
SURVEYED	DATE	CHECKED	DATE
L.W.	27/09/18	L.W.	27/09/18
DRAWN	DATE	APPROVED	DATE
C.M.	04/12/18	L.W.	04/12/18

**Wanaka Community Board
4 April 2019**

Report for Agenda Item 4

Department: Planning & Development

Road Naming Application- David Reid (Alpine Estate) application to name 4 roads on Lot 2 DP 498936 (as subdivided by RM170065)

Purpose

The purpose of this report is to consider an application from David Reid of Alpine Estate to four roads located at Deans Drive, Wanaka.

Recommendation

That the Wanaka Community Board:

1. **Note** the contents of this report and in particular;
2. **Approve** the application for the new road names:
 - Doug Ledgerwood Drive***
 - Campbell Road***
 - Peterculter Drive***
 - Marjon Drive***
3. Authorise this report and resolution to be made available to the public as part of the next Mayor's report to Council.

Prepared by:



Cameron Jones
Land Development
Engineer

25/03/2019

Reviewed and Authorised by:



David Wallace
Manager, Resource
Management Engineering
Planning and Development

25/03/2019



Tony Avery
GM Planning & Strategy

25/03/2019

Background

- 1 An application has been received to name four roads associated with the subdivision of Lot 2 DP 498936 on Deans Drive in Wanaka.
- 2 Attachment A contains the location of the subdivision and a plan of the proposed roads to be named.
- 3 The options put forward for by the applicant for the road names are outside the provisions of the Council's Road Naming Policy (see Attachment C). This report puts these road names to the Wanaka Community Board for a decision. The names are not considered in poor taste or likely to cause offence.

Comment

- 4 The applicant has put forward the following options, in order of preference (as labelled in Attachment A):

Road 2 – Ledgerwood Drive, Doug Ledgerwood Drive, Olga Ledgerwood Drive

Road 3 – Campbell Road, Dumfries Road, Catrine Drive

Road 4 – Peterculter Drive, Peterculter Lane, Penzance Drive

Road 5 – West Denbie Drive, Marjon Drive, Eureka Street

- 5 The applicant has chosen the name Ledgerwood as a tribute to the Ledgerwood family, which it is understood has a long-standing relationship with the Wanaka and Hawea area. Given that naming a road Ledgerwood could be seen as a tribute to Jim Ledgerwood, one of the developers of the land, the applicant has specified that the name could be named after Douglas Ledgerwood, Jim's father, who passed away in 1981, or Olga Ledgerwood, Jim's mother, who passed away in 1996. Given that "Douglas Ledgerwood" is longer than the 15 characters permitted by the Policy, the applicant has shortened this to "Doug." It is understood that Douglas was commonly called Doug. It is considered that "Doug Ledgerwood Drive" is an appropriate name for the following reasons:
 - It is not considered likely to cause offense.
 - As Douglas Ledgerwood has passed away a reasonable amount of time, it would not be considered a memorial to a recently deceased person.
 - Douglas Ledgerwood spent large amounts of time in Wanaka, and established friendships with many local families.
- 6 The balance of the names were chosen as an "Homage to our Ancestry," seeking to broaden the theme established in the Alpine Estates area of "Scottish Settlers in the Otago Region." To this end, they are a combination of British surnames and place names.
- 7 I note that Henry Campbell owned and managed the Criffle and Wanaka Stations in the 1800's, and "Campbell Road" complies with section 5.3b of the Policy.

Road Naming Policy

8 We have considered the names against the Road Naming Policy and note the following:

- The background offered in relation to the majority of the names proposed is outside the provisions of the Road Naming Policy, as section 5.3a of the Policy allows for names consistent with an existing theme. The theme established as part of the previous road naming application in the area was that of “Scottish Settlers in the Otago Region.” Section 5.3b of the Policy allows for a name to be named after a “notable” historical person or event with “a local association with the area.” It is considered that the only name which complies with either provision is Campbell.
- As there is already a Denbigh Street in Arrowtown, the name West Denbie Drive could cause confusion in the future (particularly for emergency services); the Policy states that identical names and homophones in the District will not be accepted. The Policy also states that “the significant part of the word must not be the same.”

9 It is not clear that the names suggested are notable or appropriately associated with the Wanaka area, so it is considered prudent for the Wanaka Community Board to make a decision regarding these road names. The names do not need to meet the Road Naming Policy and can be accepted if considered appropriate by the Board.

Options

10 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002:

Option 1 – Do Nothing.

- 11 The roads need to be named before the applicant can have the titles issued for the subdivision. This is a resource consent condition that the applicant must comply with by way of application to Council.
- 12 The roads need to be named for practical addressing purposes so residents can be located in an emergency and have mail and service connections.
- 13 There are no advantages to doing nothing and the disadvantage is that the new road names cannot be finalised.

Option 2 – Approve the application.

Advantages:

- 14 The road name which is approved can be formalised and staff can proceed with updating the Council records and other outside parties with new addressing.

Disadvantages:

- 15 The road names proposed do not entirely comply with Council's Road Naming Policy.

Option 3 – Decline the application as applied for.*Advantages:*

- 16 If the application is declined, the applicant will need to return to the Council with alternative names. This could be considered an advantage if the applicant returns to Council with revised road names which comply with the Policy.

Disadvantages:

- 17 The road naming will be postponed, which will affect the applicant as they will be delayed in progressing with erection of signage, allocation of addressing and finalising the matter.
- 18 This report recommends **Option 2** for addressing the matter. As mentioned previously, the names offered are not in use or likely to cause poor taste or offence. The discretion for approval of road names in the Wanaka area outside of the Policy sits with the Wanaka Community Board.

Significance and Engagement

- 19 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy, because:
- The naming of these new roads will not have a large impact on the environment, culture and people of the district.
 - The background offered for the road names is outside existing policy and the application has been brought to the Wanaka Community Board for consideration.
 - There is no impact on the Council's capability and capacity in respect to the objectives set out in the Financial Strategy, Ten Year Plan and the Annual Plan.
 - The decision does not relate to the sale or transfer of shareholding of any of the Council's strategic assets.

Risk

- 20 This matter related to the operational risk OR011A, as documented in the [Council's risk register](#). The risk is classed as moderate. This matter relates to this risk as it refers to the Council's need to deal with Land Information Memorandum and requests for service using Council records. These rely on location address information being available on our system, TechOne, which is also used for reporting and performance monitoring of our contractors and for dealing with requests from ratepayers.

- 21 The recommended option considered above mitigates the risk OR011A by -
Treating the risk - putting measures in place which directly impact the risk.

Financial Implications

- 22 There are no operational and capital expenditure requirements or other budget or cost implications resulting from the decision.

Council Policies, Strategies and Bylaws

- 23 The Council's Road Naming Policy 2016 was considered in association with this application. The Policy objective notes that:

“The Queenstown Lakes District Council is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services.”

- 24 Road name applications in the Wanaka Area that fall outside the Council's Road Naming Policy are considered by the Wanaka Community Board.
- 25 This matter is included in the 10-Year Plan/Annual Plan. Road naming is a regulatory function which relates to Section 319 A of the Local Government Act 1974.

Local Government Act 2002 Purpose Provisions

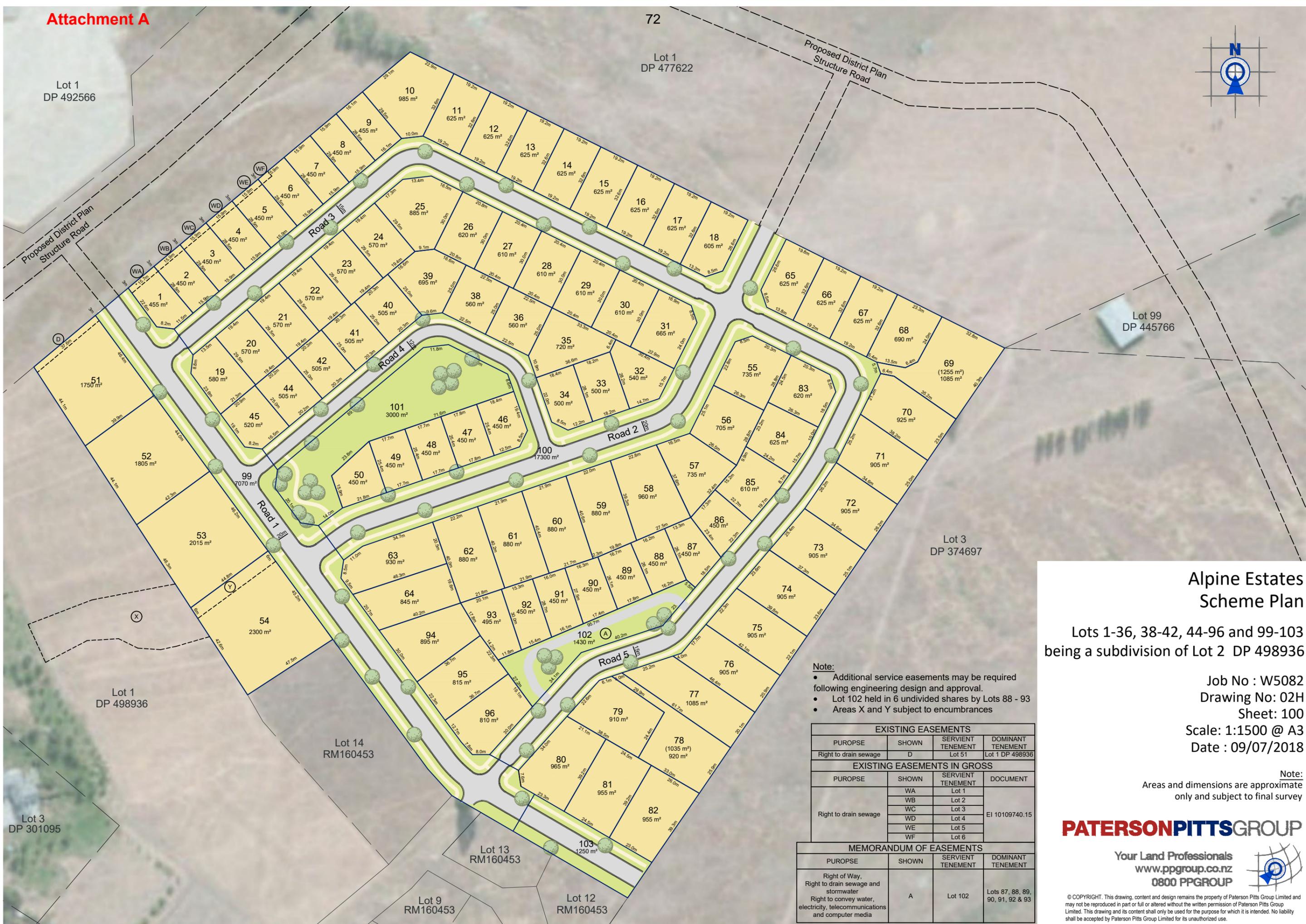
- 26 The recommended option:
- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by allowing the Council to allocate site addresses to development occurring in this area.
 - Can be implemented through current funding under the 10-Year Plan and Annual Plan.
 - Is outside the Road Naming Policy but within the terms of reference for the Wanaka Community Board.
 - Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Consultation: Community Views and Preferences

- 27 The persons who are affected by or interested in this matter are the applicants and the Queenstown Lakes District Council.
- 28 No community consultation has been undertaken in association with this request.

Attachments

- A Location Map – Alpine Estates Scheme Plan. Lots 1-36, 38-42, 44-96 and 99-103 being a subdivision of Lot 2 DP 498936 (roads to be named shown as Roads 2 - 5)
- B Council’s Road Naming Policy 2016.



**Alpine Estates
Scheme Plan**

Lots 1-36, 38-42, 44-96 and 99-103
being a subdivision of Lot 2 DP 498936

Job No : W5082

Drawing No: 02H

Sheet: 100

Scale: 1:1500 @ A3

Date : 09/07/2018

Note:

- Additional service easements may be required following engineering design and approval.
- Lot 102 held in 6 undivided shares by Lots 88 - 93
- Areas X and Y subject to encumbrances

EXISTING EASEMENTS			
PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
Right to drain sewage	D	Lot 51	Lot 1 DP 498936

EXISTING EASEMENTS IN GROSS			
PURPOSE	SHOWN	SERVIENT TENEMENT	DOCUMENT
Right to drain sewage	WA	Lot 1	EI 10109740.15
	WB	Lot 2	
	WC	Lot 3	
	WD	Lot 4	
	WE	Lot 5	
	WF	Lot 6	

MEMORANDUM OF EASEMENTS			
PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
Right of Way, Right to drain sewage and stormwater Right to convey water, electricity, telecommunications and computer media	A	Lot 102	Lots 87, 88, 89, 90, 91, 92 & 93

Note:

Areas and dimensions are approximate only and subject to final survey

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QUEENSTOWN LAKES DISTRICT COUNCIL

ROAD NAMING POLICY

1 AUGUST 2016

1. Policy and Objectives

The objective of this policy is to provide a consistent and comprehensive approach to the naming of roads in the District

The Queenstown Lakes District Council (QLDC) is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services. The procedures under which the Council wishes to achieve these objectives are set out below. The Council is empowered to name roads under Section 319 A of the Local Government Act 1974.

2. Scope

The Council's policy will apply to new or unnamed roads including roads with existing names that are not officially recognised, changes in road names, and it also includes areas that require an official address for identification purposes such as private rights of way, service lanes and pedestrian access ways.

3. Procedure for Naming a Legal Road

1. When a new road is formed the applicant will submit a written application on the approved form to the Council requesting the Council's formal approval for the name of the road. Each written application shall be accompanied by:-
 - a) Preferred name plus two alternatives listed in order of preference.
 - b) Legal description of the road and a copy of the subdivision plan highlighting the road
 - c) A location map.
 - d) A background to the names, their origins and their link with the area with confirmation that the same name does not exist within the Queenstown Lakes District or within 30km of the Queenstown Lakes District boundary.
 - e) The applicants address and contact phone number.
 - f) Road naming application deposit fee. Note charges incurred will be charged at a pro rata basis and will therefore reflect the complexity of the application and information provided
 - g) Signed copies of the APA (Affected Parties Approval) form, from each party affected by the proposed road name change, in cases where the subject road to be named has inhabited properties along it at the time of the application.
 - h) If APA is not received from all parties submissions from those parties will be provided with the application or evidence will be provided of written communication with or from the parties identifying that they are either not in support or are indifferent to the proposal and do not wish to comment.

2. The Council receives the application and checks the suitability of the preferred and alternative names against its Policy.
3. If in accordance with policy it is approved by a Council officer. If not in accordance with the policy it will go to Property Sub Committee, Wanaka Community Board or full Council for approval.
4. The Council approves, declines or amends the name for the road by way of a formal resolution of the appropriate Council committee or Council Officer.
5. The Council advises the applicant in writing of the Council's decision.
6. If the Council approves the name of the road, the Council will require the applicant to erect street signs showing the name of the road. All costs associated with the creation and erection of such signs are borne by the applicant, and such signs shall be erected as soon as practicable after the date of the Council's decision. The sign must conform to Council's street sign specification.
7. Immediately after the Council approves the name of any road, the Council will advise the Electoral Office, Land Information NZ, Valuation NZ, Quotable Value, NZ Post, Council's rating and GIS departments and all emergency services in the area of the name of the road.
8. Council's subdivision engineers will ensure that the road naming process is completed and the signs installed before the Section 224C certificate is prepared for issue. Performance bonds are not acceptable.

4. Procedure for Naming of Private Roads and Rights of Ways

Names for private roads and rights of way must be submitted for consideration on the approved form and will go through the same process as for legal roads. The approved name will then be recorded in Council's GIS system and flagged as a private road or right of way. The street sign must have the word "Private" under the street name and the applicant is required to pay for the signage. (Refer to the Signs Bylaw for exact specifications).

Rights of Ways

Where more than five allotments are served by a private right of way the council requires the ROW be named, and numbered accordingly. The name of the right of way must be submitted to Council for approval following the process set out above.

Where five or less allotments are served by a private right of way the ROW may be officially named following the procedures set out in this policy.

5. Guidelines for the selection of new road names.

1. There must not be another street named the same in the Queenstown Lakes District emergency services area or within 30km of the QLDC district boundary.
2. Identical names or homophones in the District or within 30km of the District boundary, will not be accepted. If the road name consists of more than one word (excluding the suffix) then the significant part of the word must not be the same as the significant part of any other road name i.e. Coronet Peak Road and Peak View Ridge are fine, but Coronet Peak Road and Coronet Drive would not be accepted

3. The name has significant local content or meaning. The name should reflect one of the following:

a) Common or established theme

Where more than one road is being created in a subdivision, a common theme is recommended for the names. If a naming theme is already established in a suburb, the names for that suburb should remain consistent with that theme.

b) Historical Person or Event

The name of a notable person or event from early history should ideally have a local association with the area.

c) Significant feature

It is appropriate to name a road after a significant feature in the area (for example, geographical feature, landscape, flora, or fauna). Naming after features which do not exist in the area should be avoided (for example, naming after native trees or plants that are not evident in the area or views that cannot be identified).

d) Traditional or appropriate Maori name

If the name suggested is a Maori name, then the name will have to be checked by the applicant with Southern and Otago Runanga to ensure that it is not offensive to manawhenua and Maori and is appropriate, spelt correctly and interpreted correctly. There is no formal requirement to check a Maori name, however a Maori road or street name will not be considered unless the following have been consulted with:

1. Kai Tahu ki Otago Ltd (KTKO Ltd) (Otago Iwi)
2. Te Ao Marama Incorporated (Southern Iwi)

It is also a courtesy to consult with local whanau.

e) Personal name for special service

This can be for conservation, sport, community service or other sphere of activity with local association which can be duly recognised. Naming after persons living or recently deceased should generally be avoided and will not be considered unless that person has made a noteworthy contribution to that locality.

4. Names should be easy to spell and pronounce and have an appropriate meaning.
5. The name should not be considered to be in poor taste or likely to cause offence.
6. Full names may only be used where the name is of a reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names that are longer than 15 letters (including the space between the names, but not including the "road type") will not usually be considered.
7. The end name for the roadway should be the one that most accurately reflects the type of roadway that it is. A list of accepted end names and meanings for these names is included with Council's list of available street end names.
8. A name can also be taken off Council's list of street names if it is appropriate for that area. This list will be given out with application forms.

6. Councils List of Street Names

There is a list of names which have been accepted by Council that the applicant can utilise if it falls within the policy. These names have come from:

- war memorials in the district.
- nominations from individuals or societies.
- surveyed and named streets which have never been formed.

7. Costs / Fees for Road Naming Applications

The cost of processing different types of road naming applications will be set by Council from time to time. The rate charged will be for administration support as outlined in the QLDC Fees and Charges schedule found by following the link below.

<http://www.qldc.govt.nz/assets/Uploads/Forms/Resource-Consents/Resource-Consent-Engineering-Initial-Fees-and-Other-Charges.pdf>

Council's list of accepted end names

Alley	A narrow street or passage, usually enclosed on either side.
Arcade	Covered walkway with shops along the sides.
Avenue	A roadway with trees or other objects at regular intervals.
Boulevard	A broad main street with rows of trees along it.
Circle	A street surrounding a circular or oval shaped space.
Close	A short enclosed roadway ie a cul-de-sac.
Court	A short enclosed roadway ie a cul-de-sac.
Crescent	A street of houses in a crescent shape.
Drive	An especially scenic road or street.
Esplanade	Level piece of ground especially one used for public promenade.
Glade	Roadway usually in a valley of trees.
Green	As for Common, but not necessarily bounded by a reserve.
Grove	A roadway which often features a group of trees standing together.
Highway	Main thoroughfare between major destinations.
Lane	A narrow street or road, may be single passage only.
Loop	Roadway that diverges from and rejoins the main thoroughfare.
Mall	Wide walkway, usually with shops along the sides.
Mews	A roadway having houses grouped around the end.
Parade	A public promenade or roadway.
Place	A short sometimes narrow enclosed roadway.
Promenade	Wide flat walkway, usually along the water's edge.
Quay	Roadway alongside or projecting into water.
Rise	A roadway going to a higher place of position.
Road	A roadway forming a means of communication between one place and another.
Square	A street surrounding a square or rectangular shaped space.
Steps	Walkway consisting mainly of steps.
Street	A township carriageway that has houses on both sides.
Terrace	A roadway usually with houses on either side raised above the road level.
Track	A narrow country street that may end in pedestrian access.
Walk	Thoroughfare for pedestrians.
Way	A track or path for passing along.
Wharf	A roadway on a wharf or pier.

**Wānaka Community Board
4 April 2019**

Report for Agenda Item: 5

Chair's Report

Purpose

To provide the Board with an update on projects of interest and previous actions and to address other matters not listed elsewhere on the agenda.

Recommendation

That the Wānaka Community Board:

1. **Note** the contents of this report.

Prepared by:



Quentin Smith, Wānaka Community Board Chair

22 March 2019

Wānaka Masterplan

1. The Wānaka Town Centre Activation Trials were held from Friday 15 March to Monday 18 March where the community was invited to test out a temporary public open space, created by closing down parts of Ardmore Street and Helwick and providing a programme of activities to bring the space to life.
2. Over the four day trial, people were encouraged to drop by and learn more about some of the proposed ideas being explored as part of the Town Centre Masterplan and transport infrastructure at the community information tent on the lakefront. A series of information panels were on display for people to view and discuss with members of the Wānaka Community Reference Group (WCRG) and Project team.
3. A Masterplan options survey detailing the range of concepts developed was available to fill out at the community information tent on iPad over the trial period or online until the 31 March.
4. The short-list of options together with the community engagement feedback will be workshopped with the WCRG and wider stakeholder group on 4 April.
5. A post activation debrief will be held with members of the business community who have expressed concerns over future proposed road closures.
6. The 6th edition of the e-newsletter “In the Loop” will go out in the coming weeks to stakeholders and interested parties (345 subscribers) who have signed up to our database to keep them updated on project developments.

Wānaka Recreation Centre

The following is a general update on recent activities at the Wānaka Recreation Centre ('WRC').

7. The first ever indoor cricket social league is being held weekly from 11 March to 15 April.
8. Bookings are now open for the Easter school holiday programme.
9. Wānaka Primary School swim sports (21 March) and Upper Clutha Primary swim sports (28 March) took place at WRC with more than 200 students and teachers at each event
10. Wānaka Food and Produce Market takes place in the car park every Wednesday afternoon (from 13 March)
11. School swimming and water safety programme has been completed for all local primary school-age children.

Poll regarding Tourist Levy

12. At the Council meeting held on 7 March 2019 the Council resolved to hold a non-binding referendum of Queenstown Lakes District residents and ratepayers on the proposal to introduce a Visitor Levy to support the delivery of visitor growth-related infrastructure and services investment.
13. The process is being conducted formally as a poll under the Local Electoral Act 2001 and the statutory steps commenced immediately following the meeting.
14. At present the preliminary Electoral Roll is open for inspection and will remain open for additions and corrections until noon on 9 April 2019. Voting papers will be delivered to all those who appear on the final Electoral Roll. This is the opportunity for those who are eligible to ensure that they are on the roll. After this date, the electoral roll for the referendum closes and those who are eligible but not on it will have to make a Special Vote.
15. The poll will be conducted via postal vote over the period 14 May – 5 June. ‘Polling Day’ is 5 June and a preliminary result will be available shortly after noon on that day. A final declaration of the results can be expected by 8 June.

Action Items from Previous Meeting

16. Actions on items considered at the previous Board meeting have been progressed as detailed below.

Agenda item	Update
1. Road Naming application – Cons Track	<u>Complete:</u> Applicant has been advised of approval.
2. Reserve Management Plan for Lismore Park et al (to be called ‘Wānaka Central Reserve management Plan 2019’)	<u>Underway:</u> Considered by Council on 7 March.
3. Proposal to Vest Land in Wānaka as One Recreation Reserve and Seven Local Purpose Reserves and to Offset Reserve Improvement Contributions as per the Development Contributions Policy	<u>Underway:</u> Recommendation was approved by Council on 7 March. The matter is ongoing and dependent upon timing of subdivision completion.
4. Temporary Road Closure Application – Wānaka A&P Show 2019	<u>Complete:</u> Conditions fulfilled and event held.
5. Hāwea Playgroup Inc – New Lease	<u>Underway:</u> Lane Neave has been instructed to prepare the lease documentation.

Agenda item	Update
6. Chair's Report: <ol style="list-style-type: none"> <li data-bbox="300 271 815 338">a. Attendance at 2019 Community Boards' Conference <li data-bbox="300 378 815 521">b. Panel for hearing of submissions on application by Coastguard Wānaka for lease over recreation reserve 	<u>Complete:</u> <ol style="list-style-type: none"> <li data-bbox="831 271 1398 371">a. Jude Battson has advised she is no longer available to attend the conference. <li data-bbox="831 378 1398 555">b. Hearing took place on 27 February 2019. The panel's recommendation will be presented for Council consideration at the meeting to be held on 18 April 2019.

Attachments

- A Infrastructure Team Summary Report
- B Minor Improvements Update
- C Parks and Reserves Capital Programme and Renewals

Liaison positions, community associations, and Council meeting updates

17. Members are invited to report on the Board-related activities they have been involved in since the previous meeting, and Councillors are asked to comment on any matters of interest from recent Council meetings.

Regular project reports

18. The following project updates are attached for the information of the Board:

- Infrastructure Team Summary Report (**Attachment A**)
- Minor Improvement Projects (**Attachment B**)
- Parks and Reserves Capital Programme and Renewals (**Attachment C**)

INFRASTRUCTURE TEAM SUMMARY REPORT

SUMMARY OVERVIEW REPORT

REPORT ISSUED ON : 21 March 2019



Very Low	No Incidents	On Budget
Low	Near Miss	At Risk
Moderate	Reportable	Over Budget
High		
Very High		

Fully Realised	On Track
Partially Realised	At Risk
Not Realised	Overdue

	Strategic Business Case / Programme Business Case
	Indicative Business Case
	Detailed Business Case
	Implementation Phase
	Project Close Out

Bundle #	Project #	Project Name	RISK PROFILE (RP)	H&S STATUS FOR PERIOD (HS)	FINANCIAL STATUS (FS)	PRACTICAL COMPLETION DATE	Expected to Realised benefits from BBC	OVERALL PROJECT STATUS (OPS)	COMMENT
108	108	Luggate new WWPS & Cxn to Project Pure	Low			19/07/2019	Fully Realised		QAC Easement completed Toy museum easement completed
109	109	Hāwea WTP minor upgrades	Very Low			11/06/2019	Fully Realised		
111	111	Capell Ave Hāwea Watermain extension	Low			20/06/2019	Fully Realised		Detailed design underway and on track.
1	1.1	Beacon Point new Reservoir - Design	Moderate		At Risk	20/09/2019	Fully Realised		RFQ for Reservoir Design Bundle out to market due 27/03/2019. Land acquisition discussions ongoing.
3	3.1	Hāwea WW Cxn to Project Pure WWTP - Design	Moderate			4/12/2019	Fully Realised		RFQ out 29 Mar 19 for Design
3	3.2	North Wānaka new WW conveyance scheme - Design	Very Low			4/12/2019	Fully Realised		RFQ out 29 Mar 19 for Design
4	4.1	Wānaka WS Transmission Pipeline stage 1 - Design	Low			30/08/2019	Fully Realised		RFQ for design out to market, closes 27 Mar 19
4	4.2	Wānaka WS Transmission Pipeline stage 2 - Design	Low			30/08/2019	Fully Realised		RFQ for design out to market, closes 27 Mar 19
6	6.1	Beacon Point new Water Treatment Plant - Design & Build	Moderate			26/05/2023	Fully Realised		RP: Designation process may take 12 months. Land Acquisition requires HoA with landowners Design is linked to the design of the reservoir.
9	9.1	Bremner Park Rd - Lake new SW outlet - Design	Very Low			24/06/2020	Fully Realised		Detailed analysis of programme and scope to be undertaken to confirm requirements. Report due April 2019.
9	9.2	Wiley Rd - Beacon Pt new SW outlet - Design	Very Low			24/06/2020	Fully Realised		As above.
9	9.3	Mt Aspiring College SW drainage upgrade - Design	Very Low			24/06/2020	Fully Realised		As above.
9	9.4	Bills Way SW pipeline replacement - Design	Very Low			24/06/2020	Fully Realised		As above.
9	9.5	Aubrey Rd Rec Reserve SW detention pond - Design	Very Low			24/06/2020	Fully Realised		As above.
9	9.6	Three Parks catchment new SW outlet - Design	Very Low			24/06/2020	Fully Realised		As above.

INFRASTRUCTURE TEAM SUMMARY REPORT

SUMMARY OVERVIEW REPORT

REPORT ISSUED ON : 21 March 2019



Bundle #	Project #	Project Name	RISK PROFILE (RP)			PRACTICAL COMPLETION DATE	Expected to Realised benefits from BBC		OVERALL PROJECT STATUS (OPS)	COMMENT
			Risk Level	H&S STATUS FOR PERIOD (HS)	FINANCIAL STATUS (FS)		Realisation Status	Operational Status		
			Very Low							
			Low							
			Moderate	No Incidents	On Budget		Fully Realised	On Track		
			High	Near Miss	At Risk		Partially Realised	At Risk		
			Very High	Reportable	Over Budget		Not Realised	Overdue		
9	9.7	Luggate WW reticulation extension - Design	Low			3/02/2020	Fully Realised	On Track	○	Detailed analysis of programme and scope to be undertaken to confirm requirements.
9	9.8	Luggate New WTP,PS & pipeline to airport - Design	Low			27/11/2019	Fully Realised	On Track	◐	New borehead works completed awaiting ORC consent. Detailed analysis of wider programme and scope to be undertaken to confirm requirements.
11	11.1	Project Pure FOG Treatment facility - Design				15/06/2020	Fully Realised	On Track	◐	BECA undertaking the indicative business case, programmed to be complete by April 2019
11	11.2	Project Pure WWTP upgrade - Design				15/06/2020	Fully Realised	On Track	◐	As above.

○	Strategic Business Case / Programme Business Case
◐	Indicative Business Case
◑	Detailed Business Case
◒	Implementation Phase
◓	Project Close Out

Project title	Project description	Construction complete
Anderson Road Cycleway	Options for future layout of Anderson road including cycleway, shared paths, parking	Shared use design option prepared, TBC how this project is delivered as cost is now over \$1M
Aubrey Road Cycle lane project Stage 2	Aubrey Road Cycle lane project Stage 2	COMPLETE
Aubrey Road Cyclelane Anderson-Gunn Rd	Options assesment to upgrade and seal the cycle path. Justified on a cost benefit basis. Including suggestions for staged approach to sealing ie over 3 years.	Design due 29/3/19
Capel Ave Footpath & Drainage Upgrade	2m width footpath, K&C 1 m moving strip & road edge tidy up in front of tennis courts	Construction due to be complete 5/4/19
Cardrona Valley Road Safety Review	Cardrona Valley Rd Major link between Qtown Wānaka but still local collector. Ensure road meets its upgraded heighrachy status	Design due 28/06/19
Alison Ave Gunn Road Corner Review	Alison Ave Gunn Road Corner Review	On hold
Gladstone Rd Widening	Gladstone road widening edge break due to heavies	(not minor improvements, will go to maintenance contract)
Kane Road Widening Pavement Construction	Kane Rd Widening	COMPLETE
Brownston Street sump grate assesment	Raise Sump grate height	(Not minor improvements, will go to maintenance contract)
Wānaka signs budget allocation	Wānaka signs budget allocation	budget for signs and lines almost spent
Wilkin Road	Wilkin Rd, New Footpath School Route	removed from programme
Nook Road Intersection	Realigning of the intersection to ensure vehicles slow down turning into and out of Nook Rd.	Design due 22/3/19
Dungarvon Street Pedestrian Upgrade	Dungarvon Street Crossing point pedestrian access (Opus to review movements)	Design complete, pricing and construction TBC
Golf Course Road Pedestrian Upgrade	Golf Course Road Footpath/Crossing retirement viillage	Design complete, pricing and construction TBC
Moraine Place Footpath & K&C	2m width footpath, K&C 1 m moving strip Bernard road footpath Hedditch Street footpath	Construction due to be complete 29/03/19

Wanaka Parks & Reserves Capital Programme + Renewals			
<i>Monthly WCB Update -- March 2019</i>			
Project	Details/Description	Projected start date	Projected completion date
Aspiring Rd - replace permaloo with exeloo *	Toilet/car park completed on schedule. Waiting for asbuilt plans so project completion can be signed off.	Early October	21/12/2018
Minor Renewal Reserve Works - Wanaka Ward	See details below		1/06/2018
Playground Renewals	Playground resurfacing completed, Dinosaur Park and Dominii Park resurfaced.	1/08/2018	5/03/2019
Street Tree Replacement program - 2-3 streets a year Wanaka	Programme underway.	1/08/2018	1/07/2019
TIF Funding project public toilets at Albert Town, Red Bridge Luggate	MBIE TIF agreement signed by both parties. Project to install toilets in Albert Town, Red Bridge Luggate and Isthmus Peak car park general area. Community Associations have been contacted.	second half of 2019	
Minor Renewal Reserve Works - Wanaka Ward			
Wanaka Fencing and Entrances			
Wanaka Park garden enhancements/plants			
Wanaka furniture			
Wanaka Park improvements (Skate bowls, sports facilities, turf			
Wanaka Skatepark repairs	Wanaka Skatepark Assessment and Feasibility Report produced by Opus, currently working with Opus to get repair work on Stage 1 done.		1/07/2019
Wanaka Roding Parks and Reserves Maintenance			