



Order Paper for the Meeting of the

**WANAKA COMMUNITY BOARD**

Thursday, 15 November 2018

commencing at 10.00am

In the Armstrong Room, Lake Wanaka Centre,  
Wanaka

## **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.

Agenda for a meeting of the Wanaka Community Board to be held in the Armstrong Room, Lake Wanaka Centre, Wanaka on Thursday 15 November 2018 commencing at 10.00am.

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**Minutes of a meeting of the Wanaka Community Board held in the Lake Hawea Community Centre, Myra Street, Hawea on Thursday, 27 September 2018 commencing at 10.00am**

**Present:**

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

**In attendance:**

Mr Tony Avery (General Manager, Strategy and Development/Acting Chief Executive), Mr Aaron Burt (Senior Planner, Parks and Reserves), Mr Blake Hoger (Property Advisor, APL Property Ltd), Ms Diana Manson (Parks and Reserves Officer) and Ms Jane Robertson (Senior Governance Advisor); two members of the media and five members of the public

**Apologies/Leave of Absence Requests**

Apologies were received from Councillor MacLeod and Councillor McRobie.

**On the motion of Mr Taylor and Ms Battson the Wanaka Community Board resolved that the apologies be accepted.**

**Confirmation of Agenda**

The Chair advised that he had been advised of an item that needed to be added to the agenda that could not be delayed until the next meeting.

**On the motion of Ms Harrison and Ms Brown it was resolved that the Wanaka Community Board agree that the agenda be confirmed with the addition of a further item to the agenda, being the appointment of a hearings panel to hear, consider and make recommendations on submissions on the Draft Reserve Management Plan for Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace, Domini Park and Kennedy Crescent Recreation Reserves as part of the Chair's report; the reason the item cannot be delayed until the next meeting is because a delay will mean the timeframe for completing the project is not fulfilled; the reason it was not included on the agenda is due to an administrative error.**

**Public Forum**

The Chairperson advised that he considered there was value in suspending Standing Orders to allow speakers in the Public Forum to address the Board for longer than the three minutes allowable under Standing Orders.

**On the motion of Councillor Smith and Ms Harrison the Wanaka Community Board resolved that Standing Orders be suspended to permit speakers in the Public Forum to address the Board for longer than three minutes.**

1. Jackie Brook

Ms Brook spoke on behalf of the residents of Moraine Place who were all concerned about the danger of Sarges Way (formerly known as Moraine Rise) being connected through to Sentinel Park. As a through road there would be a significant increase in traffic, estimated to be at least twice the design specification. Further, it would become the only connecting road if the SHA went ahead, but the roads did not meet the QLDC's width requirements for through roads. Other issues were: many schoolchildren catching the bus at the Lakeview/Moraine corner; parking; the blind corner at Sarges Way and Moraine Place; and a blind rise where Moraine Place came out on to Lakeview Terrace.

Ms Brook asserted that the QLDC had been misleading as residents had assumed that streets with the name 'Place' or 'Way' could not become major thoroughfares. She considered that if this occurred it was an accident waiting to happen.

The Chair undertook to clarify if any improvements were planned in the minor safety works programme. Ms Brown suggested that it had not been designed as a through road because of the corner.

2. Errol Carr

Mr Carr considered that the SHA legislation was flawed because it had been introduced in haste. It enabled rural zoned land to be fast-tracked for housing development and in the case of the Hawea SHA had been used inappropriately. However, the affordable housing problem in the district needed to be resolved to have a properly performing community. He identified three issues that were contributing to the problem: land-banking, greed of property developers and inaction of the Council.

He asked the Board to work with central government to create a new strategy to resolve the problem, including the preparation of new legislation targeted to achieve affordable housing

3. April McKenzie

Ms McKenzie stated that she was currently chair of the Hawea Community Association which was challenging Council on the Hawea SHA. They were due to meet with Council representatives the following day to discuss matters around the SHA and its commercial area, with an emphasis on infrastructure. They would approach the meeting without prejudice but the problem was the SHA legislation which whilst intended to apply nationally, in effect applied in local areas and conflicted with national law, leading to constitutional issues and the burden of proof for local communities. Notwithstanding this, there were ongoing concerns about breaches in administrative law at QLDC and she was still awaiting a reply to her request for the pecuniary interests register.

John Taylor, Treasurer, Hawea Community Association ('HCA')

Mr Taylor expressed the community's appreciation for the annual community grant of \$5000 that it received from the Council. He noted that there were already a number of projects that were earmarked for this funding in the coming year. The projects included a portoloo at Isthmus Creek track, a contribution to the Armistice Day commemorations in November, stone walling on Anzac Peninsula and a contribution to the cavalcade. Other big expenses were anticipated over the coming year.

It was noted that the HCA could make a submission to the Annual Plan for funding to cover specific costs. The Board also commended the HCA for the way in which they managed to 'stretch' the \$5,000 it was granted.

**On the motion of Councillor Smith and Ms Battson  
the Wanaka Community Board resolved that  
Standing Orders be reinstated.**

**Declarations of Conflicts of Interest**

No declarations were made.

**Matters Lying on the Table**

There were no matters lying on the table.

**Confirmation of minutes**

**1. Wanaka Tennis Club Inc – Notification of New Lease**

A report from Dan Cruickshank (Property Advisor, APL Property Ltd) advised that the Wanaka Tennis Club Incorporated (the Tennis Club) had a lease from Council for the land they occupied between Upton and Warren Streets. The lease was due to expire on 31 January 2019 and a new lease was now required to allow the Tennis Club to continue their occupation and use of the land. The report noted that the process of granting a new lease required an intention to grant a lease to be publicly notified calling for submissions. Accordingly, the report recommended that the Board approve notification of the lease and nominate a hearings panel, should there be submitters who wished to be heard.

The report was presented by Mr Hoger and Mr Burt.

A question was raised about the relatively short term recommended (an initial term of three years, with two renewals by agreement of both parties). Mr Burt noted that this was to ensure consistency with Council's community pricing policy matrix which stipulated that nine years was as long as possible for this sort of group.

**On the motion of Councillor Smith and Ms Brown it  
was resolved that the Wanaka Community Board:**

1. Note the contents of this report;
2. Approve notification under section 119 of the Reserves Act 1977, of an intention to grant a new lease to the Wanaka Tennis Club Incorporated, under sections 54(1)(b) and (c) of the Reserves Act. The proposed lease is upon land legally described as Sections 1, 2, 5, 6 and 7 Block XXXV Town of Wanaka, and Section 1 SO 24567. The proposed lease is subject to the following conditions:

<b>Commencement</b>	<b>1 February 2019</b>
<b>Term</b>	<b>3 Years</b>
<b>Renewal</b>	<b>Two further terms of 3 years by agreement of both parties</b>
<b>Rent</b>	<b>Pursuant to Community Facility Funding Policy (\$1 per annum at commencement)</b>
<b>Reviews</b>	<b>5 yearly, or when the Funding Policy is reviewed</b>
<b>Use</b>	<b>Tennis and activities directly related to tennis club activity</b>
<b>Operational costs</b>	<b>All rates and charges associated with the land to be paid for by lessee</b>
<b>Assignment/Sublease</b>	<b>With Council approval</b>
<b>Liability Insurance</b>	<b>\$2 million</b>
<b>Expiry Conditions</b>	<b>Lessee can elect to remove improvements and make good, or improvements to revert to Council ownership with no compensation payable</b>
<b>Break Clause</b>	<b>Council can give a one-year cancellation notice, if the land is required for</b>

the 'provision of core infrastructure services'

**Maintenance**

All maintenance of the building and property, including gardening to be paid for by lessee

3. Appoint Ms Battson, Ms Harrison and Mr Taylor (any two of whom can form a hearing panel) to hear any submissions and make a recommendation to Council

2. **Proposal to Vest Land in Wanaka as Two 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 a proposal from Orchard Road Holdings Ltd (a developer) for two proposed Local Purpose reserves to be recommended to Council for approval, and for reserve improvement development contributions also to be recommended for approval.

The report was presented by Mr Burt. He confirmed that neither proposed reserve would be a recreation reserve with Lot 997 being a Local Purpose (Stormwater) Reserve and Lot 998 a Local Purpose (Connection) Reserve. It was noted that Lot 998 would contain pedestrian/cycle ways and the report recommended that any pathway should connect with that on the adjacent Bright Sky SHA.

**On the motion of Mr Taylor and Ms Brown the Wanaka Community Board resolved that it recommend to Council that the vesting of the two proposed Local Purpose reserves be approved:**

1. **Orchard Road Holdings Ltd – RM171177**
  - a. Lot 997 (0.936 hectares): Local Purpose (Stormwater) Reserve, Ballantyne Road.
  - b. Lot 998 (2.162 hectares): Local Purpose (Connection) Reserve, Ballantyne Road.

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

- i. Consent being granted (and subject to any variations to RM171177) for the subdivision required to formally create the reserves and to level out topography (if advised necessary by the Parks & Reserves Planning Manager);
- ii. Presentation of the reserve in accordance with Council's standards for reserves;

- iii. Areas of reserve shall exclude areas of road;**
- 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 & Reserves Planning Manager.**
- v. All areas of mounding shall be mowable, and not have a gradient steeper than 1:5;**
- vi. Final locations of all specimen tree planting and the tree planting methodology should be determined on site with the QLDC Arborist Officer prior to planting;**
- vii. The formation of sealed pathways within Lot 998 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). Pathways shall connect Ballantyne Road with Lot 1 DP 477622, and Road 2 via pathway linkages between lots 37/38 and 45/46;**
- viii. Confirmation that the pathways on Lot 998 will connect and align with any corresponding pathways proposed in association with the potential Special Housing Area on Lot 1 DP 477622. The Parks & Reserves Planning Manager shall approve the location of such connections.**
- ix. A potable water supply point to be provided at the boundary of the reserve lots;**
- x. 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;**
- xi. The registration of a Consent Notice on any land (being Lots created by RM171177) adjoining the reserves, to ensure any fences on land adjoining, or boundaries along the reserve, shall be 50% visually permeable;**
- xii. A three year maintenance period by the current landowner commencing from vesting of the reserves;**

- xiii. **A maintenance agreement being prepared specifying how the reserves will be maintained during the maintenance period; and**
  - xiv. **Vesting of reserves to be undertaken in accordance with the QLDC Vesting of Roads and Reserves Policy.**
- 4. Recommend to Council that reserve improvement contributions for the Local Purpose (Connection) Reserve (Lot 998) are offset against those payable in accordance with the Development Contributions Policy current at the time of contributions payment, subject to:**
- a. Detailed design plans for the reserves to be submitted and the approval of these to be delegated to the Parks & Reserves Planning Manager.**
  - b. Final approval of reserve improvement costs to be delegated to the Parks & 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.**

**3. Licence to Occupy Road Reserve – 22 Lismore Street, Wanaka**

A report from Blake Hoger (Property Advisor, APL Property Ltd) assessed the appropriateness of the Board granting a Licence to Occupy Road Reserve to enable the owners of 22 Lismore Street to install concrete block retaining walls and a concrete driveway with retained fill and a walkway with timber decking on a piece of road reserve. The report recommended that a Licence to Occupy should be granted subject to conditions.

The report was presented by Mr Hoger and Mr Burt.

Ms Brown asked why the development could not be done without going onto road. Mr Hoger noted that this was because of the sloping nature of the terrain. Further, it was not uncommon for driveways to cover road reserve. He agreed that the applicant could form a different entry way through the garage but what was proposed was more aesthetically pleasing. In addition, the proposal had been largely directed by the slope of the land and other similar applications had been previously approved.

A 12-18 month build was anticipated which it was agreed could impact on parking. It was noted however, that any agreement to grant a licence was subject to approval of a Traffic Management Plan.

**On the motion of Councillor Smith and Mr Taylor it was resolved that the Wanaka Community Board:**

- 1. Note the contents of this report;**
- 2. Grant a Licence to Occupy to enable the owners of 22 Lismore Street to install concrete block retaining walls, a concrete driveway with retained fill and a walkway with timber decking subject to the following conditions:**
  - a. Building and Resource Consent to be obtained prior to works commencing if required.**
  - b. Approval of a Traffic Management Plan (TMP) and Connection to Council Services (CCS) by Council Engineers before work commences.**
  - c. All activities are to be undertaken in accordance with Worksafe New Zealand's standards for the work environment.**
  - d. Any works within the road reserve to be undertaken to the specification and approval of Council's Engineers.**
  - e. All services including phone, power and gas within the road reserve and any water, sewer and storm water services must be identified and catered for and no compromise shall be made to Council Infrastructure or access to same.**
  - f. The existing walkway / footpath along Lismore Street not to be compromised.**
  - g. Structures must not compromise roading or services maintenance activities.**
  - h. Ongoing maintenance of the structures are to be the responsibility of the Licensee.**
  - i. The applicant consents to the Licence being encumbered against the title of Lot 3 DP 21105 to ensure the recommended terms and conditions continue in perpetuity for all future owners of the property.**
  - j. The licence shall remain at Council's pleasure**

**4. Chair's Report**

A report from the Chair:

- Advised of a variation to plans by CCR Ltd to undertake a development at the Glendhu Bay Motor Camp to which the Board had previously given

Affected Persons' Approval ('APA'). The new development was largely consistent with the previous approval and the report sought revocation of the previous APA and replacement with a delegation to issue APA by the Chair;

- Provided an update on progress with the Wanaka Masterplan;
- Detailed the Stage 3 design concept for the Wanaka Skate Park development;
- Provided an update on recent activities at the Wanaka Recreation Centre;
- Detailed the submissions made to the New Zealand Geographic Board on the proposal to change the name of Gladstone to John Creek and Johns Creek to John Creek;
- Provided an update on the Representation Review; and
- Summarised the actions from the previous meeting.

The Chair advised that procedurally it was cleaner to rescind the previous APA so that the new APA would stand alone. The proposed delegation would allow the matter to progress before the next meeting and once staff had provided the necessary information, he would circulate it to the rest of the Board for informal feedback before providing a final response.

In relation to the approval of the Wanaka Lakefront Development Plan: Eely Point Recreational Reserve, it was noted that staff were currently progressing a lease area for the Wanaka Coastguard.

Consideration was given to the appointment of a hearings panel to hear, consider and make recommendations on submissions on the Draft Reserve Management Plan for Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace, Domini Park and Kennedy Crescent Recreation Reserves. It was agreed that the membership of the hearings panel would be Ms Battson, Ms Harrison and Mr Taylor.

The following general updates of note were made:

- The funding for the Wanaka Alcohol Group's coordinator from the Health Promotion Agency had finished and new funding applications had been made so that the group's work could continue. The group was particularly pleased to observe the bylaw change to ensure a ban on Crate Day activities across the district.
- The Upper Clutha Tracks Trust had received consent to construct an accessible ramp to the bridge over the Hawea River at Albert Town, the tender had been awarded and it was hoped that construction would be finished by the end of the year.
- The Chair had agreed to become a trustee of Upper Clutha Sports Community.
- Ms Battson reported that there were divergent views in Makarora about the future of the unformed legal road from Cemetery Creek. In addition, the community continued to be challenged by the amount of freedom camping and further toilets were awaited. The community was also keen to take part in the proposed review of speed limits in the district.

- The flashing warning lights at Ballantyne/Riverbank road intersection were now operational and the Mt Barker Residents' Association was very appreciative of the Council's prompt response to this request.
- The tender had been let for the Aspiring Road toilets with the project commencing the following Monday.
- A Domain Board had been formed for the Hawea Domain and was working on a grazing lease and other improvements to the reserve including the development of Reserve Management Plan. A Memorandum of Understanding with this group was planned.

**On the motion of Mr Taylor and Ms Brown it was resolved that the Wanaka Community Board:**

- 1. Note the contents of this report;**
- 2. Rescind the following resolution from the Wanaka Community Board meeting held on 10 August 2016:**
  - 1. Note the contents of this report;***
  - 2. Approve and affected person's approval for resource consent application RM160608 dated 7 July 2016 at Sec 1-3 Block XV Lower Wanaka SD for the purpose of constructing 14 buildings;***
  - 3. Delegate execution of the affected person's approval to the QLDC Property Manager;***
- 3. Delegate authority to the Chair to seek feedback on the CCR Ltd Affected Persons Approval request at Glendhu Bay Motor Camp for a revised development plan at the Park, and confirm acceptance or refusal of signing authority to the General Manager, Community Services;**
- 4. Support in principle the Wanaka Skate Park Stage 3 Design Concept, subject to confirmation of full funding;**
- 5. Agree to write a letter of support for the Wanaka Skate Park Stage 3 development, if required; and**
- 6. Appoint Ms Battson, Ms Harrison and Mr Taylor to hear, consider submissions and make recommendations on the Draft Reserve Management Plan for Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace, Domini Park and Kennedy Crescent Recreation Reserves.**

*The meeting concluded at 11.20am.*

**Confirmed as a true and correct record:**

\_\_\_\_\_  
**Chairperson**

\_\_\_\_\_  
**D A T E**

**Wanaka Community Board  
15 November 2018**

**Report for Agenda Item: 1**

**Department: Community Services**

**Request to notify new lease to the Coastguard Wanaka Lakes over Eely Point Recreation Reserve**

**Purpose**

The purpose of this report is to consider notifying the intention to grant a new lease to Coastguard Wanaka Lakes, over a portion of Eely Point Recreation Reserve.

**Recommendation**

That the Wanaka Community Board:

1. **Note** the contents of this report;
2. **Approve** notification under section 119 of the Reserves Act 1977 of an intention to grant a new lease under sections 54(1)(b)&(c) of the Reserves Act to the Coastguard Wanaka Lakes Incorporated, located on land with legal descriptions Sections 29 & 1543R Block XIV Lower Wanaka Survey District, subject to the following conditions:

Commencement	TBC
Term	33 Years
Rent	Pursuant to Community Facility Funding Policy (\$1 per annum at commencement)
Reviews	5 yearly or when the Funding Policy is reviewed
Use	Marine Rescue Centre and associated activities including boat storage and provision of space for the Harbourmasters operations
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 5-years cancellation notice if the land is required for the 'provision of core infrastructure services'

Maintenance

All maintenance of the building and lease area including gardening to be paid for by lessee

3. **Delegate** the power to hear any submissions and make a recommendation to Council to three Wanaka Community Board members (any two of which can form a hearing panel).
4. **Approve** notification under Section 48(2) of the Reserves Act 1977 of an intention to grant a Right of Way easement and associated underground infrastructure easements over Council Recreation Reserve at Eely Point Recreation Reserve, Wanaka, with legal description Sections 29 & 1543R Block XIV Lower Wanaka Survey District, to Coastguard Wanaka Lakes Incorporated subject to the following conditions;
  - a. QLDC or its successor in title may relocate the easements, as required;
  - b. That the easements will be non-exclusive as required by Council and surrendered and expiry or cancellation of the lease;
  - c. Council to retain discretion over the exact placement of the Right of Way and underground easements within the Recreation Reserve;

Prepared by:



Dan Cruickshank  
Property Advisor – APL  
Property

6/11/2018

Reviewed and Authorised by:



Thunes Cloete  
General Manager, Community  
Services

6/11/2018

## **Background**

1. Coastguard Wanaka Lakes (CWL) have operated in the district since 2011, with informal activity beginning in 2007. They are an important part of the emergency response network on the Wanaka Lakes, with 20 active volunteers in the unit and having been called out to assist 23 people in 2017/18, 27 people in 2016/17 and 14 people in 2015/16.
2. Currently their rescue boat occupies a building on the A&P Showgrounds, on an informal basis. In peak traffic conditions, this can result in a considerable delay between collecting the boat, and launching it at the Wanaka Marina ramp.
3. CWL have identified a preferred location for a new base building at Eely Point Recreation Reserve, land legally described as Sections 29 & 1543R Block XIV Lower Wanaka Survey District. They request that Council consider granting a ground lease over part of the reserve, so that they can self-fund and seek grants to construct a building upon it.
4. Council has one existing ground lease on the reserve to the Scout Association of NZ, which runs through until the 30 June 2027.
5. Council is also currently in the process of designing a boat ramp and jetty at Eely Point, in the location of the existing beach launching area.
6. The Wanaka Community Board previously considered a request to notify a lease to CWL at their meeting of the 14 September 2017, where the following motion was passed:

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

1. **Note the contents of this report;**
  2. **Agree that the decision on notification be deferred until the Eely Point Reserve Master Plan has been completed.**
7. The Wanaka Lakefront Development Plan, Eely Point Recreation Reserve - Landscape Analysis and Concept Design was subsequently developed, consulted on and adopted by the Wanaka Community Board at their meeting of the 16 August 2018, where the following motion was passed:

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

1. **Note the contents of this report in particular that funding for the implementation of this plan will have to be sought; and**
2. **Adopt the ‘Wanaka Lakefront Development Plan: Eely Point Recreational Reserve Landscape Analysis and Concept Design Plan.’**

## **Comment**

8. CWL provide an invaluable public service, for those that find themselves in trouble on the lakes.
9. They have undertaken an exhaustive review of potential locations for their base, which has included consultation with Council's Parks and Reserves Department, Regulatory, and APL. Other locations considered include, the Wanaka Marina/Yacht Club, A&P Showgrounds, and land on Ballantyne Road adjacent to Council's car impound yard.
10. The location requested at Eely Point would allow a single storey 220m<sup>2</sup> building to be constructed above and adjacent to the existing Scouts building, providing storage for the rescue boat, a members training room and kitchenette and a further small storage area that may be made available to the Harbourmasters Office to house their equipment along with space for 1 or 2 staff on a non-exclusive part-time operational basis. The building is sited to provide quick access for member parking, boat retrieval and launching into Lake Wanaka during emergencies.

### ***Wanaka Lakefront Reserves Management Plan 2014***

11. The Wanaka Lakefront Reserves Management Plan 2014 covers the reserves in this area and contemplates and describes that "the reserve is a popular swimming and picnicking spot and offers an alternative to Wanaka Marina as a boat launching site, supported by a large parking area. However, this high level of activity generates congestion during the peak summer months".
12. The Reserve Management Plan has objectives which include to "manage the impact on the natural amenity values of the lakeside reserves by minimising buildings and positioning them appropriately". It specifically provides a policy that "ensures that the character of the reserve is not compromised by structures associated with leases and licences and that the reserve values are maintained or enhanced". Consideration of these objectives and policies are required before any new building can be approved.
13. As the activity is not contemplated by the Reserve Management Plan, it will require public notification under section 54(2) of the Reserves Act 1977.
14. CWL volunteers would access the building, on existing formed access roads and trails, and launch at the main unformed boat ramp area on the reserve. This would at times require navigating picnickers, walkers and cyclists using the reserve requiring some management and planning on the part of the Council and CWL.
15. Council officers have previously sought advice from the Wanaka Community Board on this request in 2017. This advice outlined a need for a comprehensive reserve development plan at Eely Point, before any new leases should be considered. This was completed in 2017/2018 and adopted by the Wanaka Community Board at their meeting of the 16 August 2018. The plan process considered where it would be most appropriate to locate a Wanaka Marine Rescue Centre on the Reserve. This is the location now requested by CWL and is on the main entrance to the reserve, at a point that is least visible from the lake and township, being behind

existing trees, and the Scout building. It also takes the launch vehicle and trailer away from the buys swimming and picnicking are of the lakeside reserve.

The Harbourmaster service is contracted by the Queenstown Lakes District Council to Southern Monitoring Services Ltd. Council contract managers have advised that they would support a Harbourmasters office being sub-let within the proposed CWL building, in order to locate personnel and equipment in close vicinity of the lake and Town Centre.

### ***Leases under the Reserves Act 1977***

16. Section 54(1)(b) of the Reserves Act 1977 provides that Council may grant a lease with the prior consent of the Minister to a voluntary organisation over part of the reserve to erect buildings and structures associated with, and necessary for, the use of the reserve for recreational activities. CWL is a voluntary organisation that provides services that enable the reserve to be used for recreational activities, including boating activities, and swimming.
17. Section 54(1)(b) also provides that buildings or other structures may be built for public recreation that is not directly associated with outdoor recreation, if the Minister provides consent and considers it to be in the public interest. This consent has been delegated to Council, and it is considered that buildings or other structures associated with CWL is in the public interest.
18. Under section 54(1)(c) the Council may grant a lease with prior consent of the Minister to a voluntary organisation over part of the reserve for recreational activities where the preparation and maintenance of the area for such recreational activity requires the voluntary organisation to spend a sum of money that in the opinion of Council is substantial. As above, CWL is a voluntary organisation and provides services that enable the reserve to be used for recreational activities. It is considered that the sum of money CWL will spend on construction of the building is substantial.
19. Under both sections 54(1)(b) and 54(1)(c) of the Reserves Act 1977, Ministerial consent is required before a lease can be granted over a reserve. This consent has been delegated to Council.
20. As the CWL lease is not contemplated by the Wanaka Lakefront Reserve Management Plan 2014, section 54(2) provides that any lease will require public notification in accordance with section 119.
21. A lease term of 33 years is proposed, with a termination clause of 5 years with compensation payable by Council, should it be required for provision of core infrastructure services. This term is proposed in line with Council's community lease terms guidance, as the investment in the building is estimated to be \$900,000.

### ***Associated Easements***

22. Service and access right of way easements associated with the building, have also been requested by CWL. The exact locations of these easements are to be confirmed, subject to the final design of the building, but are expected to be

approximately within the area shown as the access route to the building from Lakeside Road. Council will retain final discretion of the placement and location of the proposed easements once they are confirmed by CWL.

23. Earthworks will be necessary to excavate and install the in-ground infrastructure and will be considered by Council officers at the time of construction, through the reserve permit process if the lease is fully approved and the necessary reserve and building consents obtained.
24. Council's Easement Policy 2008 requires that one off fee be payable where easements are agreed over Council land. This is calculated at 30% of the land value (CV). In this instance, as the easements area associated with a proposed community lease and will be surrendered on expiry, a fee is not recommended.
25. Existing infrastructure exists in the recreation reserve, notably a sewer line from the public toilets blocks on the reserve. This is likely to require relocation by CWL before the building can be construction, and other infrastructure installed.
26. Granting an easement is permitted by section 48(1) of the Reserves Act 1977 for any public purpose or providing access to any area included in a lease under the Reserves Act 1977, with the prior consent of the Minister. This consent has been delegated to Council. Any such easement must be publicly notified in accordance with Section 48(2). Section 48(3) provides that notification is not necessary if it can be shown that the reserve is not likely to be materially altered or permanently damaged, and the public's rights to use and enjoy the reserve is not likely to be permanently affected by the establishment and use of the easement. These matters are considered below.

Is the easement likely to materially alter or permanently damage the reserve?

27. Aside from during the installation process, the easements will not affect the ability of the reserve to provide for its current purpose. As the infrastructure will be either underground or on existing formed access ways through the reserve, it is considered the creation of the easements will not have any long-term effect on the reserve.

Does the easement affect the ability of the public to use and enjoy the reserve?

28. As there is an existing accessway upon the reserve where the easements are intended to be located, there is unlikely to be any change to the reserve from the proposed easements. Some temporary minor disruption may be created during the installation of the underground services. Long term there would be no detrimental effect on the ability of the public to use and enjoy the reserve once the installation is complete, and users of the reserve would be unaware that any changes that have been made to the reserve.
29. Considering the above factors, and also that the application requires notification of an intention to grant a lease to the Coastguard, it is considered that it is also appropriate to notify the potential easements at the same time.

## Options

30. Option 1 To approve the notification of the intention to grant a lease and easements to Coastguard Wanaka Lakes at Eely Point Recreation Reserve.

### *Advantages:*

31. CWL would be able to support recreational users of the reserve and lake, by providing a dedicated fast response for the craft and volunteers if the lease was progressed and the building constructed.

32. May increase the utilisation of the reserve for recreational activity, through improving onsite supervision of the reserve and adjacent lakefront.

33. Would provide a lakefront location for the Harbourmaster to occupy.

### *Disadvantages:*

34. Would enable a permanent building to be constructed upon the reserve taking away some open space used for general recreation

35. Would generate additional traffic movements within the reserve, which may require ongoing management by Council for health and safety and adherence to other lease terms.

36. Would occupy additional land through provision of service easements and a Right of Way access easement to the lease area.

37. Option 2 To decline the request by Coastguard Wanaka Lakes at Eely Point Recreation Reserve.

### *Advantages:*

38. Would not enable a permanent building to be constructed upon the reserve taking away some open space used for general recreation

39. Would not generate additional traffic movements within the reserve, which may require ongoing management by Council for health and safety and adherence to other lease terms.

40. Would not occupy additional land through provision of service easements and a Right of Way access easement to the lease area.

### *Disadvantages:*

41. CWL would not be able to support recreational users of the reserve and lake, by providing a dedicated fast response for the craft and volunteers if the lease was progressed and the building constructed.

42. Would not increase the utilisation of the reserve for recreational activity, through improving onsite supervision of the reserve and adjacent lakefront.

43. Would not provide a lakefront location for the Harbourmaster to occupy.

44. This report recommends **Option 1** for addressing the matter as it will enable the lease and proposed building to be publicly notified and consulted on with the Community.

### ***Significance and Engagement***

45. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because involves use of a reserve that is a strategic Council asset.

### ***Risk***

46. This matter related 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 it requires the board to make a decision regarding the long-term use of a lake front reserve.

### **Financial Implications**

47. None.

### **Council Policies, Strategies and Bylaws**

48. The following Council policies, strategies and bylaws were considered:

- Wanaka Lakefront Development Plan, Eely Point Recreation Reserve, 2018.
- Wanaka Lakefront Reserve Management Plan, 2014.
- Significance and Engagement Policy, 2014.
- Community Facility Funding Policy, 2011.

49. The recommended option is consistent with the principles set out in the named policy/policies.

50. This matter is included in the 10-Year Plan/Annual Plan

- Within existing Property operating budgets.

### **Local Government Act 2002 Purpose Provisions**

51. 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 progressing a lease request that will support the delivery of emergency recreational support to waterways users in a location that is most likely to support a timely and efficient delivery of service;
- 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**

52. The persons who are affected by or interested in this matter are the residents and visitors to Wanaka and in particular those users of the reserve and adjacent residents.

53. The Council will provide a mechanism for community consultation through the public notification of the intention to grant a lease required by the Reserves Act 1977.

### **Legal Considerations and Statutory Responsibilities**

54. Before granting any lease under sections 54(1)(b) or (c) of the Reserves Act, Council is required to publicly notify its intention to grant the lease in accordance with section 119. This notice must specify the proposed lease to be granted and Council shall give full consideration to all objections and submissions in relation to the proposal in accordance with section 120.

55. Before granting any easements under section 48(1), Council is required to publicly notify the intention to grant the easements in accordance with section 119. This notice must specify the easements intended to be granted and Council shall give full consideration to all objections and submissions in relation to the proposal in accordance with section 20. Section 48(3) provides that notification is not necessary if the reserve is not likely to be materially altered or permanently damaged; and the rights of the public in respect of the reserve are not likely to be permanent affected by the establishment and use of the easement.

56. As outlined at paragraphs 14 and 25 above, this report recommends publicly notifying both the intention to grant the lease, and the intention to grant easements in accordance with section 54(1)(b) ad (c), and section 48(1) respectively.

### **Attachments**

- A Lease location plan
- B Proposed lease area
- C Eely Point development plan preferred concept, 2018
- D Building plans
- E Application letter
- F Marine Rescue Centre Report, 2018



**Proposed lease location**

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Queenstown Lakes District Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented by the GIS data. While reasonable use is permitted and encouraged, all data is copyright reserved by Queenstown Lakes District Council. Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED



**DRAFT**

<p>Your Land Professionals www.ppgroup.co.nz 0800 PPGROUP</p>	<p>WANAKA BRANCH 19 Reece Crescent or P.O. Box 283 Wanaka 9343 T 03 443 0110 E wanaka@ppgroup.co.nz</p>	<p>Client &amp; Location: <b>Queenstown Lakes District Council Eely Point, Wanaka</b></p>	<p>Purpose &amp; Drawing Title: <b>Lease Plan Coastguard Wanaka Eely Point</b></p>	<p>© COPYRIGHT. This drawing, content and design remains the property of Paterson Pitts Limited Partnership and may not be reproduced in part or full or altered without the written permission of Paterson Pitts Limited Partnership. This drawing and its content shall only be used for the purpose for which it is intended. No liability shall be accepted by Paterson Pitts Limited Partnership for its unauthorized use.</p>	<p>Surveyed by: -</p>	Original Size: A3	Scale: 1:500 @ A3
					<p>Designed by: -</p>	<p>DO NOT SCALE</p>	<p>Date Created: 09/10/2018</p>
<p>Drawn by: DA</p>	<p>Checked by: KMB</p>	<p>Approved by: KMB</p>					
<p>Job No: W5713</p>	<p>DWG No: 001</p>	<p>Sheet No: 103</p>	<p>Revision No: 5</p>	<p>Job No: W5713</p>	<p>DWG No: 001</p>	<p>Sheet No: 103</p>	<p>Revision No: 5</p>

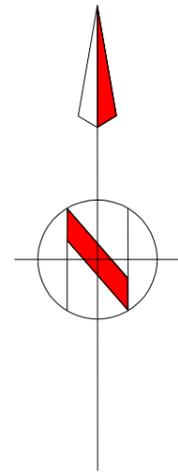


Big Moves:

- Minor adjustments to existing layout
- ① Management of pine & weed species - remove some sections of pine
- Ecological enhancement around lake edge
- Planting of deciduous trees around edge - removal of weed species trees
- ② New Boat ramp & floating jetty
- Separation of cycling / walking and vehicle access where possible
- Sealing all public access roads
- ③ New open picnic area on Northern edge of peninsular, with scattered shade trees, seating, tables, BBQ's, shelters & open grass areas
- ④ Informal parking - managed by bollard & chain fence
- ⑤ Lookout / stage at end of headland
- ⑥ Set back vehicle access road from edge of Bremner Bay with parking strips
- ⑦ Natural adventure play area - encourage exploration, challenge & adventure
- Disc golf to be contained within trees - avoid beach areas, minimise egress onto paths, & exclude from beside Scout Den
- ⑧ Indicative location for Marine Rescue Centre

- Sealed vehicle access
- Gravel
- Pathways
- Native tree succession
- Specimen trees (ie. poplar, willow)
- Buildings

1:1500 @ A3



**LEGAL DESCRIPTION**

SECS 29 67 1543R BLK XIV LOWER WANAKA SD  
 EELY POINT RECREATION RESERVE  
 VALUATION No. - 2905155700  
 CT REF - OT7B/497  
 EELY POINT ROAD  
 WANAKA TOWN 9305  
  
 SITE AREA - 111,7349 Ha.  
 PROPOSED LEASE AREA - 860 m2

**SITE / SERVICES LEGEND**

- NEW PVC SEWER 100mm MIN. 1:60 GRADIENT
- NEW PVC SW 100mm MIN. 1:60 GRADIENT
- LEASE BOUNDARY
- Building
- Tree
- Mudtank single / double
- Stormwater Manhole / lateral
- Stormwater Line / lateral
- Foulsewer Manhole / Cleaning Eye
- Foulsewer Line
- Sign
- Water toby / valve / hydrant
- Water Main
- Gas House Connection
- Gas Line
- Power Service Box
- Telecom Service Box
- Telecom Manhole
- Street Light
- Footpath / kerb / edge of seal
- Fence
- Major Contours (2.0m)
- Minor Contours (0.5m)
- Lot Boundary
- Boundary Peg
- Survey Control Mark
- Site Datum (Dumpy Peg)
- Spot Height

**SITE AND DRAINAGE PLAN**

**RESOURCE 19.10.18**

ALL CONSTRUCTION TO COMPLY WITH RELEVANT N.Z. STANDARDS NZS 3604, N.Z.B.C AND LOCAL AUTHORITY BY LAWS  
 CONTRACTOR TO CHECK AND CONFIRM ALL DIMENSIONS ONSITE

**EELY POINT DEVELOPMENT  
 WANAKA**



TONY BENNETT  
 54 ONSLOW ROAD  
 QUEENSTOWN 9304  
 NEW ZEALAND  
 MOBILE: +64 27 405 4501  
 EMAIL: tabdesign@xtra.co.nz

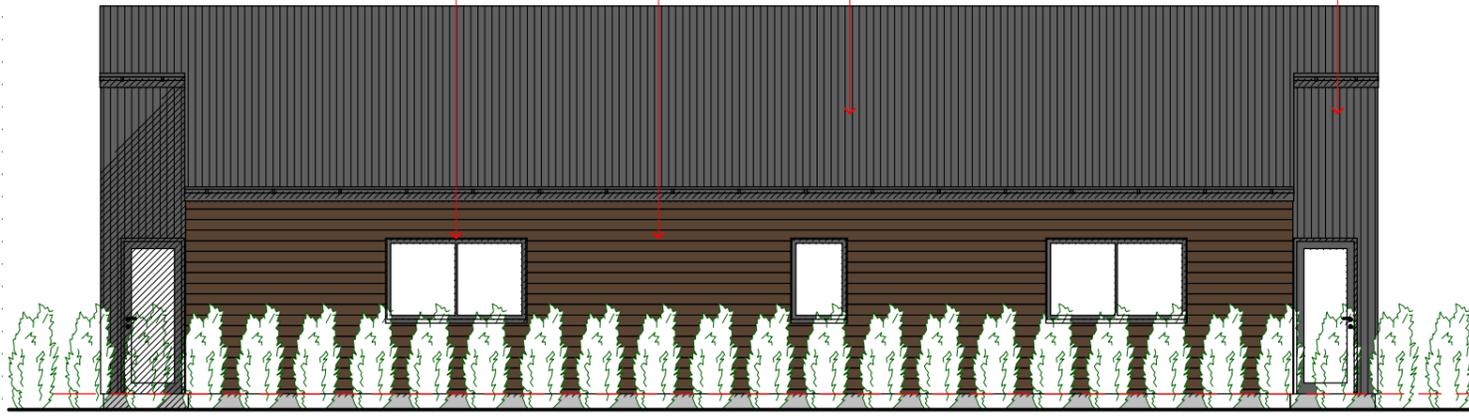
REVISION	No.	DATE
DESCRIPTION		

DATE - JUNE 2016  
 DESIGN - TONY BENNETT  
 DRAWN - TONY BENNETT  
 SCALES - 1:200 @ A1 1:400 @ A3  
 JOB No. - RRD 16.644

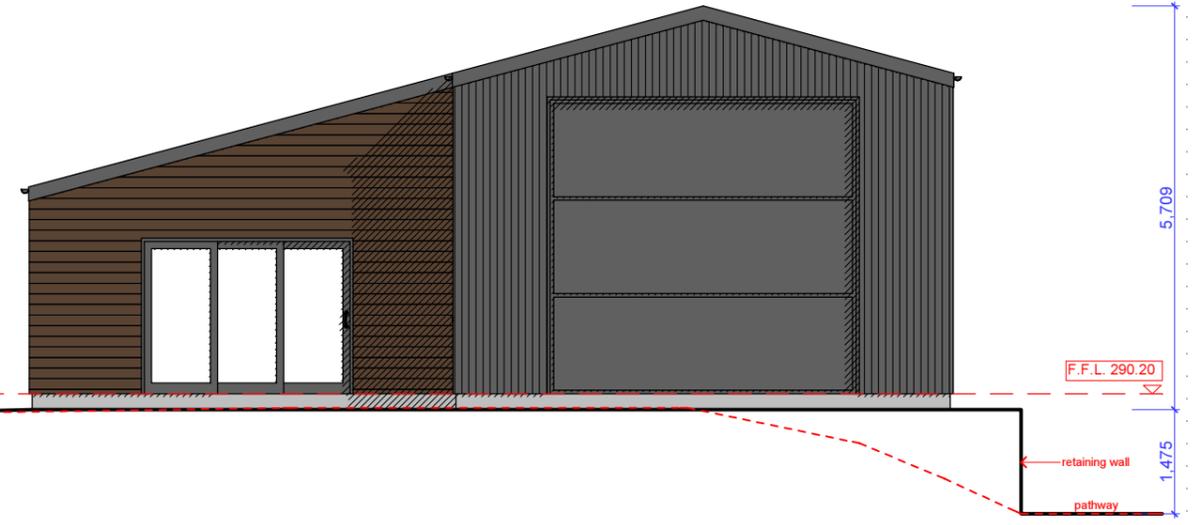
**A01**



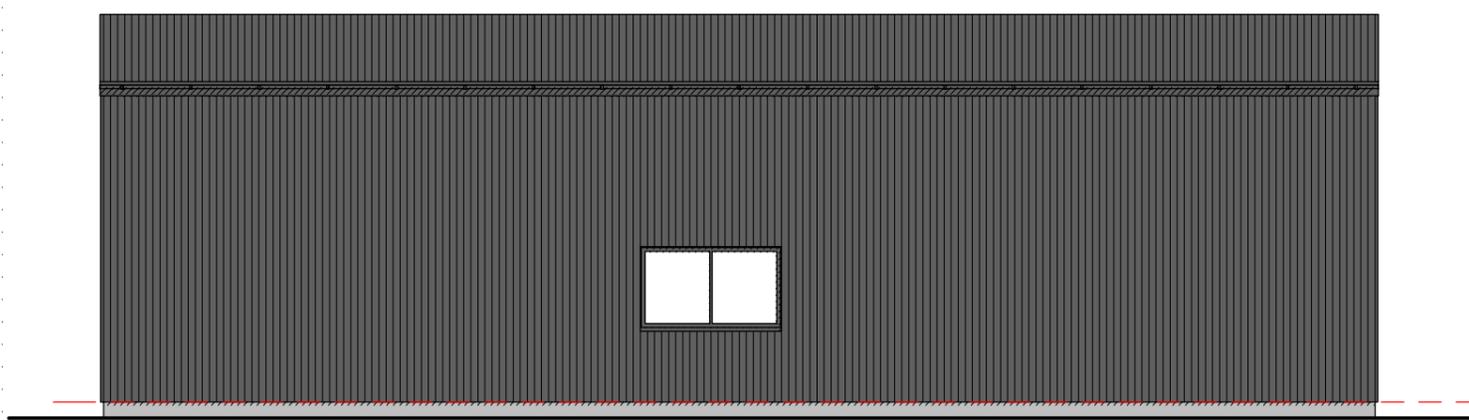
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 Corrugate roof cladding colour Grey Friars  
 Cedar wall cladding colour Rustic Oak oiled  
 Joinery colour Grey Friars



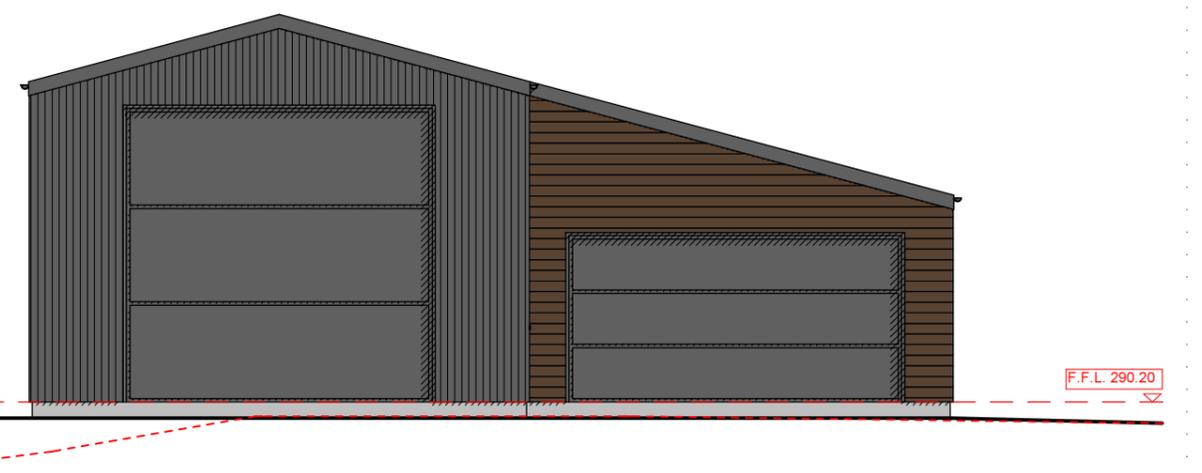
**NORTH ELEVATION**



**WEST ELEVATION**



**SOUTH ELEVATION**



**EAST ELEVATION**

**RESOURCE 19.10.18**

ALL CONSTRUCTION TO COMPLY WITH RELEVANT N.Z. STANDARDS NZS 3604, N.Z.B.C AND LOCAL AUTHORITY BY LAWS  
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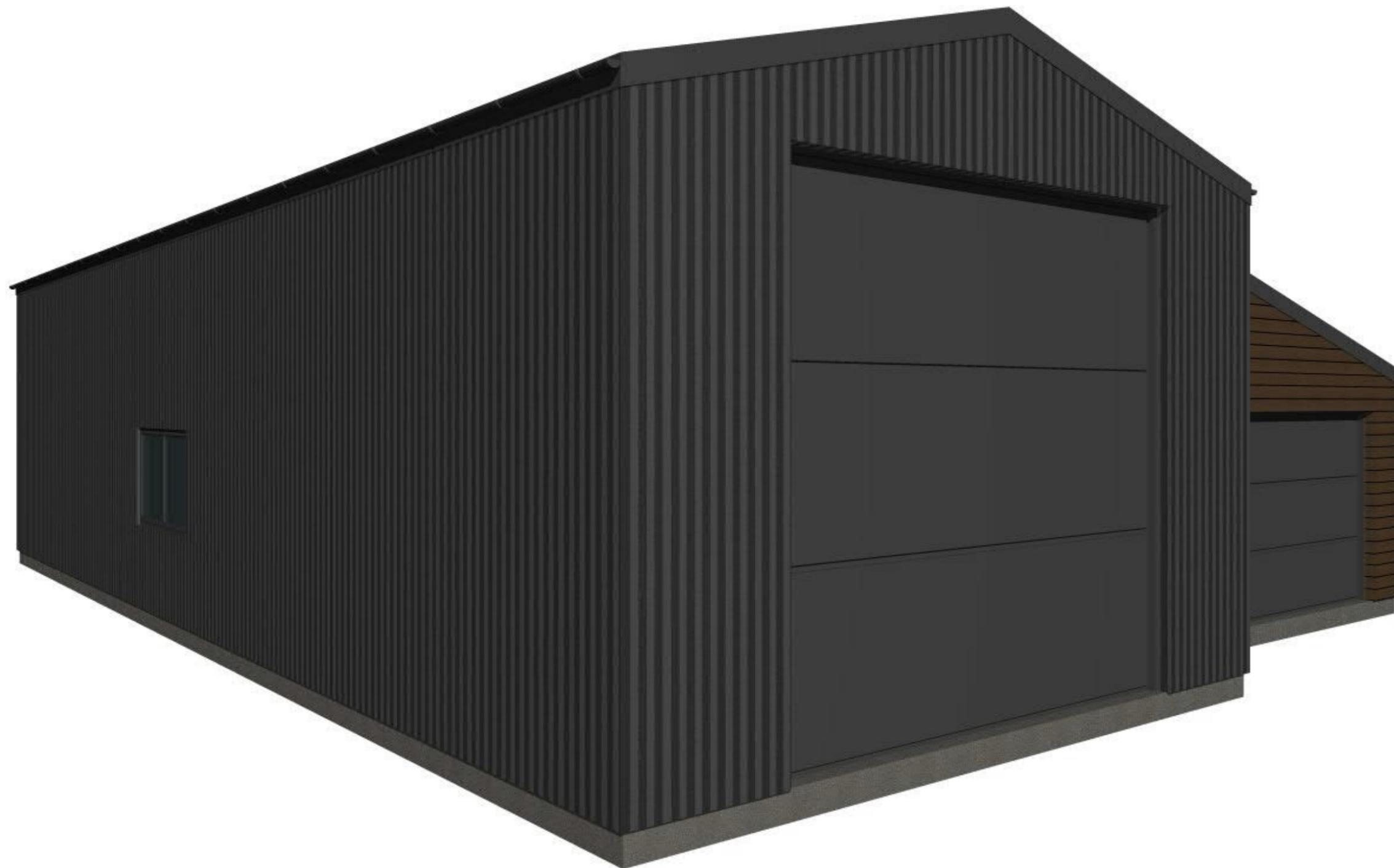
REVISION	No.	DATE
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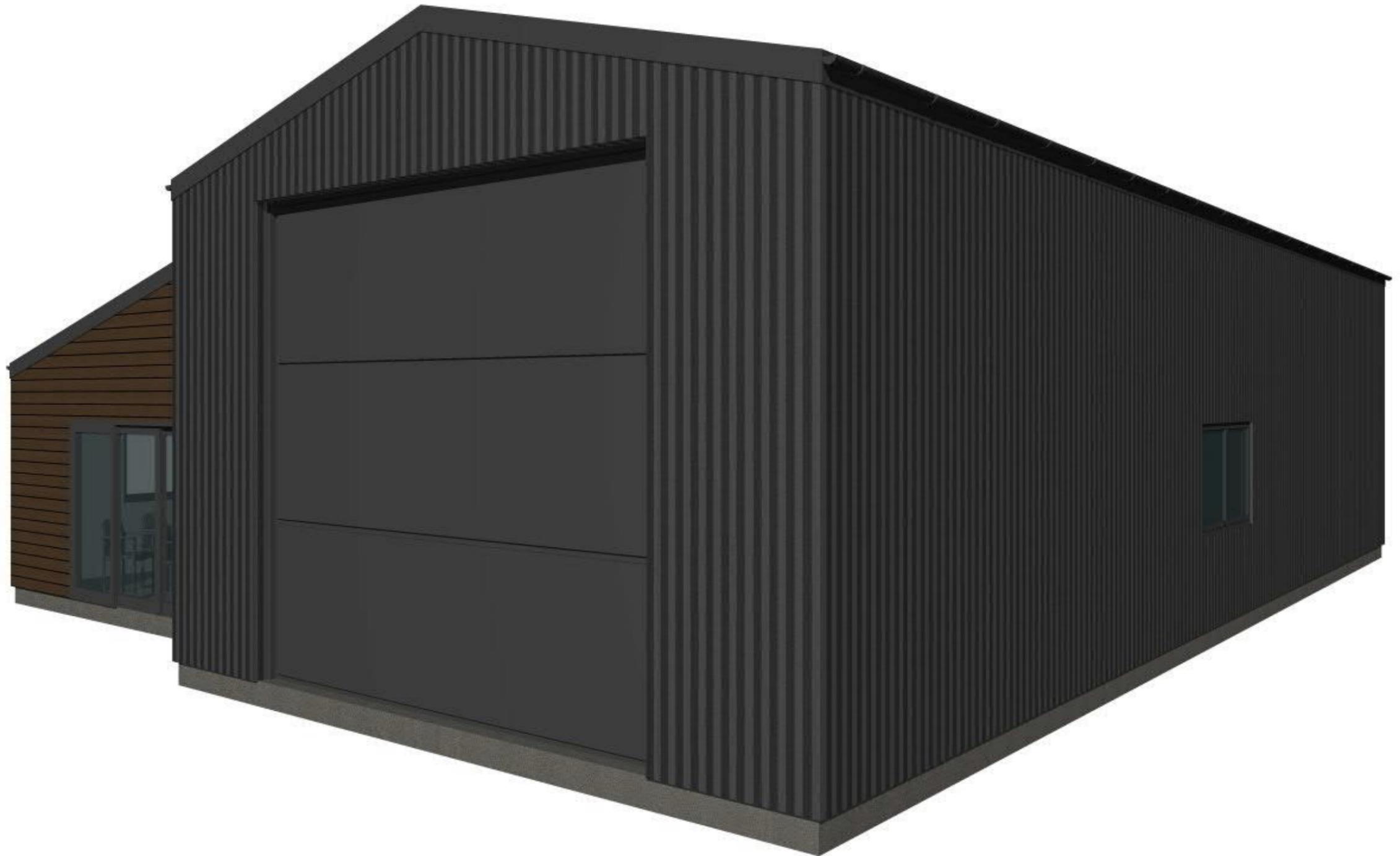
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 DESIGN - TONY BENNETT  
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 SCALES - 1:50 @ A1 1:100 @ A3  
 JOB No. - RRD 16.644

**A03**









Dan Cruickshank  
APL Property  
(By email)

18<sup>th</sup> October 2018

Dear Dan,

APPLICATION FOR LEASE

Coastguard Wanaka Lakes (CWL), a volunteer Marine Search and Rescue Unit, is seeking to Lease from Queenstown Lakes District Council (QLDC), a parcel of land at Eely Point, adjacent to the Scout Den, for the purpose of building a Marine Rescue Centre. The Marine Rescue Centre will be the home for CWL and provide storage and access to utilities to the QLDC Harbourmaster from which the Deputy Harbourmaster, Wanaka, can operate. CWL is also seeking an Easement for the purpose of connecting services to the Marine Rescue Centre and for access from the road.

CWL acknowledges the advice it has received from APL, QLDC Parks and Recreation and members of the Wanaka Community Board. The parcel of land, subject to this Lease Application, is that approved by the Wanaka Community Board at its meeting in September 2018.

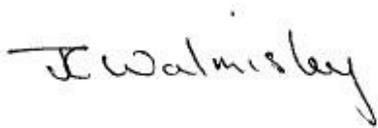
CWL acknowledges that the proposed site is in an area of Outstanding Natural Landscape and an area governed by the Wanaka Lakefront Reserves Management Plan 2014 and the more recent Eely Point Development Plan. The Proposed site offers CWL the quickest response time to an emergency on Lake Wanaka (96% of SAR) and easy road access to Lake Hawea (4%). The proposed building has been designed to meet existing needs and the foreseen needs of CWL over the foreseeable future and allows for the Harbourmaster to have a permanent base in Wanaka.

This letter is accompanied by:

CWL Wanaka Marine Rescue Centre Report 2018  
RC Plans from TAB

Coastguard Wanaka Lakes thanks you for your consideration

Yours sincerely



Jonathan Walmisley  
President, Coastguard Wanaka Lakes

# WANAKA MARINE RESCUE CENTRE

For

Coastguard Wanaka Lakes  
and  
Wanaka Harbourmaster

## REPORT IN SUPPORT OF LEASE APPLICATION

### CONTENTS

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Coastguard Wanaka Lakes – The Unit	2
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Marine Rescue Centre	4
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Potential Sites	5
Eely Point Location	6
Eely Point Consultation	7
Landscape	7
Services	7
Use of Ramps and Traffic Management	8

### APPENDICES

1. Coastguard Wanaka Lakes- Response Time Analysis
2. Email Confirming Harbourmaster involvement
3. Wanaka Yacht Club letter
4. Email from WHRT - Cutler
5. Kāi Tahu ki Otago Ltd Letter
6. Guardians of Lake Wanaka Letter
7. Police SAR Letter
8. Wanaka SAR Letter

### ASSOCIATED REPORTS

RC Plans from TAB

“Water (the sea) simply waits for the innocent but actually stalks the unprepared, the careless and the arrogant”  
 Old Navy Saying

## BACKGROUND

### AIM

1. To provide a Marine Rescue Centre which will accommodate Coastguard Wanaka Lakes (CWL) and Queenstown Lakes District Council (QLDC) Wanaka Harbourmaster (HM) at Eely Point

### COASTGUARD WANAKA LAKES- THE UNIT

2. Coastguard Wanaka Lakes is a Volunteer Emergency Response Marine Search and Rescue Organisation
3. History .Coastguard Wanaka Lakes started its life as a LandSAR Marine Unit in 2007 to meet the perceived lack of marine rescue services on Lake Wanaka. As a result of concerns of lack of training and vessel suitability Wanaka Marine Rescue Inc was formed in early 2011 and was then accepted into Coastguard in August 2011 and Coastguard Wanaka Lakes Inc was formed. It is a registered charity (CC47347).
4. Governance. Coastguard Wanaka Lakes, whilst an independent unit with its own Board is subject to the requirements of Coastguard New Zealand (CNZ) and its agreement with the Government to provide Search and Rescue Services and to abide by the Rules and Regulations set out by Maritime New Zealand (MNZ) and CNZ: These cover both the vessel and personnel. In a Health and Safety perspective the Unit complies with both the MNZ Marine Operator Safety System and Workplace Health and Safety Legislation. In regard to the latter the Unit is not a PCBU, however its Skippers and Board members are Officers of CNZ PCBU.
5. Unit Size. In line with CNZ expectations the CWL has a minimum membership of 12 and Optimum of 24 active crew. CWL requires a minimum of 3 Masters, 3 Senior Crew and 6 Operational Crew to ensure we can man the Coastguard Rescue Vessel (CRV) correctly. CWL’s present strength is 24 of which 5 are Master, 9 Senior Crew and 4 are Operational. The Unit trains at least once a week with some 1500 hours a year spent in training (80hrs/pp/pa). A typical volunteer will take nearly a year to become Operational and a typical Master will have taken 5 years to achieve their Certificate.
6. Coastguard Rescue Vessel. The Unit took possession of a Naiad 6.7 RIB Rescue Vessel in October 2013. The boat is 29 years old and it has recently been fitted with 2 150hp Outboard Engines . It is equipped with Radar, GPS, VHF Radios and carries an extensive First Aid Kit including AED. The Vessel is deemed commercial with a carrying capacity of 10 crew and passengers, and hence needs to comply with a Maritime New Zealand agreed inspection and survey regime. This regime includes internal monthly, 6 monthly and annual checks and audit and external audits every 2 years and a vessel survey every two and half years.
7. CWL Mission: **“To provide marine rescue services of the highest standard”**. Coastguard Wanaka Lakes on call for Lake Wanaka and Lake Hawea. Note that we are sometimes called directly by the Police Call Centre to speed the process up. We can also be called upon to support Units at Clyde/Twizel/Queenstown.
8. CWL Outputs. Over the last 4 years the Unit has been voted the Regions Top Unit and individuals have been recognised for their services, notably the award of an NZSAR Certificate for year 2016/17.  
 As part of the Units report to the Charities Commission we report a number of outputs shown at Figures 1.

	2018	2017	2016
<b>Volunteer numbers</b>	21	20	19
<b>Volunteers achieving Coastguard Marine Qualifications</b>			
ISC Master		1	
Senior Operational Certificate	3	4	1
Helm, Navigation & Engineering Endorsements	5	6	1
Operational Certificate	2	5	1
<b>Total Volunteer Hours</b>	<b>2,903</b>	<b>2,927</b>	<b>1,996</b>

Training Hours	1,498	1,665	1,250
Fundraising Hours	224	276	194
Maintenance Hours	115	61	57
Public Education Hours	140	47	45
Administration Hours	502	598	324
Search & Rescue Operational Hours	84	66	9
Non-urgent Assistance Hours	340	214	118

#### Rescue Operations

Police / RCC search & rescue operations	5	7	1
Non-urgent assistance operations	14	12	9
Total people saved, rescued or assisted	23	27	14
Fatalities attended	1		-

Figure1. CWL Volunteer Commitment

### SEARCH AND RESCUE

9. Coastguard Operations fall into 3 broad categories which are:

- a. Category 1 and Category 2 Operations. These operations are instigated by Rescue Coordination Centre NZ or the Police. These are in response to call received where loss of life **or** injury has occurred, or is likely to occur.
- b. Preventative SAR. Coastguard can self-task to assist those in peril. Such operations range from assisting broken down vessels to full rescue of those in trouble.
- c. Safety Operations. Wanaka is a Centre for Adventure Races which require trained safety boat crews. Such events include Red Bull Defiance, Challenge, Ruby Swim, Breca to name but a few. These events bring visitors to Wanaka and are now an integral and important part of the town's calendar and indeed economy. These events are required to have robust Safety Plans, including the need for personnel trained in First Aid and SAR on a vessel equipped for those roles.

10. CWL has been involved in 48 operations over the last 3 years, in so doing have rescued/saved/assisted 64 people. 96% have been on Lake Wanaka. The breakdown of these operations is shown at Figure 2.

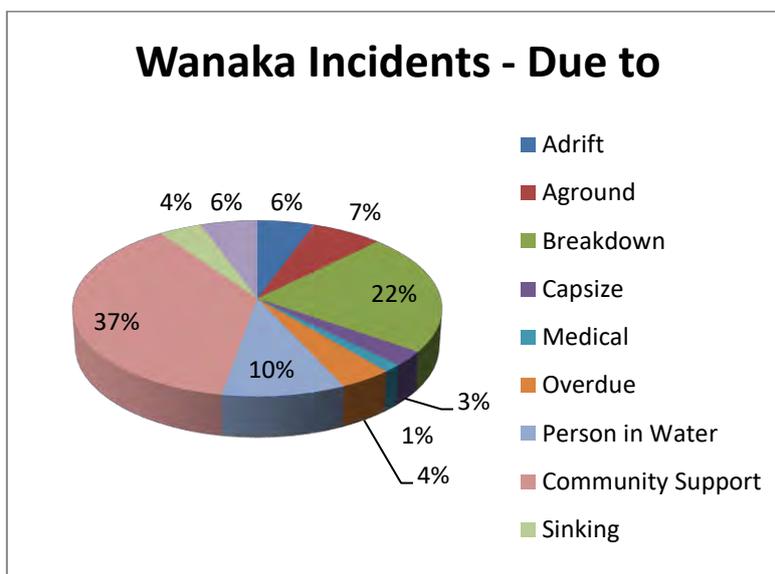


Figure 2: Causes for Operation

11. Data shows that, not surprisingly, the incidents are highest when the town and lake are at their busiest.

Figure 3 shows the monthly distribution. Seasonality does not impact on the crew availability hence CWL can respond 24/7 however, as discussed later; this has an impact on response times.

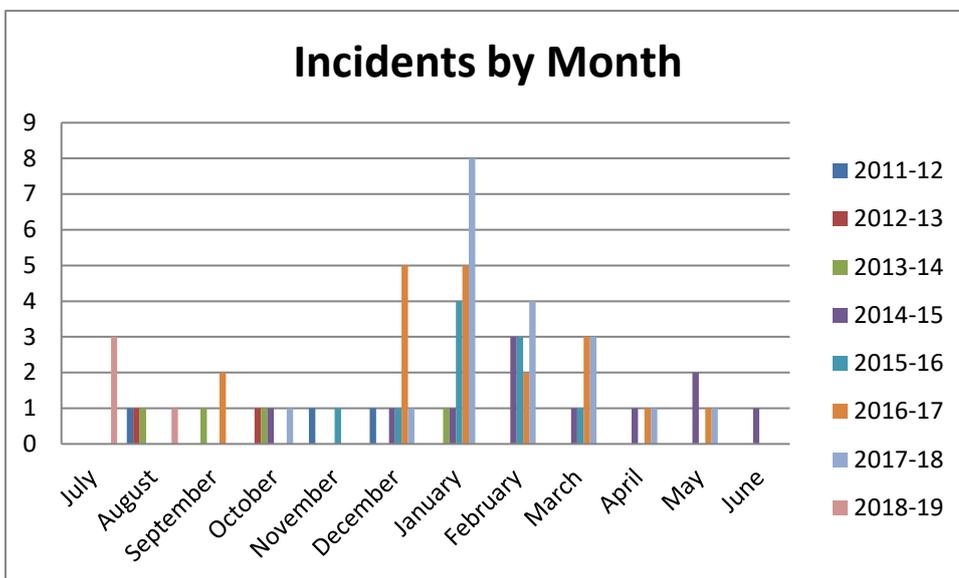


Figure 3: Operations by Month

### DEPLOYMENT TIME ANALYSIS

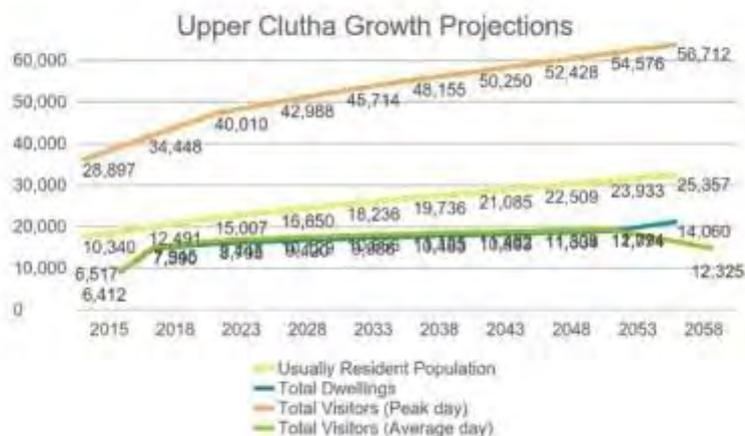
12. Water Temperature. Lake Wanaka is New Zealand's fourth largest lake, covering 180 square kilometres. It is 45.5 kms long, 11.6 kms across at its widest and up to 300m deep. Water temperature ranges from 8 - 10 degrees Celsius. Lake Hawea has similar temperature range. Around the lake edges during the summer it can be warmer, but because of the gigantic tank of cold water in the middle of the lake, wind or rain can quickly bring that to shore so the temperature can drop dramatically in the middle of summer with adverse weather. At these temperatures without a wet suit loss of dexterity occurs in less than 15 minutes and survival time is 1-6 hours, the wearing of a wetsuit may double those times . A full analysis is at Appendix 1. **What is absolutely clear is that a fast response is required and the quicker the better.**
13. Response Times. The CRV is presently based at the A&P Showgrounds, with equipment stored at volunteers' homes. The target time for the Unit to be deployed on the water is 20-30 minutes. It is clear that the majority of operations are when the town and lake are at the busiest. Unfortunately, but understandably, this is when deployment times increase dramatically - to as high as over an hour. This is due to volunteers having to cross town to get to the vessel and then to get the vessel back across town to launch at the marina. It is evident that a site on the East side of the Lake will reduce the deployment time and hence increase the chance of survivability of a person in the water.

### MARINE RESCUE CENTRE

14. Harbourmaster. QLDC, see email at Appendix 2, desire to have a Harbourmaster Base in Wanaka. This will house the jet skis and equipment required for Wanaka and the Harbourmaster will also have access to the facilities and radio room.
15. Coastguard. In considering the requirements for a building CWL has taken into account a number of CNZ initiatives and indicated requirements: these include standardisation of boat length to 7m and boat equipment, the requirement to man a radio room whenever the CRV is deployed, the advent of a national coastguard radio coverage, crew access to toilets and showers and that a unit requires a briefing and training room. To this end a building of 2 parts is required; a boatshed for the CRV and tow vessel and a crew room/radio room. In addition dedicated parking is required for the crew on an operation this includes up to 5 crew and a radio/shore person.
16. The proposed **Marine Rescue Centre** has dedicated boat storage for both Coastguard and the Harbourmaster and a crew/radio facility that can be used by both parties. The Lake is very busy over the Summer with

recreational boats centred in launching in Roys Bay and Glendu Bay - growth is anticipated, as anecdotally for every 5 new dwellings there will be a boat and the increased visitor numbers will increase the commercial activities on the Lake. It is anticipated that the normally resident population in Wanaka will double over the next 30 years and for: For growth predictions see Figure 4. The Outline design is enclosed separately.

## Upper Clutha Future Scenerio



Source: QLDC 2017 Growth Projections

Figure 4. QLDC Growth Predictions

### MARINE RESCUE CENTRE USAGE

17. Harbourmaster. In the summer it can be expected that the **Marine Rescue Centre** will be occupied during the normal working day so that Harbourmaster staff are available to the general boating public, hence a site near the ramps would be better suited.
18. Coastguard Training. CWL personnel are on call 24/7 for operations. Training normally occurs Monday and Thursday nights from 6.45 pm, both on and off the water, and on about 6 weekends a year normally in late Spring and Late Autumn. A typical training will have 4-8 persons attending as training, is geared to specific parts of the Coastguard Qualification Matrix and hence attended by those needing that training. CWL does not train between the mid - December to early February; Wanaka's traditional busy period.
19. Operations. Typically a crew of 4 or 5 will respond to a SAR callout, and another for shore based radio.

### POTENTIAL SITES

20. Consultation with interested parties has been ongoing for over two years including initial discussions with QLDC Parks and Recreation and APL as early as 23<sup>rd</sup> November 2016. A number of locations have been considered.
21. Wanaka Yacht Club. CWL and WYC met on 18<sup>th</sup> May 2017 to formally consider whether a joint facility was desirable to both parties. Whilst this seemingly met the deployment criteria of being on the East side of Roys Bay and near the Marina there are real safety concerns in regard to operating in the congested marina environment which includes the walking/cycle track to the East of the Clubhouse through which gap a CRV would have to be towed. Any co-location would require a joint ownership arrangement, additional buildings outside the existing lease area, and potentially a disruption to WYC activities. Both parties acknowledge that their respective aspirations could not be met by a jointly owned building: The activities of a Yacht Club serving its members do not easily align with those of a Marine Rescue Centre. Copy of WYC letter to WCB at Appendix 3 refers.
22. Wanaka Marina. The marina is an exceptionally busy place being used by both commercial and recreational boats. There is already a major congestion problem in the summer and at other times. A CWL building would

further reduce space and hence increase congestion. With the building will come a requirement for dedicated parking and this will further add to the congestion. At a meeting on the 23<sup>rd</sup> November 2016, QLDC Parks and Recreation and APL advised that they could not support this location. The Wanaka Community Board excluded this option as part of their deliberations in regard to the Eely Point Development Plan approved in September 2018

23. Riverbank Road. Two sites were considered between the ORC site and the Dump. These sites are not ideal operationally. One site, QLDC owned, has been leased to a Fire wood Contractor and a ground survey carried out by him has suggested the ground is contaminated. The second site would involve access through the first with all its associated issues. The site is a mixture of original land and landfill. With potential contamination neither site is considered suitable.
24. The Outlet Camp. Until major improvements occur to the ramp this is a nonstarter on a number of aspects not least of which is safety of the responders.
25. WSAR Building Site: The site does not offer any operational benefits over the existing storage at A&P, due to deployment route onto Ardmore St. The Cost will be high.
26. Wanaka Show Grounds. Three alternatives have been considered. None are operationally ideal due to increasing deployment times over the ever increasing busy periods. In addition over the period of the A&P Show the CRV would need to be located elsewhere as it is virtually impossible to access/depart the secured grounds.
  - a. Standalone. Whilst the Management Plan would allow for a Community Building the recommendation from APL was that this would cause considerable dissent (including the A&P Society) and hence delays and increased cost in obtaining the necessary Consents .
  - b. A&P Society. The Society has suggested that they could provide space for the CRV to be stored and *share some* facilities. There is no provision for a tow vehicle nor sufficient space for other Items
  - c. Rugby Club. There have been a number of conversations with the Rugby Club. The Rugby Club cannot house the Boatshed component within its existing lease area. The plans for the new Rugby Club building do not allow space for a radio room, and the facilities are more suited to a rugby team than a small CRV crew. A separate building with associated carparks would have a similar issue to a standalone building
27. Eely Point. At the suggestion of the Harbour Master, Eely Point was considered for this is planned to be the site of enhanced access to the lake for recreational boaters. The site suggested as being potentially suitable, by APL and QLDC Parks and Recreation was adjacent to the Scout Den. After public consultation as part of the Eely Point Development Plan the original site was not supported by the Wanaka Community Board and a new site suggested and approved in September 2018 as part of the Development Plan.

## EELY POINT

28. Location. The proposal is to build a Marine Rescue Centre at Eely Point near the existing Scout Den. The location and outline design is shown separately.
29. Wanaka Lakefront Reserves Management Plan 2014. WLR Management Plan 2014 arguably allows for a new building at Eely Point -
  - a. 5.2.3.1 // Objectives • Manage all use and development of the reserves in accordance with the outstanding natural landscape recognition in the District Plan • *Minimise structures in the reserves and their impacts on the landscape* • *Built developments will only be permitted where these are sympathetic to the key elements, features and patterns of the landscape* • *Consider a limited number of new leases and licences where such uses would support the objectives of this plan*
  - b. 5.2.3.2 // Policies • Development of facilities that benefit and remain accessible to the local community will be given priority over other facilities • *Consider all applications for new facilities including, but not limited to, sports clubhouse/community buildings, toilets, car parking, boat launching and retrieval*

*facilities under this and all other applicable Council policies and plans, with a view to ensuring wider public access to existing recreational opportunities is not unreasonably limited* • Ensure that the character of the reserves is not compromised by structures associated with leases and licences and that the reserve values are maintained or enhanced.

30. Eely Point Development Plan 2018. This plan approved by the Wanaka Community Board in September 2018 specifically allows for a Marine Rescue Centre located above the Scout Den.

31. Initial Consultation. Initial consultation occurred in regard to an Eely Point site Consultation included:

- a. Scouts: Met with Hugh Phillips. No objections however would like to see the flat area to the North of the Den retained if possible and the path down to the Den retained. *This has been done*.
- b. Upper Clutha Environmental Society. Met with Mark Eyre and John Wellington. *No Objections*
- c. Wanaka Hawea Reserves Trust. *No objection*. see email Cutler Appendix 4
- d. IWI etc. See KTKO Letter dated 26<sup>th</sup> January 2017, *No objection*. Appendix 5
- e. Review of Facebook/Stuff article etc. There have been a few comments on Facebook or Stuff, *all of which supported the initiative*.
- f. A&P Show. At the 2017 A&P show there was an opportunity for individuals to register comment or concern with the unit in a book. *Over 70 did so with no objections and all in favour*.
- g. Guardians of Lake Wanaka. The Guardians of Lake Wanaka letter is at Appendix 6. *There is general support for the location* however the response raised a few issues, namely
  - i. Eely Point Plan for a major boat launch site ; the Guardians would hope the proposal would be integrated into that plan
  - ii. Share some facilities with Scout Den. Their facilities are not compatible with the requirements for showers/ briefing room etc and the boatshed does not have the vertical clearance to allow for the CRV. Also note the difficulties associated with sharing.
  - iii. Share some facilities with WSAR. The adjacent site, in the corner of a junction of 2 roads, is not big enough to safely put a boatshed. The WSAR building has many of the facilities needed however note the difficulties associated with sharing and also unacceptable deployment times
  - iv. Share with the Yacht Club. See paragraph 21 and Appendix 3.
- h. Search and Rescue. Both Wanaka Police SAR (Appendix 7) and Wanaka Search and Rescue (Appendix 8) support a Marine Centre

32. Eely Point Development Plan Consultation. Of those submitters who mentioned a MRC the large majority were in favour of a MRC at Eely Point.

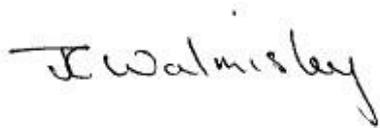
33. Landscape. The MRC as seen from the lake is well shielded by mature trees. The MRC as seen from affected parties on Lakeside Road will be against a backdrop of mature trees which will extend above the roofline. It is proposed to enter consultation with affected parties and QLDC Parks staff to develop a planting plan which will break up the outline of the proposed building. The building colour to be neutral so as to blend in with its surroundings.

34. Parking and Access. It is proposed that parking and access/exit as shown on the plan will be allowable as a condition of the Lease.

35. Services.

- a. Foul Water. There is a 150mm diameter foul sewer located immediately adjacent to the building site. It will be a straight forward exercise to install a small pumping unit and pressure line, connecting directly to the manhole located above the building site. In this case an Ecoflo e-one low pressure system or similar, will be used - these are very robust and economic to operate and this system has been adopted by the QLDC for use where gravity drainage is not available. It may be necessary to move the sewer due to its proximity to the proposed building.
- b. Water Supply. There is a 50mm diameter ridermain running parallel to the foul sewer reticulation. Water supply for the building could be extended from any convenient point on this ridermain.

- c. Fire Fighting . The nearest fire hydrant is located at the Eely Point Road / Lakeside Road intersection. It is understood that to meet firefighting requirements, a hydrant must be within 90m of the building. The hydrant at Eely Point Road is about 70 m in a straight line across the reserve area.
  - d. Storm water disposal will be to ground by standard on-site soak pit(s) designed for the specific loading. The natural ground runoff is directly to the lake with no possibility of intensifying the existing runoff patterns.
  - e. Electricity and Telecom reticulation is available from Lakeside Road and there should be no issues with extending these to the building site. The reticulation would be installed underground with the most practical alignment being as close to the existing water and foul sewer reticulation as practical. It CWL will request a design for the provision of these services from Aurora Energy and Chorus NZ respectively.
  - a. Easements. The necessary easements in favour of Coastguard Wanaka will be created over the "as-built" alignment of the various service connections, from where they leave the legal road reserve (Lakeside Road) and cross the reserve land to the new Lease boundary. These easements will be defined and included in the Land Transfer Lease Plans, and then created at the time the Lawyers create and register the lease. There may also be a requirement for a Right of Way easement to be created over the alignment of the existing access road to where it accesses the CWL area. This to be agreed.
36. Use of Ramps and Traffic Management. CWL has trialled launching the CRV at Eely Point. The CRV can be launched at all states of lake level, however there are levels where recovery is difficult due to the gradient and at this time the recovery would be made at the Marina. Southern Safety Services Ltd has completed a Traffic Management Plan and their recommendation is that appropriate signage should be erected: this recommendation is acceptable and will improve safety and give warning in regard to CRV and recreational boat/trailer movement in the area.



J C Walmisley  
President  
Coastguard Wanaka Lakes

## APPENDIX 1

### COASTGUARD WANAKA LAKES – RESPONSE TIME ANALYSIS

#### WATER SURVIVABILITY

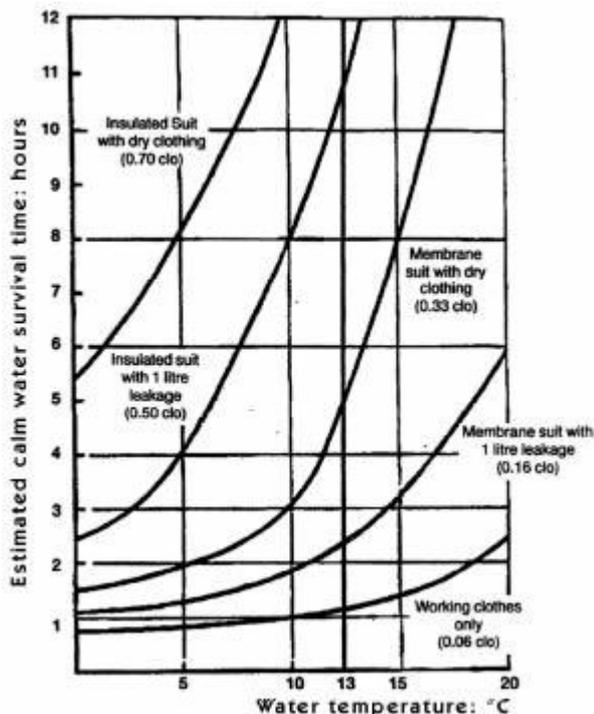
1. Lake Wanaka is New Zealand’s fourth largest lake, covering 180 square kilometres. It is 45.5 kms long, 11.6 kms across at its widest and up to 300m deep. Water temperature ranges from 8 – 10 degrees Celsius. Lake Hawea has similar temperature range. Around the lake edges during the summer it can be warmer, but because of the gigantic tank of cold water in the middle of the lake, wind or rain can quickly bring that to shore so the temperature can drop dramatically in the middle of summer with adverse weather.
2. Survival Times Without Protective Clothing. (from Local Knowledge—A Skipper’s Reference by Kevin Monahan)

Water Temperature		Loss of Dexterity with no protective clothing	Exhaustion or Unconsciousness	Expected Time of Survival
Degrees C	Degrees F			
0.3	32.5	Under 2 min.	Under 15 min.	Under 15 to 45 min.
0.3 to 4.5	32.5 – 40	Under 3 min.	15 to 30 min.	30 to 90 min.
4.5 to 10	40 – 50	Under 5 min.	30 to 60 min.	1 to 3 hrs.
10 to 15.5	50 – 60	10 to 15 min.	1 to 2 hrs.	1 to 6 hrs.
15.5 to 21	60 – 70	30 to 40 min.	2 to 7 hrs.	2 to 40 hrs.
21 to 26.5	70 – 80	1 to 2 hrs.	2 to 12 hrs.	3 hrs. to indefinite
Over 26.5	Over 80	2 to 12 hrs.	Indefinite	Indefinite

**It is impossible to die from hypothermia in cold water unless you are wearing flotation, because without flotation – you won’t live long enough to become hypothermic.**

(April 12, 2013 by Mario Vittone [http://gcaptain.com/cold\\_water/](http://gcaptain.com/cold_water/))

3. Cold Shock. The first phase of cold water immersion is called the cold shock response: It is a stage of increased heart rate and blood pressure, uncontrolled gasping, and sometimes uncontrolled movement. Lasting anywhere from 30 seconds to a couple of minutes depending on a number of factors, the cold shock response can be deadly all by itself. In fact, of all the people who die in cold water, it is estimated that 20% die in the first two minutes. They drown, they panic, they take on water in that first uncontrolled gasp, if they have heart problems – the cold shock may trigger a heart attack. Surviving this stage is about getting your breathing under control, realizing that the stage will pass, and staying calm
4. **CONCLUSION 1**. For those who are not wearing a wetsuit the survival time in our Lakes is Short at about 1 -3 hours, assuming they are wearing a lifejacket. As a result for this group speed is of the essence.
5. Immersed Clothing Insulation. It is envisaged that during the winter months that sailors and swimmers will be wearing wetsuits however not necessarily fishermen who not necessarily are wearing life jackets. In summer it is clear that most sailors do not wear wetsuits however water skiers do. Predicted survival time against sea temperature for different levels of immersed clothing insulation (as derived from Wissler Model, Modified by Hayes, 1987).



6. **CONCLUSION 2.** Even for those with wetsuits the survival time is still only 2 +hours so speed is still an important factor

#### RESPONSE TIMES

7. Target Launch Time. At present the target launch time at Wanaka Marina from Police activation is 30 minutes and we have achieved it most times:
- Activation – 5 minutes
  - Travel to A&P Shed. – 10-15 minutes. Most crew live and work on the Mt Iron side of town. This time can be markedly increased during busy periods such as Mid December to late January and on Statutory Holidays and on one occasion resulted in that crew not making it and had to be replaced.
  - Travel to Marina – 10-50 minutes. Normal time along the water front is 10 minutes. There have been times that Brownstone Street has been the only route and on occasion takes about 45minutes and once during Challenge well over an hour. With increased traffic Golf Course Road may be the preferred route.
  - Launch Time 5-15 Minutes – Normally 5 minutes however in the Summer this can be much longer  
TOTAL 30-90min
8. Eely Point/Marina Projected Launch Times
- Activation – 5 minutes
  - Travel to Site – 10 minutes. Closer to most persons home/workplace and no need to go through the town centre.
  - Travel to Launch Site – 2- 5 Minutes. No likely hood of delay
  - Launch Time – 2-5 Minutes.
  - TOTAL 20-25min
9. **CONCLUSION 3.** A Site at the Marina or Eely Point will reduce response time by 10 minutes to 20 minutes, and by more than 30 minutes in the busy holiday period.

**APPENDIX 2**  
Confirmation for Harbourmaster

From: Lee Webster  
Sent: Monday, May 15, 2017 3:53 PM  
To: Gerry Clemens  
Subject: RE: Coastguard: Workshop with Wanaka Community Board

Hi Gerry,

I hope you are well and Thank you for the update.

My position is still that we would look to have a harbourmaster venue in Wanaka (as we do in Queenstown) at the location you are proposing. You had mentioned indicative figures, which are reasonable, so please proceed with a view that we will be working together on this, and I look forward to speaking with you soon.

I'm not sure we need to meet, but I am happy to if you wish too.

Kind Regards

Lee

Lee Webster | Manager: Regulatory | Finance & Regulatory  
Queenstown Lakes District Council  
DD: +64 3 450 0310 | P: +64 3 441 0499  
E: [lee.webster@qldc.govt.nz](mailto:lee.webster@qldc.govt.nz)



14 June 2017

Wanaka Community Board

Dear Rachel,

- As you are aware Wanaka Yacht Club are progressing plans for a new club house facility. We understand that the question of co-location with other community needs has been raised following the lease application by Wanaka Coast Guard (WCG).

As such the Wanaka Yacht Club (WYC) Committee wish to clarify our position with regard to the potential of sharing facilities with the WCG.

The WYCs function is to provide for sailing activities and we as a committee are focused on and bound by the limits of our constitution to progress that purpose.

We however have worked closely with the WCG over the last few years, where they assisted us with safety boat services for regattas and events, and we have also made meeting space available to them and we work together in providing training for powerboat operation and remain committed to working with them on water safety. WCG have also had need to assist our members on a least one occasion with incidents on the water and we believe provide a valuable service.

The WYC Building Committee and the WCG Project Group met and had an in depth discussion and it was mutually agreed that although there was potential for sharing facilities such as toilets, meeting rooms and radio/control room it was considered that the provision of a boat shed for WCG was not compatible with the WYC. The minimum storage/boat shed space required by the WCG we are told is sole access 17mx7m area which in our view is not possible or compatible to accommodate within the WYC proposal while also meeting the future storage and operational needs of the sailing club. There were also concerns with regard to operational conflicts of parking, traffic, emergency access, access to boat ramps which were considered to be incompatible.

While the WYC remain open to working with other community organisations our primary commitment is ensuring the needs of the WYC are provided for in a high quality design and we believe that our current proposal would be a great asset for the Wanaka community.

We support the WCG in their process of finding a suitable site and making application for their facility.

Sincerely yours,

Jeff Mercer

WYC Commodore

#### APPENDIX 4

From: Alan George [mailto:[a.g.cutler@gmail.com](mailto:a.g.cutler@gmail.com)]  
Sent: Saturday, 11 February 2017 4:19 p.m.  
To: Jonathan Walmisley  
Cc: John Coe  
Subject: Re: Caostgaurd Wanaka Lakes

Hi Jonathan.

I have viewed your plans for the Coast Guard building. The site is a good one and we (WHRT) wish you the best in pursuing this project.

Two potential matters may arise. First ensuring the cycle/pathway is not adversely affected. It's probable some limited upgrade of a short section is already needed and QLDC should be onto this. The other matter relates to the outcome of the WWFT court case. We think this site, even retrofitting the Scouts building, could be a good option if the Env't Court rules against them.

Regards Alan Cutler

03 443 6272

From: Alan George [mailto:[a.g.cutler@gmail.com](mailto:a.g.cutler@gmail.com)]  
Sent: Tuesday, 7 February 2017 1:37 p.m.  
To: Jonathan Walmisley  
Subject: Re: Caostgaurd Wanaka Lakes

Hi Jonathan.

Thanks for info and I am humbled you have contacted me. I am in Nelson as partner is doing the Brevet up this way. I will be back in Wanaka after 15 Feb so will scope your correspondence and get back to you. Hope this is ok for your time frames.

Best Alan Cutler

## APPENDIX 5

26 January 2017

Coastguard Wanaka Lakes

25 Kelliher Drive

WANAKA 9305

Attn: Jonathan Walmisley

Resource Consent – Coastguard Wanaka Lakes

### Proposal

Ngā Rūnanga understands that **Coastguard Wanaka Lakes are seeking advice on Māori** archaeological and cultural values for:

- Proposed building for the Coastguard Wanaka Lakes – corner of Eely Point Access and Lakeside Road, Wanaka (as specified in the limited information provided)

### Situation

Kāi Tahu ki Otago Ltd writes this report on behalf of **Kāti Huirapa Rūnaka ki Puketeraki and Te Rūnanga o Ōtākou**, two of the **kaitiaki Rūnanga** whose takiwa includes the site the proposal relates to.

### Decision

It is considered that the proposal **is not inconsistent with the Kāi Tahu ki Otago Natural Resource Management Plan 2005**, (see appendices).

Rūnanga representatives have been informed of the proposal received 17 January 2017.

**Please be advised that Ngā Rūnanga** have no specific concerns with the above proposal, but do request that the Heritage New Zealand Pouhere Taonga Archaeological Discovery Protocol (attached) should be adhered to.

This reply is specific to the above proposal. Any changes to the proposal will require further consultation.

Nahaku noa

Na



Chris Rosenbrock  
Manager

cc Kāti Huirapa Rūnaka ki Puketeraki  
Te Rūnanga o Ōtākou

## Appendices

The following **Issues/Objectives/Policies** of the **Kāi Tahu ki Otago Natural Resource Management Plan 2005** are seen as relevant to the above proposal. This relates to the holistic management of natural resources from the perspective of local iwi.

### **Kāi Tahu ki Otago Natural Resource Management Plan 2005**

#### Otago Region / Te Rohe o Otago

##### **Wai Māori**

##### Wai Māori General Issues

###### River and Instream Works

- Impacts of activities such as channel maintenance and channel cleaning adversely affecting water quality.
- Gravel extractions
- Introduction of exotic weeds through poorly cleaned machinery, and the subsequent impact on bank habitat and water ecosystems.

##### **Wai Māori General Objectives**

- Contaminants being discharged directly or indirectly to water are reduced.

##### **Wai Māori General Policies**

- To protect and restore the mauri of all water.

###### River and Instream Works

- To require that fish passage is provided for at all times, both upstream and downstream.
- To oppose all river and instream work if near a nohoaka site during the months of August to April.
- **To require that buffer zones are established and agreed upon with the Papatipu Rūnaka** between the flowing water and the site of any river or instream work.
- To require that any visual impacts at the site of the activity are minimal.
- To require that wet concrete does not enter the active flow channels.
- To require that any works be undertaken either before or after spawning season of potentially affected species as **identified by the Papatipu Rūnaka**.
- To require that all practical measures are undertaken to minimise sedimentation or discharge of sedimentation.
- To require that all practical measures are undertaken to minimise the risk of contamination to the waterway.
- To require that work is done when the water level is naturally low or dry, to carry out as much of the work as possible, using one corridor for entering and exiting.
- To discourage machinery operating in flowing water.
- To require that all machinery is clean and well maintained before entering the work site; refuelling is to be done away from the waterway.

##### **Wāhi Tapu**

##### Wāhi Tapu General Issues

- The resurfacing of **kōiwi takata** through natural and human-induced processes.

##### **Wāhi Tahu Objectives**

- All wāhi tapu are protected from inappropriate activities
- Kāi Tahu ki Otago have access to wāhi tapu.
- Wāhi tapu throughout the Otago region are protected in a culturally appropriate manner.

##### **Wāhi Tapu General Policies**

- To require consultation with KTKO for activities that has the potential **to affect wāhi tapu**.

## Guardians of Lake Wanaka

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Serviced by  
Department of Conservation,  
Wanaka Area Office

The Secretary  
PO Box 93  
Wanaka  
Ph 03 443 9462

31\_May 2017

Jonathan Walmisley  
President  
Coastguard Wanaka Lakes  
25 Kelliher Drive  
**WANAKA 9305**

Dear Jonathan

Thank you for your notification (17/1/17) of intent to apply for resource consent to build a storage and meeting facility at Eely Point to support the activities of the Coastguard Wanaka Lakes. No doubt your project has moved along since then.

Your letter and outline concept received discussion at the last meeting (7/4/17) of the Guardians of Lake Wanaka.

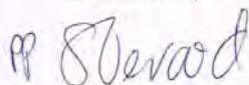
While there is general support for the Coastguard proposal, some questions were raised. These included the suitability of the site in view of forward plans by QLDC to develop this area (Eely Point) as a major boat launch site for public use. As such, we expect your proposal would be integrated into this plan should QLDC consider this to be a suitable site for the Coastguard building. There were also questions as to whether it might be possible to share some facilities between yourselves and the Scout Den thus reducing your overall shoreline footprint and cost to yourselves.

Further, given that Coastguard coverage included Lake Hawea it was suggested that alternative sites, such as that adjacent to the new Search and Rescue facility or adjacent to the Yacht Club might be considered (if they haven't already). These sites may be less costly and would be sited close to where facilities such as meeting rooms etc could be shared.

Overall, it would be fair to say that the meeting was not unsupportive of the proposed Eely Point site. However, as an organisation the Guardians of Lake Wanaka can only offer an opinion rather than a statement of authority. (Your proposal falls outside the legal mandate of the Guardians).

We trust these comments will be of value and wish you well in this endeavour.

Yours sincerely



**Don Robertson**  
Chair, Guardians of Lake Wanaka

cc Stephen Quin, QLDC



Wanaka Police Station  
28 Helwick Street  
PO Box 18  
Wanaka  
New Zealand  
Ph: 03 443 7272  
Fax 03 443 8946

21 June 2017

Mr Jonathan Walmisley  
Chairman  
Coastguard Wanaka Lakes

Re: Wanaka Marine Centre

Dear Sir,

As the Wanaka Police SAR Coordinator I am writing this in support of your groups activity in trying to build a purpose built base for Coastguard operations. Please feel free to use this as required to confirm Police support for your pending project.

I acknowledge that the rapid growth in both residents and visitors to Wanaka is resulting in more people taking to our mountains and lakes which in turn is potentially increasing those getting into difficulty. It is the responsibility of Police Search and Rescue to respond to those requiring assistance and to do so we need qualified and well equipped Land and Marine Search and Rescue volunteers.

Wanaka SAR with their new building have clearly shown that they are capable of responding professionally to a call; this is not just a function of trained volunteers but also due to the centralising of Wanaka SAR assets in one location.

There has been an increase in Boaties requiring assistance on Lake Wanaka and with the growth in the town this can only be expected to increase.

Coastguard Wanaka Lakes needs to be able to have all its equipment in one place, have the ability to control operations from a dedicated shore base and be located in a place which minimises deployment time; until this is the case Coastguard Wanaka Lakes will not reach its optimum ability to save lives.

A facility which combines Coastguard Wanaka Lakes and the Harbour Master into a Marine Centre that is located at a launching area on the East side of Roys Bay meets all the criteria to ensure Coastguard can meet Police SAR

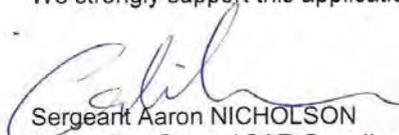
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Sergeant Aaron Nicholson  
Prevention Sergeant / SAR Coordinator  
WANAKA POLICE  
P: 03 443 7272  
Fax: 03 443 8956  
Email: aaron.nicholson@Police.govt.nz

expectations. Speed is a critical element of any marine rescue and the proposed facility will enable a quick and efficient response to those in need.

Its proposed location at Eely Point adjacent to the Scout Den is ideal as it will minimise deployment time whilst giving a location for boaties to access both Coastguard and the Harbour Master.

We strongly support this application and wish it every success.

  
Sergeant Aaron NICHOLSON  
Prevention Group / SAR Coordinator  
**WANAKA POLICE**

03 443 7272  
027 443 1564

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Sergeant Aaron Nicholson  
Prevention Sergeant / SAR Coordinator  
**WANAKA POLICE**  
P: 03 443 7272  
Fax: 03 443 8956  
Email: aaron.nicholson@Police.govt.nz

3 July 2017

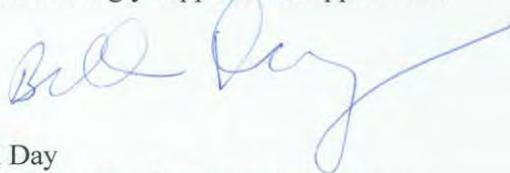
## WANAKA MARINE CENTRE

Wanaka Search and Rescue (WSAR) is affiliated to LandSAR. We are fortunate to have a purpose built Centre from which our trained volunteers operate. The ability to have all our equipment in one place from which we control operations and which our volunteers to call home is the key to having a highly motivated volunteer SAR team. Without a centre, activities become disjointed and we risk our volunteers being poorly prepared and poorly equipped for their missions.

Coastguard Wanaka Lakes is a relatively new Marine SAR unit. It has two of the three necessary components: it has qualified volunteers and it has a rescue vessel but it does not have a centre. It cannot have all its equipment in one place. It does not have a radio room from which to control operations and it does not have a central place volunteers can relate to as "home". There is increasing use of the lake by both recreational and commercial users. In our view a Coastguard Unit which can deploy quickly is becoming ever more important. The QLDC Harbour Master in Wanaka also needs a home and combining both organisations under the one roof makes good sense.

The proposed building meets the requirements of Coastguard into the future. It will enhance the overall SAR capability in Wanaka and help make CWL a unit the residents of Wanaka can be proud of. It is a good idea to locate the building where the unit can deploy quickly and also have a high profile within the boating community.

WSAR strongly supports this application.



Bill Day  
Chairman Wanaka Search and Rescue

**Wanaka Community Board  
15 November 2018**

**Report for Agenda Item: 2**

**Department: Property & Infrastructure**

**Title: Licence to Occupy Road Reserve – 28 Helwick Street, Wanaka**

**Purpose**

The purpose of this report is to consider granting a Licence to Occupy Road Reserve to Gem Lake Limited, owners of 28 Helwick Street, for temporary construction purposes.

**Recommendation**

That the Wanaka Community Board:

1. **Note** the contents of this report;
2. **Grant** a licence to occupy Helwick Street road reserve to enable Gem Lake Limited owners of 28 Helwick Street to undertake construction works subject to the following conditions;
  - a. Building/Resource Consent to be obtained prior to works commencing if required.
  - b. Approval of a Traffic Management Plan (TMP) by Council Engineers before work commences.
  - c. All activities are to be undertaken in accordance with Worksafe New Zealand standards for the work environment.
  - d. The scaffold/gantry structure is to be designed by a Chartered Professional Engineer. A Producer Statement (PS1) is to be provided by the Engineer with works not to proceed until QLDC's Engineers are satisfied with the design. A Producer Statement (PS4) is then to be provided to QLDC within 7 days of the structure being erected.
  - e. A comprehensive safety plan must be prepared and implemented, at the applicant's cost, to ensure a safe environment is maintained around the subject site.
  - f. The pavers and surrounding infrastructure are to be correctly protected and reinstated to the satisfaction of QLDC Engineers.
  - g. The applicant to be liable for any damage and/or reinstatement of Council's or any other person's property that may arise from the

proposed activity (i.e. reinstatement of footpaths, road marks etc). This will need to be evidenced by before and after photographs / video or similar

- h. The applicant to be liable for any damage and/or reinstatement of Council's or any other person's property that may arise from the proposed activity (i.e. reinstatement of footpaths, road marks etc). This will need to be evidenced by before and after photographs / video or similar.
- i. The licence area to be publicly available during the following times of the year in accordance with the Temporary Use of Public Space for Construction Purposes policy;
  - i. 24 December – 6 January
  - ii. Easter Break and week following
  - iii. July School Holidays
  - iv. Labour Weekend

Prepared by:



Blake Hoger  
APL Property

4/10/2018

Reviewed and Authorised by:



David Wallace  
Manager of Resource  
Management Engineering  
QLDC

25/10/2018

## Background

- 1 Gem Lake Limited (herein referred to as the applicants) is the owner of 28 Helwick Street, Wanaka, legally described as Pt Sec 17 Blk XII Wanaka TN.
- 2 The applicants intend to develop the property and construct 2 new commercial buildings to be known as NoLa and SoLa. A non-complying Resource Consent has been granted (RM 180374).
- 3 A licence to occupy the adjacent footpath for hoardings/gantry has been sought to enable the construction to be undertaken while providing protection for passing pedestrians.
- 4 A detailed site plan has been provided and is attached to this report.

## Comment

- 5 In order to allow pedestrians to pass the construction site along Helwick Street while ensuring their protection from construction hazards, it is proposed that a gantry walkway be established on the existing footpath to the kerb edge.
- 6 The gantry will be 2.4m wide and run the width of the site i.e. 17.5m. A minimum head clearance of 2.4m will be maintained.
- 7 A section of footpath closest to the property boundary 0.7m in depth will be enclosed by hoarding for the width of the site. This is due to the existing paved footpath being in an uneven state which presents a tripping hazard.
- 8 At completion of the building envelope construction, an expected period of 12 months, the gantry and hoarding will be removed and the paving made good.
- 9 Site deliveries and access for the duration of the construction will be made via the neighbouring property at 38-46 Helwick Street.
- 10 Council's Temporary Use of Public Space for Construction Purposes Policy considers such applications:
  - a. The Policy states that the Queenstown Lakes District Council has a statutory duty to ensure the safe and efficient operation of the road network and outlines the requirements to have a Licence to Occupy Road Reserve. The Policy states that a Licence is required for the use of a road, footpath or any other public space as a platform for offices, sheds, jumbo bins, mini skips and containers, any structure such as a hoarding or gantry and for any activity that will affect regular pedestrian and/or vehicle traffic flows.
  - b. The Policy states that the works require an approved Traffic Management Plan before any work commences.
  - c. The Policy states that the applicant is liable for any damages and/or reinstatement of Council's or any other person's property that may arise from the proposed activity (i.e. reinstatement of footpaths, road markings etc) and a bond may be taken for that purpose.
  - d. The Policy states that no work shall be carried out on an arterial road and the developer must make good any work in progress during certain times of the year such as Christmas and Easter holidays. Helwick Street is deemed to be an arterial road.
- 11 Council's Engineers have been consulted who have assisted in formulating the recommended conditions for approval.

## Options

- 12 Option 1 Wanaka Community Board can grant the Licence to Occupy Road Reserve application subject to the conditions proposed above.

*Advantages:*

13 The construction works can proceed as planned, in a timely manner, while protecting the public from associated hazards on site.

*Disadvantages:*

14 Any occupation of public space for construction purposes could be considered a disruption and an interference to free public access and use of public space.

15 Option 2 Wanaka Community Board can decline the Licence to Occupy Road Reserve application.

*Advantages:*

16 There will be no disruption to public access of the road reserve.

*Disadvantages:*

17 The applicant may need to consider alternative means to undertake the proposed works which may lead to delays and additional expense for the applicant.

18 This report recommends **Option 1** for addressing the matter as the applicant will be able to proceed with their construction works in a safe manner under terms and conditions deemed appropriate by the Roading Engineers.

## **Significance and Engagement**

19 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy as it relates to Council's roading network which is identified as a significant asset.

## **Risk**

20 This matter relates to the strategic risk SR3 Management Practice - working within legislation, as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because a variety of operational risks (such as meeting levels of service, regulatory compliance and the health and safety risks associated with parties using roads) are triggered when whether or not to grant a licence to occupy is considered.

21 This matter also relates to strategic risk SR6a – assets critical to service delivery (infrastructure assets) with the risk classified as low. This is because the impact of the occupation is minimal for the public and does not have a significant permanent impact on Council's infrastructure.

22 This matter also relates to operational risk SR27 levels of service, as documented in the Council's risk register. This risk is classed as moderate. This matter relates to this risk as it requires a decision from the Wanaka Community Board for a private activity.

23 The recommended option treats the risks by ensuring conditions of approval are established and included within the licence.

### **Financial Implications**

24 The applicants have paid a fee for their application to be processed which includes the preparation of the licence document if successful.

25 Should legal review of the licence be required, Council's legal costs will be recovered from the applicant.

26 Council's legal costs to have the Licence encumbered upon the applicant's title will be recovered from the applicant.

### **Council Policies, Strategies and Bylaws**

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

- *Significance and Engagement Policy 2014* – providing clarity on Council's decision making processes and assessing the extent to which individuals, organisations, groups and sectors in the community are affected by the Council's decisions.
- *Long Term Plan* – the consideration to grant or otherwise a Licence to Occupy is considered part of the Council's 'Regulatory Services' outlined in the Plan.
- *Temporary Use of Public Space for Construction Purposes Policy (Adopted 2003)* – the policy addresses use of public space for temporary construction purposes.

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

29 This matter is not included in the 10-Year Plan/Annual Plan as the cost of the licence will be met by the applicant.

### **Local Government Act 2002 Purpose Provisions**

30 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 construction works to occur in a safe manner with no cost to the community; and
- 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.

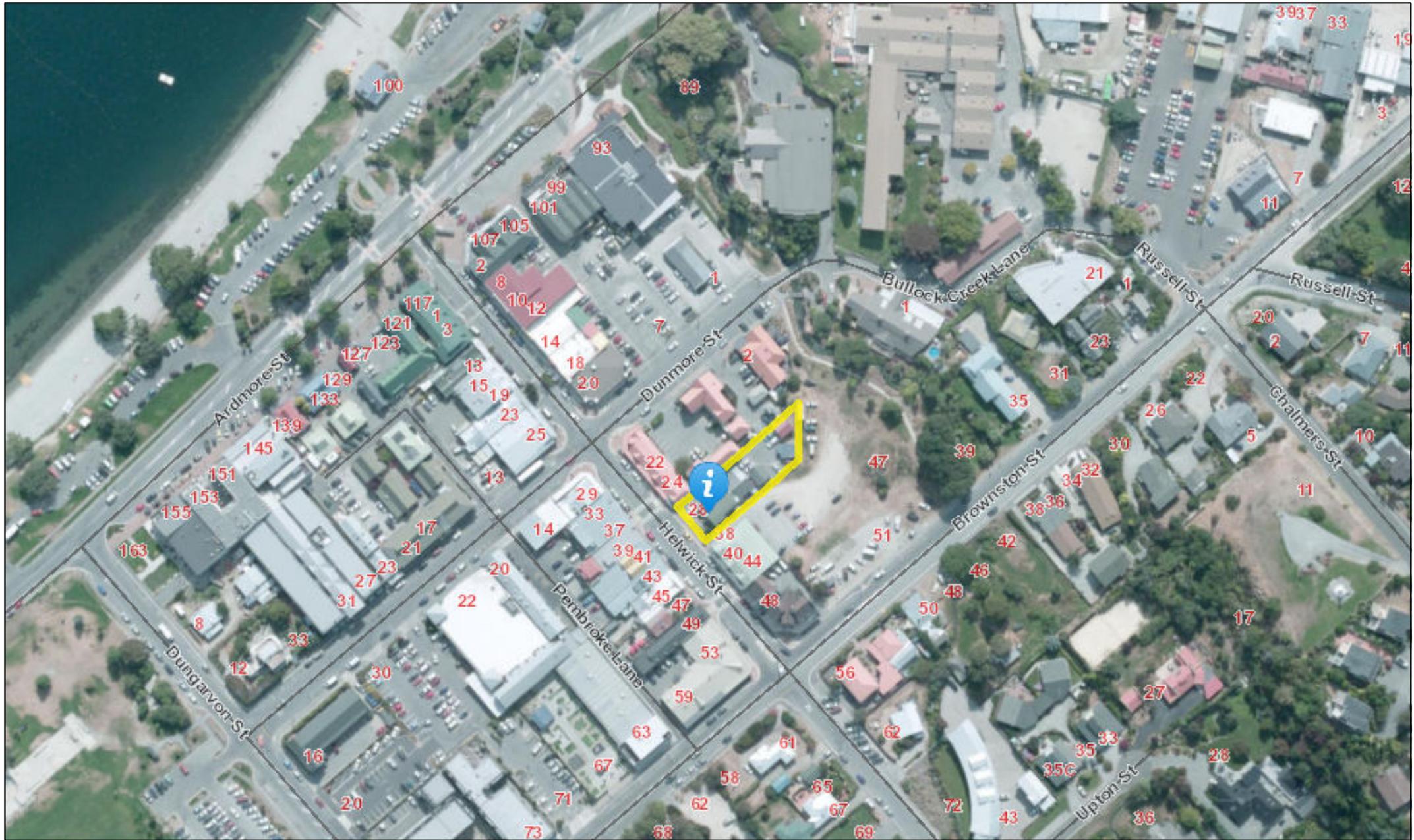
## **Consultation: Community Views and Preferences**

31 Council Engineers have been consulted about this application and their comments are contained within this report.

### **Attachments**

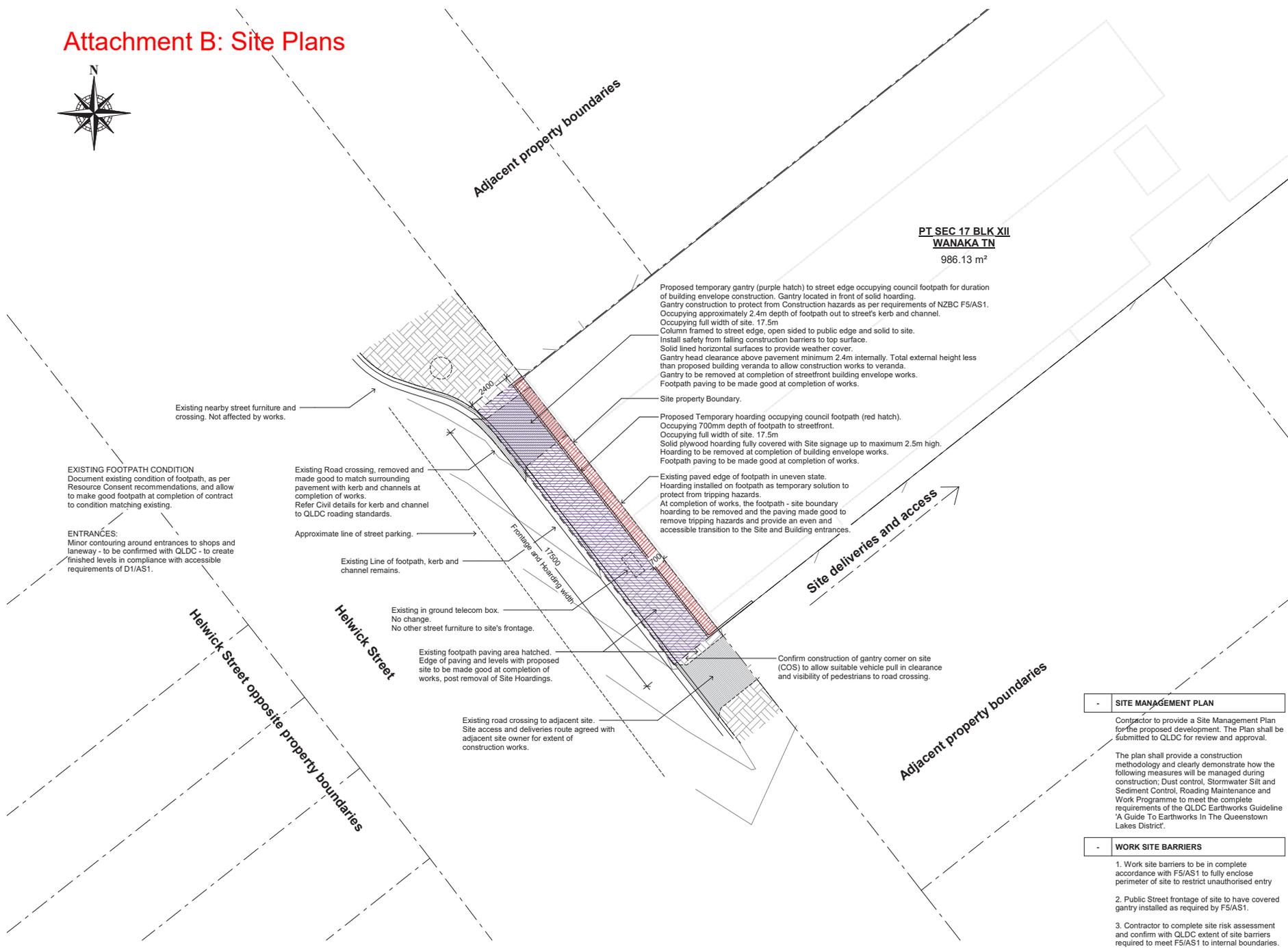
- A Locality Plan
- B Site Plans

# Attachment A: Locality Plan



The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Queenstown Lakes District Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented by the GIS data. While reasonable use is permitted and encouraged, all data is copyright reserved by Queenstown Lakes District Council. Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED

# Attachment B: Site Plans



<b>GENERAL NOTES:</b>	
1.	Do not scale off the drawings, use figured dimensions only.
2.	Any discrepancies in the drawings shall be referred to the Architect for confirmation before proceeding work.
3.	Scheduled quantity measures are indicative only. Assembly Architects take no responsibility for the accuracy of these measures.
4.	All Carpentry work to comply generally with Site specific NZS3604 Zones. Refer Site Plan drawing.
-	<b>SITE INFORMATION</b>
	SITE ADDRESS: 28 Helwick Street, Wanaka 9305 LEGAL DESCRIPTION: PT SEC 17 BLK XII WANAKA TN AREA: 986m <sup>2</sup> VALUATION #: 2905307101 PLANNING ZONE: Wanaka Town Centre SITE ACCESS: Helwick Street
-	<b>BUILDING USE</b>
	CLASSIFIED USE: Commercial (Mixed Use) RISK GROUP: CA - Public access and educational facilities WB - Business, commercial and low level storage IMPORTANCE LEVEL: 2  The proposed buildings are presented as a mixed use commercial development, containing an overall mix of retail, commercial office spaces and potentially Hospitality trade. Refer to RC20.00 for titles of internal building spaces.
-	<b>SURVEY NOTE</b>
	The proposed site plan is based upon survey information provided by PATTERSON PITTS GROUP. Drawing name 'Site Survey Part Section 17 Blk XII TN of Wanaka', Job No. W4576, Plan No. 1, Dated 27/01/15.  1. Contours shown at 0.2m intervals. 2. All items to be confirmed on site prior to construction. 3. Invert Levels (I.L.) based on PP survey information
-	<b>PLANNING NOTE</b>
	A Resource Consent approval has been granted for the proposed project.  Refer to separate Resource Consent documentation as per RM 180374. Refer to resource consent documentation for all requirements and conditions of consent.  Resource Consent applications completed by Southern Planning Ltd.
-	<b>GEOTECHNICAL ENGINEER</b>
	Project Geotechnical Engineer: Geosolve Ltd  The proposed earthworks shall be undertaken in accordance with the requirements of the Geotechnical report. Refer to the report for all temporary works and excavation requirements.  Geotechnical Report prepared by GeoSolve Ltd. Reference No: 170568, dated September 2017.
-	<b>EARTHWORKS NOTE</b>
	The existing site is relatively level to boundaries, raising to max height at centre.  Entire site scope of earthworks requires cut excavations to match Helwick Street pedestrian levels to create level and accessible site platform for construction and completed building. Entire site allowed to be exposed to earthworks.  Refer to Approved Resource Consent RM 180374 for approved earthworks drawings, excavations and extent of all temporary and/or permanent retaining works to boundary. Excavation Works to be completed in accordance with conditions set out in the approved resource consent.  Cut batters to be as per geotechnical report. 1V : 2H Design of any excavation which exceeds the geotechnical reports max cut batter of 1V:2H to be retained. Design of retaining structures, temporary or permanent, and excavation procedure by others.
-	<b>SITE MANAGEMENT PLAN</b>
	Contractor to provide a Site Management Plan for the proposed development. The Plan shall be submitted to QLDC for review and approval.  The plan shall provide a construction methodology and clearly demonstrate how the following measures will be managed during construction: Dust control, Stormwater Silt and Sediment Control, Roading Maintenance and Work Programme to meet the complete requirements of the QLDC Earthworks Guideline 'A Guide To Earthworks In The Queenstown Lakes District'.
-	<b>WORK SITE BARRIERS</b>
	1. Work site barriers to be in complete accordance with F5/AS1 to fully enclose perimeter of site to restrict unauthorised entry 2. Public Street frontage of site to have covered gantry installed as required by F5/AS1. 3. Contractor to complete site risk assessment and confirm with QLDC extent of site barriers required to meet F5/AS1 to internal boundaries. 4. Include any additional work site safety barrier items to requirements of F5/AS1, such as toeboards and safety barrier, and in general accordance with recommendations of Site Safe.

1 Plan - Site - Temporary Streetfront Works  
1: 100 @ A1

**Wanaka Community Board  
15 November 2018**

**Report for Agenda Item: 3**

**Department: Property & Infrastructure**

**Temporary Road Closure Application – Wanaka New Year’s Eve Celebrations**

**Purpose**

The purpose of this report is to consider an application for temporary road closures associated with the annual QLDC New Year’s Eve celebrations in Wanaka.

**Executive Summary**

- 1 Summit Events on behalf of the Queenstown Lakes District Council apply on an annual basis to temporarily close a number of roads in Wanaka in association with the New Year's Eve celebrations. The closure is requested to allow the events to take place in a safe and efficient manner.
- 2 The recommendation is for approval with similar conditions that have been applied to the temporary road closures in prior years.

**Recommendation**

That the Wanaka Community Board

1. **Note** the contents of this report;
2. **Approve** the road closure application for the annual New Year’s Eve Celebrations in Wanaka subject to the following conditions:
  - a. No issues or concerns arise from the public notification of the road closure published in the ‘Wanaka Sun’ on 25 October 2018.
  - b. Approval of the final Traffic Management Plan by QLDC Planning and Development prior to the event taking place.
  - c. Radio advertising two days prior to and on the morning of the event.
  - d. The event organisers shall arrange suitable disposal methods for recycling and rubbish/refuse.
  - e. The event organisers shall ensure access is available for emergency services and maintenance contractors if required;
  - f. The applicant shall notify all affected parties including residents and businesses on the closure route of the extent of the temporary road closure; this notification is to be undertaken prior to Christmas

2018. A copy of this notice is to be supplied to APL Property Limited.

3. **Authorise** the following schedule of road closures:

Saturday 29 December 2018

**Roads to be Closed:** Ardmore Street iSite layby

**Period of Closure:** 2000 Saturday 29 December 2018 to 0300 Sunday 30 December 2018

Sunday 30 December 2018

**Roads to be Closed:** Ardmore Street iSite layby

**Period of Closure:** 2000 Sunday 30 December 2018 to 0300 Monday 31 December 2018

Monday 31 December 2018

**Roads to be Closed:** Helwick Street from Ardmore Street to Dunmore Street

**Period of Closure:** 0700 Monday 31 December 2018 to 1100 Tuesday 1 January 2019

**Roads to be Closed:** Ardmore Street Log Cabin layby (excluding buses)

**Period of Closure:** 1430 Monday 31 December 2018 to 0300 Tuesday 1 January 2019

**Roads to be Closed:** Ardmore Street from Dungarvon Street to Lakeside Road and Ardmore Street iSite layby

**Period of Closure:** 1700 Monday 31 December 2018 to 0300 Tuesday 1 January 2019

Prepared by:



Daniel Cruickshank  
APL Property  
Property Advisor

31/10/2018

Reviewed and Authorised  
by:



David Wallace  
Manager – Resource  
Management Engineering  
QLDC

1/11/2018

## Background

- 1 Summit Events on behalf of the Queenstown Lakes District Council have again requested temporary road closures within the Wanaka central business district for the 2018 New Year's Eve celebrations.
- 2 There are changes to the road closures proposed from those that have been approved for this event in previous years with the inclusion of the Ardmore Street iSite layby for three nights and a longer closure of Helwick Street on the 31<sup>st</sup> December due to a second DJ stage to be located in this area. The closure of Ardmore Street from Dungarvon Street to Lakeside Road on the 31<sup>st</sup> December starts an hour later than in previous years and there are no changes to the closure of the Ardmore Street Log Cabin layby. Again buses will be allowed through this closure to access the bus stop located in this area.
- 3 The applicant advises that stakeholders to Wanaka have been very open that sadly the township has a youth intoxication problem especially around New Year. There have been multiple meetings with the event organiser, QLDC, NZ Police, the Wanaka Community Board and Red Frogs (a support program for young people from the ages of 15 – 25 who recognise that the culture of young people is dominated by alcohol and that excessive consumption of alcohol and other substances can lead to dangerous and life altering behaviours) to look at curbing this problem.
- 4 It is proposed to base Red Frogs in the iSite layby in Ardmore Street on the evenings of 29, 30 & 31 December to help with the large amount of underage drinking in the township. This will enable them to have more of a presence in a core central spot close to a proposed second DJ stage on New Year's Eve in Helwick Street. Here they will provide support by creating a safe zone for youth and teenagers and provide free water and pancakes. The applicant also advises private medics will be provided as St John cannot cater at this time of the year with such an influx of intoxicated people in the area.
- 5 The trial solution for the 2018 celebrations is the addition of a second DJ stage (as is the case in Queenstown) which has support from all parties. Seven possible locations were looked at for positioning this with Helwick Street chosen as being most suitable.
- 6 The applicant advises they have tried to keep the closure times for the event as tight as possible however they need to build the stage, place production and undertake sound checks before the event and then remove the stage early on New Year's Day, hence the longer closure of Helwick Street than has been approved in previous years. The earlier closure time has been applied for to allow for this set up and support has come from consulted parties in Wanaka to keep the road closed for longer on New Years day to allow for pack-in/out contingency.
- 7 The Council can close roads to vehicular traffic for events by using provisions of the Local Government Act 1974. The Wanaka Community Board is delegated to consider applications to temporarily close roads under this legislation.

## Comment

- 8 This set of road closures has been occurring on an annual basis for a number of years however the proposed closures are different from those approved for the celebrations in 2017 with the relocation of Red Frogs to a more central location and the longer closure of Helwick Street to allow for a second DJ stage as outlined above.
- 9 These closures will allow for health and safety when erecting/rigging the two performance stages and for the public, staff and suppliers during the event. As in previous years the closures will be managed by Summit Events staff and Southern Safety Services.
- 10 Council Engineers have been consulted and they advise that there are no issues arising from the proposed road closures with a competent approved Traffic Management Plan in place and the applicant liaising with businesses within the closure areas. They also advise access will need to be made available for QLDC maintenance contractors if required.
- 11 A standard requirement of all temporary road closure approvals is that a Traffic Management Plan is approved before the roads are closed. This will ensure that all traffic and pedestrian flows are managed with appropriate signage, barriers and wardens.
- 12 Requiring the applicant to provide affected party notification to any businesses and residences within a road closure area prior to closing the roads is a standard condition of any temporary road closure application and the applicant has advised that affected parties within the road closures will receive information handouts regarding all road closure times two weeks prior to the event.
- 13 No objections, concerns or negative feedback have been received from the closures in past years and at the date of preparing this report no concerns had been received following the public notification of the intent to close the roads in the Wanaka Sun.
- 14 We do not consider it likely that the road closures will impede traffic unreasonably. This event is held on an annual basis in Wanaka and needs an approved Traffic Management Plan before it can take place. All businesses within the closure route are advised of the closure extent before it occurs and their deliveries and vehicular activities are co-ordinated with the event organisers. The recommendation is for approval of the application, subject to the same conditions which have been applied in previous years.

## Options

- 15 Option 1 To approve the application for a temporary road closure associated with the event.

### *Advantages:*

- 16 Would be consistent with road closures approved for the event in previous years;

- 17 This annual event will be able to be run as proposed;
- 18 The proposed road closures will provide a safe environment for public, staff and contractors during the setup, running of, and dismantling of the event.
- 19 Alternative route are available allowing traffic to still move freely around the surrounding area.

*Disadvantages:*

- 20 Road closures affect the normal flow of traffic which can affect businesses and can inconvenience the public.
- 21 Option 2 To decline the application for a temporary road closure associated with the event.

*Advantages*

- 22 There would be less inconvenience for the public that use the roads with them remaining open to normal vehicular traffic.

*Disadvantages:*

- 23 Would be inconsistent with previous road closures allowed for the events.
- 24 May mean the event will not be able to be run as planned or not at all.
- 25 It could create an unsafe environment for the set up and dismantling of the event and for the general public during the events.
- 26 This report recommends **Option 1** for addressing the matter as the event will be able to proceed as planned in a safe, managed environment.

**Significance and Engagement**

- 27 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because it relates to Council's roading network which is identified as a significant asset.
- 28 The proposal for closure temporarily and on conditions to minimise the impact on traffic and pedestrian flows is in line with the Policy's recommendations.

**Risk**

- 29 This matter relates to the strategic risk SR3 Management Practice - working within legislation, as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because a variety of operational risks (such as meeting levels of service, regulatory compliance and the health and safety risks associated with parties using roads) are triggered when whether or not to approve a temporary road closure is considered.
- 30 This matter also relates to strategic risk SR6a – assets critical to service delivery (infrastructure assets) with the risk classified as low. This is because the impact

of the temporary road closure is minimal for the public and does not have a significant permanent impact on Council's infrastructure.

- 31 This matter also relates to operational risk SR27 levels of service, as documented in the Council's risk register. This risk is classed as moderate. This matter relates to this risk as it requires a decision from the Wanaka Community Board for a private activity.
- 32 The recommended option mitigates the risk by treating the risk – putting measures in place which directly impact the risk. Conditions are included in any road closure approval which address the risks.

### **Financial Implications**

- 33 There are no cost implications resulting from the decision. This is a QLDC run event and we have been advised by QLDC events that no application fee is payable. The applicant will pay for any advertising that is required as part of the process.

### **Council Policies, Strategies and Bylaws**

- 34 The following Council policies, strategies and bylaws were considered:
- a. *Significance and Engagement Policy 2014* – providing clarity on Council's decision making processes and assessing the extent to which individuals, organisations, groups and sectors in the community are affected by the Council's decisions.
  - b. *Criteria for Closing Significant Road Policy* – Ardmore Street from Brownston Street to Sargood Drive Street is listed in the Criteria for Closing Significant Roads Policy as a significant road and the proposed road closure comes within this portion of Ardmore Street. However, routes in and out of Wanaka are not disrupted by the closure with alternative detours available via Brownston Street. Ardmore Street has been temporarily closed on other occasions, without complaint or incident. This closure is often associated with key Wanaka events.

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

### **Local Government Act 2002 Purpose Provisions**

- 36 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 ensuring that the events associated with the Wanaka New Year's Eve Celebrations can continue in the preferred format;
  - 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**

- 37 The persons who are affected by or interested in this matter are the general public who may use the road and businesses on the closure routes.
- 38 The temporary road closure has been advertised in the Wanaka Sun inviting comment and will be advertised again before the closure takes place. This is a statutory requirement of the Local Government Act 1974. At the date of preparing this report no issues or concerns have arisen from this notification.
- 39 Council Engineers have been consulted in the preparation of this report and they concur with the recommendations and conditions proposed.
- 40 We have publicly notified the intent to close the road, advised Emergency Services, NZ Police, Ritchies Connectabus, InterCity, QLDC Events office, Council contractors and Council staff who would have an interest in the road closures and followed the statutory administrative requirements of the Local Government Act 1974.

### **Legal Considerations and Statutory Responsibilities**

- 41 Temporary road closures are controlled by Schedule 10 Section 11(e) of the Local Government Act 1974. As authority for approval of road closures is delegated to the Chief Executive and considering Section 10 (2) of the Local Government Act 2002 the advice recommends a decision that is efficient, effective and appropriate to present and anticipated future circumstances.

### **Attachments**

- A Schedule and map showing extent of road closures

## QLDC New Year's Eve Celebrations Wanaka ROAD CLOSURES 2018

New Year's Eve Celebrations Wanaka	ROAD CLOSURE DETAILS
<p>Saturday 29th December 2018</p> <p>Sunday 30<sup>th</sup> December 2018</p> <p>Monday 31<sup>st</sup> December 2018 – 1<sup>st</sup> January</p>	<ul style="list-style-type: none"> <li>• <b>2000 - 0300</b> <ul style="list-style-type: none"> <li>○ Ardmore Street iSite layby</li> </ul> </li>   <li>• <b>2000 - 0300</b> <ul style="list-style-type: none"> <li>○ Ardmore Street iSite layby</li> </ul> </li>   <li>• <b>0700 – 1100</b> <ul style="list-style-type: none"> <li>○ Helwick St from Ardmore St to Dunmore St.</li> </ul> </li> <li>• <b>1430 – 0300</b> <ul style="list-style-type: none"> <li>○ Ardmore St Log Cabin layby only (excl buses).</li> </ul> </li> <li>• <b>1700 – 0300</b> <ul style="list-style-type: none"> <li>○ Ardmore St from Dungarvon St to Lakeside Rd</li> <li>○ Ardmore Street iSite layby</li> </ul> </li> </ul> <p><i>*alternative routes – Brownston St</i></p>

Up to 20 bins throughout key event area. Managed and emptied by Summit Events

Affected parties within road closures will receive info handouts re all road closure times two weeks prior to the closures.





**Wanaka Community Board  
15 November 2018**

**Report for Agenda Item: 4**

**Department: Property & Infrastructure**

**Temporary Road Closure Application – Challenge Wanaka 2019**

**Purpose**

The purpose of this report is to consider an application for temporary road closures associated with the annual Challenge Wanaka sporting event scheduled to take place in February 2019.

**Executive Summary**

- 1 Southern Safety Services Limited on behalf of Challenge Wanaka have applied to Council for a set of temporary road closures for their annual event scheduled to take place in February 2019. The event has a high number of competitors, spectators and associated infrastructure. The road closure areas are used to facilitate the construction of this infrastructure and to manage the safety of athletes and spectators by restricting access to vehicular traffic.
- 2 The closure is sought to allow the events to take place in a safe and efficient manner. The recommendation is for approval with similar conditions that have been applied to the temporary road closures in prior years, but incorporating changes to reflect last year's post event feedback.

**Recommendation**

That the Wanaka Community Board

1. **Note** the contents of this report;
2. **Approve** the road closure application for the annual Challenge Wanaka 2019 event subject to the following conditions:
  - a. No issues or concerns arise from the public notification of the road closure published in the 'Wanaka Sun' on 25 October 2018.
  - b. Approval of the final Traffic Management Plan by QLDC Planning and Development prior to the event taking place.
  - c. Radio advertising two days prior and on the morning of the event.
  - d. The event organisers shall arrange suitable disposal methods for recycling and rubbish/refuse.
  - e. The event organisers shall ensure access is available for emergency services and maintenance contractors if required;

- f. The applicant shall notify all affected parties/residents within the closure areas of the extent of the temporary road closure and ensure their needs are all catered for. Contact details for the event organiser must be provided in this notification.
  - g. A reminder notice advising of the duration and dates of the closure shall be distributed to all residential and business properties located along the closure route at least ten working days prior to the event. A copy of this notice is to be supplied to APL Property.
  - h. The applicant must advise of the closures through their own social media and contact QLDC Communications to arrange the closures to be further shared through Council social media. Contact details for the event organiser must be provided in this.
  - i. Where safe and practical, vehicles delivering to businesses within the closure area, should be permitted by traffic management crew to undertake their deliveries and if applicable, they should be directed to appropriate detour routes.
  - j. Clear signage is to be placed around the closure areas within the CBD advising the public that businesses in the affected area are still operating.
  - k. Parks are not to be coned off except where required for traffic management. In those instances, cones are to be removed as soon as practical.
  - l. The applicant shall provide APL Property with a copy of New Zealand Transport Agency's approval for the one way closure of Red Bridge.
3. **Authorise** the following schedule of road closures:

*Infrastructure build up and breakdown*

**Roads to be Closed:** Ardmore Street from Dungarvon Street to McDougall Street

**Period of Closure:** 0800 Wednesday 13 February 2019 to 0300 Sunday 17 February 2019

*Infrastructure build up and dismantle at end of event*

**Roads to be Closed:** Dungarvon Street from Dunmore Street to Ardmore Street

**Period of Closure:** 0300 Saturday 16 February 2019 to 0300 Sunday 17 February 2019

*Infrastructure build up and safe passage of athletes and dismantle at end of event*

**Roads to be Closed:** Ardmore Street from Dungarvon Street to Lakeside Road

**Period of Closure:** 0300 Saturday 16 February 2019 to 0300 Sunday 17 February 2019

For safe passage of athletes and motorists

**Roads to be Closed:** Single Lane closure of Mount Aspiring Road from Meadowstone Road to Hospital Flat

**Period of Closure:** 0615 to 1200 Saturday 16 February 2019

For safe passage of athletes

**Roads to be Closed:** Ardmore Street from McDougall Street to Meadowstone Drive

**Period of Closure:** 0615 to 1200 Saturday 16 February 2019

**Roads to be Closed:** Mt Aspiring Road from Old Station Road to Meadowstone Drive

**Period of Closure:** 0615 to 1200 Saturday 16 February 2019

**Roads to be Closed:** McDougall Street from Brownston Street to Ardmore Street

**Period of Closure:** 0600 to 1200 Saturday 16 February 2019

For safe transition of cyclists at aid station

**Roads to be Closed:** Kane Road between Camphill Road and St Ninians Way

**Period of Closure:** 0815 to 1500 Saturday 16 February 2019

Prepared by:



Daniel Cruickshank  
APL Property  
Property Advisor

31/10/2018

Reviewed and Authorised  
by:



David Wallace  
Manager – Resource  
Management Engineering  
QLDC

1/11/2018

## Background

- 1 Challenge Wanaka is an annual triathlon event held in Wanaka. Southern Safety Services Limited have taken over the traffic management for this event and have applied on behalf of the Challenge Wanaka Sports Trust to temporarily close a set of roads in and around Wanaka. A schedule and map outlining the road closures is appended in **Attachment A**. The schedule also includes suggested alternative routes around the township during the event. The applicant has also supplied a Health & Safety Plan and Risk Assessment Management System for the 2019 event which is **Attachment B**. Because of its size it is not appended but is available upon request.
- 2 Unlike previous years in 2019 there will no longer be a Full Challenge race with the scheduled events as follows:
  - a. Thursday 15 February 2019 – A new Year 7 and 8 race on the Thursday morning together with the Secondary Schools race incorporating the Otago Secondary School Tri Champs in the afternoon.
  - b. Friday 16 February 2019 - the Puzzling World Junior Challenge Wanaka race for all ages up to Year 6.
  - c. Saturday 17 February 2019 - Challenge Half and an Aquabike event comprising a 3 kilometre swim and 120 kilometre bike ride.
- 3 The overall event involves the erection of infrastructure associated with the races and, with the large number of athletes, volunteers and spectators it attracts, the road closures are used to facilitate the construction of the infrastructure and manage spectator, volunteer and athlete safety.
- 4 Southern Safety Services have for the first year taken over managing the road closures for the event and advise that they have kept the road closures largely in accordance with those approved for the 2018 event with a view to making possible changes in 2020. They welcome any comments from the Wanaka Community Board that could assist in making the event safer and more convenient for the local community.
- 5 They advise they have 35 qualified Traffic Co-Ordinators (TCs) most also being Site Traffic Management Supervisors (STMS's). All staff are experienced and have good local knowledge and they are confident this will be of benefit to the overall running of the event. Volunteers are also used to help run the event however qualified STMS staff will supervise all set ups and dismantling of the TMP.
- 6 A qualified STMS will be on site at all times and will be available to respond to any incidents if required. Qualified STMS's and TC's will also be in place at strategic points on the course including the Wanaka-Mt Aspiring Rd, Ardmore St & key roundabouts leading into Wanaka to ensure the correct operation of traffic management. Trained volunteers will also be used on course to guide competitors of the correct route and assist motorists where necessary.

- 7 To assist with peak traffic flows around the Ardmore Street road closures a Manual Traffic Controller (MTC) will be in place at the intersection of Dungarvon and Dunmore Street and also at Dungarvon and Brownston Street between 1430 and 1530 and there will be more signs and additional VMS boards (Variable Message Signs) than in previous years, set up at least one week before the event giving advanced notice of the road closures. The main detour for the 2019 event will be coming out of Warren Street as it is a wide street with more natural traffic flow.
- 8 All competitors will be fully briefed at prearranged meeting times and all Southern Safety staff, Challenge Wanaka staff, race officials, event marshals and course volunteers will be briefed at various times prior to the event. Communication will be in place for the entire event via radios with a designated private channel. A repeater will also be set up for increased communication and mobile phone numbers given to every traffic staff member and volunteer along with a run sheet of each person's individual tasks.
- 9 The cycle course will be closed by 1500 on Saturday 16th (sooner if possible) and the run course will be closed at 1700. Once the last competitor has passed the control point all TMP gear will be broken down and all sites put back to normal traffic flows. All road closures in Wanaka West are to re-open by midday on the Saturday. The final road closure will be lifted as soon as the transition/finish area on Ardmore Street has been dismantled.
- 10 The road closure for the Red Bridge included on the attached schedule is on a State Highway so requires New Zealand Transport Agency's (NZTA) approval. The applicant will be dealing with Aspiring Highways regarding this closure.
- 11 The Council can close roads to vehicular traffic for events by using provisions of the Local Government Act 1974. The Wanaka Community Board is delegated to consider applications to temporarily close roads under this legislation.

## **Comment**

- 12 Challenge Wanaka is a successful annual event attracting a large number of competitors and spectators. A large number of volunteers are also required for the event and maintaining the safety of the public, athletes and volunteers is imperative for this event to continue to run successfully. In order to achieve this temporary road closures are required to restrict vehicular traffic in the race areas.
- 13 The proposed 2019 road closures differ slightly from those applied for and approved for the 2018. The closure of Ardmore Street from Dungarvon Street to McDougall Street, which allows for infrastructure build up including the over bridge which will be used for all the events, is shorter next year (opening at 0300 on Sunday 17 February compared to 1800 in 2018) due to there no longer being the Full Challenge as part of the event on the main race day. The infrastructure breakdown will commence as soon as the last runner comes through, at what is anticipated to be around 5pm on the Saturday. The closure time through to 3am on Sunday will allow for time to dismantle the infrastructure including the overbridge at the end of the event and the roads will be open to the public as soon as this has been completed.

- 14 The exclusion of the Full Challenge will also allow Ardmore Street from McDougall Street to Meadowstone Drive and Mt Aspiring Road from Old Station Road to Meadowstone Drive to open earlier than they did in 2018 (at midday rather than 5.30pm). This also allows the events to commence earlier with the Challenge Half to start with the Pro racers entering the swim at an early time of 6.45 am followed by all individuals and teams. This race is then followed by the AquaBike event which will enter the swim leg at 8 am. With the earlier start times the events will finish sooner and the roads will reopen to the public as soon as possible.
- 15 Last year the Wanaka Community Board expressed some concerns regarding the single lane closure of Mt Aspiring Road from Old Station Road to Hospital Flat for the 2018 event. There were concerns that this would shut off access to Mt Aspiring National Park at a busy time of the year and it was questioned whether it should be closed for longer for the 2019 event or an alternative route sought.
- 16 Council Engineers have also advised that there was an issue which arose with the 2018 closures of Mt Aspiring Road which came through very late from an unhappy wedding planner. This was directed to the event organisers however they are unaware of what the outcome of this was. They note that similar issues could arise again and comment that the event organiser contact details need to be out to the public and available early on so that issues like this can be dealt with directly by them well in advance.
- 17 The closure of Mt Aspiring Road has always been a single lane closure reopening at midday and with there being no Full Challenge in 2019 it is anticipated the last rider will be through here around 10.30am with the road opened as soon as possible after this. The closure is of one lane heading out of Wanaka, traffic coming back into Wanaka is not closed although the organisers do request that traffic wait, if possible, until most of the cyclists are back through town.
- 18 The applicant has advised that they will contact all commercial tour operators that use Mt Aspiring Road prior to Christmas advising of the closure times and will arrange timing for them to go through the road closure if required. They are also aware that there may be a number of weddings on and arrangements need to be made in advance for set up crews and caterers to get through. They will be visiting key businesses along the Mt Aspiring Road closure to make them aware of the event and closure times and to highlight and work through any issues that may arise. At this time they will also do a mail drop to all residents along the Mt Aspiring closure route which will include contact details should any issues arise. A further reminder mail drop will be also be undertaken a week before the event. They further advise that they will place notifications in hotels, motels etc to advise people of the time they need to get through the road closure by to get to the national park. A recommended condition is that they also publicise the closures (including contact details) through social media prior to the event.
- 19 The Wanaka Community Board were also concerned that volunteers would be manning the Mt Aspiring Road closure and questioned what would happen if drivers chose to ignore the temporary road closures as this was not covered in

the safety management plan. The applicant has confirmed that the Mt Aspiring Road closure will be manned by Southern Safety Services qualified staff at all key locations along the route and in all situations where there is a possibility that drivers chose to ignore the closure their staff will be there to handle the situation whether it be pulling the motorist over to a safe location to talk to them or visibly directing them to where they need to go.

- 20 Southern Safety Services qualified staff will also be provided at key intersections and closures with the Wanaka Town Centre to help ensure the safe and clear management of potential conflict locations, such as at the roundabout intersection at Ardmore St and Lakeside Road.
- 21 As mentioned above, the applicant Southern Safety are managing these road closures for the first time and for the 2019 event the race routes are to remain the same as for 2018 with a view to making possible changes the following year. Any feedback from the Wanaka Community Board regarding this welcomed.
- 22 There were also concerns raised last year by the Wanaka Community Board regarding the Riverbank Road rumble strips with complaints about these from participants following the 2017 event. Southern Safety Services has provided a photo of the area and it appears these have been removed or asphalted over and they advise they will therefore not be an issue for the 2019 event.
- 23 Challenge Wanaka Trust wants to encourage spectators from out of town to travel to the event as it increases the economic footprint for the town and they will again encourage spectators to cycle or walk to the event through their newsletter, web site, social media, radio advertising and athlete communication.
- 24 Council Engineers have been consulted and they comment that there are no real issues with the proposed closures and they will deal directly with the applicant over any issues that may arise through the Traffic Management Plan prior to it being approved. They further comment that communications regarding the closures need to be out well in advance including via the QLDC website and the event organisers social media and other press releases. We have advised the applicant of these requirements and have arranged for the road closure dates and times to be published on Council website of scheduled road closures which details road closures that have been publicly notified or approved.
- 25 A standard requirement of all temporary road closure approvals is that a Traffic Management Plan is approved before the roads are closed. This will ensure that all traffic and pedestrian flows are managed with appropriate signage, barriers and wardens. The plan also considers how all Council car parks are to be managed during the closure times. The applicant has submitted a Traffic Management Plan to Council for approval.
- 26 In association with the event, Challenge Wanaka undertake a schedule of notification for adjoining businesses and residents prior to the road closures taking place. Southern Safety Services advise they will be doing a door knock in early November 2018 to let the local businesses know of any delays during Challenge Wanaka and communicating the key road closure and detour times. Another letter drop will be done a week prior to the event. The event itself is also widely advertised.

- 27 The intent to close the road has been advertised in the Wanaka Sun and at the date of this report no concerns have been received following this notification.
- 28 The event has run successfully in the past and the recommendation is for approval of the application, subject to the same conditions which have been applied in previous years.

## Options

- 29 Option 1 To approve the application for a temporary road closure associated with the event.

### *Advantages:*

- 30 Council will remain consistent with previous years road closures approved for the event.
- 31 The event will be able to continue to run as proposed.
- 32 The road closure will enable safe set up of the event, safety for athletes and spectators during the event and safety during the dismantling of the event.
- 33 Alternative routes are available allowing traffic to still move freely around the surrounding area.

### *Disadvantages:*

- 34 Road closures affect the normal flow of traffic which can affect businesses and can inconvenience the public.
- 35 Option 2 To decline the application for a temporary road closure associated with the event.

### *Advantages*

- 36 There would be less inconvenience for the public that use the roads with them remaining open to normal vehicular traffic.

### *Disadvantages:*

- 37 Council would be inconsistent with previous road closures allowed for the events.
- 38 It may mean the event will not be able to be run as planned or not at all.
- 39 It could create an unsafe environment for the set up and dismantling of the event and for the athletes, spectators and general public during the events.
- 40 This report recommends **Option 1** for addressing the matter as the event will be able to proceed as planned in a safe, managed environment.

## **Significance and Engagement**

- 41 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because it relates to Council's roading network which is identified as a significant asset.
- 42 The proposal for closure temporarily and on conditions to minimise the impact on traffic and pedestrian flows is in line with the Policy's recommendations.

## **Risk**

- 43 This matter relates to the strategic risk SR3 Management Practice - working within legislation, as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because a variety of operational risks (such as meeting levels of service, regulatory compliance and the health and safety risks associated with parties using roads) are triggered when whether or not to approve a temporary road closure is considered.
- 44 This matter also relates to strategic risk SR6a – assets critical to service delivery (infrastructure assets) with the risk classified as low. This is because the impact of the temporary road closure is minimal for the public and does not have a significant permanent impact on Council's infrastructure.
- 45 This matter also relates to operational risk SR27 levels of service, as documented in the Council's risk register. This risk is classed as moderate. This matter relates to this risk as it requires a decision from the Wanaka Community Board for a private activity.
- 46 The recommended option mitigates the risk by Treating the risk - putting measures in place which directly impact the risk. Conditions are included in any road closure approval which address the risks.

## **Financial Implications**

- 47 There are no cost implications resulting from the decision. The applicant has paid a fee for the road closure application and will pay for any advertising that is required as part of the process.

## **Council Policies, Strategies and Bylaws**

- 48 The following Council policies, strategies and bylaws were considered:
- a. *Significance and Engagement Policy 2014* – providing clarity on Council's decision making processes and assessing the extent to which individuals, organisations, groups and sectors in the community are affected by the Council's decisions.
  - b. *Criteria for Closing Significant Road Policy* – Ardmore Street from Brownston Street to Sargood Drive Street is listed in the Criteria for Closing Significant Roads Policy as a significant road and the proposed road closure comes within this portion of Ardmore Street. However, routes in and out of Wanaka are not disrupted by the closure with alternative

detours available. Ardmore Street has been temporarily closed on other occasions, without complaint or incident. This closure is often associated with key Wanaka events.

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

### **Local Government Act 2002 Purpose Provisions**

50 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 ensuring that the events associated with the 2019 Challenge Wanaka event can continue in the preferred format;
- 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**

51 The persons who are affected by or interested in this matter are the general public who may use the road and businesses on the closure routes.

52 The temporary road closure has been advertised in the "Wanaka Sun" inviting comment and will be advertised again before the closure takes place. This is a statutory requirement of the Local Government Act 1974. At the date of preparing this report no issues or concerns have arisen from this notification.

53 Council Engineers have been consulted in the preparation of this report and they concur with the recommendations and conditions proposed.

54 We have publicly notified the intent to close the road, advised Emergency Services, NZ Police, Ritchies Connectabus, InterCity, QLDC Events office, Council contractors and Council staff who would have an interest in the road closures and followed the statutory administrative requirements of the Local Government Act 1974.

### **Legal Considerations and Statutory Responsibilities**

55 Temporary road closures are controlled by Schedule 10 Section 11(e) of the Local Government Act 1974. As authority for approval of road closures is delegated to the Chief Executive and considering Section 10 (2) of the Local Government Act 2002 the advice recommends a decision that is efficient, effective and appropriate to present and anticipated future circumstances.

## **Attachments**

- A Schedule and Maps of Road Closures
- B Health & Safety Plan and Risk Assessment Management System 2019 (*available upon request*)

## Challenge Wanaka 2019 - Road Closure Overview

Road Closure	Date and Time	Purpose	Alternative Route
<b>Ardmore Street</b> from Dungarvon Street to McDougall Street	Wednesday (13/2) from 0800 to Sunday (17/2) at 0300	Infrastructure build up and break down	Via Brownston Street
<b>Dungarvon Street</b> from Dunmore Street to Ardmore Street	Saturday (16/2) from 0300 to Sunday (17/2) at 0300	Infrastructure build up and dismantling at end of event	Via Helwick Street or Brownston Street
<b>Ardmore Street</b> from Dungarvon Street to Lakeside Road	Saturday (16/2) from 0300 to Sunday (17/2) at 0300	Infrastructure build up and safe passage of athletes; dismantling at end of event	Via Brownston Street
Single Lane closure of <b>Wanaka Mt Aspiring Road</b> from Meadowstone Drive to Hospital Flat	Saturday (16/2) from 0615 to 1200	Challenge Wanaka to allow safe passage for both athletes and motorists	Via Old Station Road to return to town until road opens. Access to residents and tourism operators will be permitted
<b>Ardmore Street</b> from McDougall Street to Meadowstone Drive	Saturday (16/2) from 0615 to 1200	To allow safe passage of athletes	Via Warren St and Meadowstone Drive. Access to residents permitted
<b>Wanaka – Mt Aspiring Road</b> from Old Station Ave to Meadowstone Drive	Saturday (16/2) from 0615 to 1200	To allow safe passage of athletes	Via Old Station Road to return to town until road opens
<b>McDougall Street</b> from Brownston Street to Ardmore Street	Saturday (16/2) from 0600 to 1200	To allow safe passage of athletes travelling back along Ardmore Street / Mt Aspiring Road	Via Warren St and Meadowstone Drive or Golf Course Road
<b>Kane Road</b> between Camphill Road and St Ninians Way	Saturday (16/2) from 0815 to 1500	To allow safe transition of cyclists at Aid Station B3	Via Camphill Road and St Ninians Way
One way closure of Red Bridge, closed to North Bound Traffic	Saturday (16/2) from 0815 to 1200	Challenge Wanaka Event – to prevent long traffic delays to northbound traffic (detour will be quicker)	Via Shortcut Road, Wanaka Luggate Highway (SH6), Lake Hawea Albert Town Road (SH6), Camphill Road, St Ninians Way and Kane Road

## Road Closures

- Ardmore St - 0800 - Wednesday 13th to 0300 Sunday 17th February
- Dungarvon & Ardmore St - 0300 - Saturday 16th to 0300 Sunday 17th February
- Wanaka-Mt Aspiring Rd - 0615 to 1200 Saturday 16th February
- Ardmore St & Wanaka-Mt Aspiring Rd 0615- 1200 Saturday 16th February
- McDougall St - 0600 -1200 Saturday 16th February



	<b>Date:</b> 2018 <b>Author:</b> Kelsey Brownrigg <b>Project:</b> Challenge Wanaka 2019 <b>Contractor:</b> Southern Safety Services Limited
	<b>Comments:</b> Layout 34 - Wanaka Road Closure Overview

All signage set up as per COPTM

**Roads to be Closed:** Single Lane closure of Mt Aspiring Road from Meadowstone Drive to Hospital Flat

**Period of Closure:** 0615 to 1200 Saturday 16 February 2019



**Roads to be Closed:** Kane Road between Camphill Road and St Ninians Way

**Period of Closure:** 0815 to 1500 Saturday 16 February 2019



## Wanaka Community Board

15 November 2018

### 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.

##### Recommendations

That the Wanaka Community Board:

1. **Note** the contents of this report; and
2. **Approve** the updated Staged Implementation Plan (2018) for the Wanaka Lakefront Development Plan.

Prepared by:



Quentin Smith, Wanaka Community Board Chair  
5 November 2018

#### Staged Implementation Plan (2018) for the Wanaka Lakefront Development Plan

1. In 2016 the Board approved the Wanaka Lakefront Development Plan following extensive public consultation.
2. A staged implementation was always anticipated and the plan that was published in May 2016 set out the following stages (**Attachment A**):
  - A. South Beach public toilets, Yacht Club and parking
  - B. Ardmore Street entrance bridge
  - C. Main Beach, gardens, toilets and Ardmore Street road crossings and parking
  - D. Plaza space, village green and car park
  - E. South Beach car park and ecological boardwalk
3. This has since been reviewed and a series of amended stages is now proposed. An updated plan to replace the plan contained in the 2016 Lake Wanaka Lakefront Development Plan is **Attachment B**:
  - 1 Mt Aspiring carpark
  - 2 South Beach
  - 3 Lakeside
  - 4 Main Beach
  - 5 North Carpark

4. The programme of works is **Attachment C**.
5. The Board is asked to approve this updated staged development plan.

### ***Wanaka Masterplan***

5. The first round of community engagement for the Wanaka Town Centre Masterplan has been completed and all information along with a summary of the feedback received is available on the QLDC Wanaka Masterplan webpage.
6. The consultant team made up of Stantec and Jasmax has been appointed to undertake the Masterplan and associated Integrated Transport Programme Business Case (ITPBC).
7. The Wanaka Stakeholder Reference Group (WSRG) members have been confirmed and will meet together with the Wanaka Community Board to review and provide feedback on the Masterplan and ITPBC as it progresses. Details of members and meeting/workshop dates will be confirmed shortly.
8. A Strategic Case and Long List identification workshop for the ITPBC is to be held on 16 November with the Wanaka Community Board, WSRG, wider QLDC and community stakeholders as well as the project team.
9. A monthly e-newsletter “In the Loop” will go out to stakeholders and interested parties who have signed up to our database to keep them updated on project developments. A communications plan for the second round of community engagement scheduled for February/March 2019 will be formulated in the coming months.

### ***Wanaka Recreation Centre***

*The following is a general update on recent activities at the Wanaka Recreation Centre.*

#### **1 Aquatics:**

- Pool visits – 9,511 (up 12.5% from 8,458 in September)
- Pool members – 392 (steady)
- Concession holders (10 pass visits, etc.) – 1,237 (up from 999 in September)
- QLDC Swim School lessons – up 50%.

#### **2 Programmes:**

- School holiday pool programmes very successful in October with a daily schedule of leisure activities (inflatables etc)
- ‘Super Seniors’ (walking netball, Pickle Ball) very popular during winter with the new pool enjoyed by everyone after two hours of on-court activity
- A Home School group visits every Thursday for an hour of sports fun
- Have-A-Go Weeks (this week and next) – new class activities on courts and in the pool, e.g Flippa Ball (kids waterpolo), Buggy Fit, Zumba, aqua classes

- Swimming lessons for children and young adults with special needs – two hours on Sunday
- Sports Fun Day planned for primary school teachers' strike next week
- Bubbletime every Sunday morning – a new type of parents and bubs swim lessons in the learners' pool, timed to appeal to working parents
- Athletics track attracting events, e.g. Aspiring Athletes Club training, Upper Clutha Primary Schools Athletics champs (postponed on 8 November due to rain)
- Monday night social leagues going well – volleyball just finished; Sport 10 starting 19 November.

### 3 Community Hub:

- Wanaka Town Centre Masterplan engagement via a 'stick on' noticeboard at WRC resulted in 223 pieces of feedback over a four-week campaign (compared to 187 via a similar noticeboard at Queenstown Events Centre).

### ***Gladstone Proposed Name Change***

6. The New Zealand Geographic Board ('NZGB') considered the proposal to change the name of Gladstone (adjacent to Lake Hawea) to John Creek and to change Johns Creek to John Creek at a meeting held on 27 September. Eighteen submissions had been received, of which four were opposed to the proposed change.
7. The NZGB did not uphold the objections and this will be reported to the Minister for Land Information for a final determinations (i.e. to confirm, modify or reject the NZGB's recommendations). The NZGB expects to send the report to the Minister in late October or early November. There is no timeframe for the Minister to make a decision. Once this has occurred, the final decision will be publicly notified in the *NZ Gazette*, newspapers, and through other media, including social media.

### ***Representation Review Update***

8. No appeals or objections were received to the Council's final proposal which closed on 6 October.
9. The Council's final proposal did not comply with Section 19V(2) of the Local Electoral Act, that is, "that the population of each ward or constituency or subdivision, divided by the number of members to be elected by that ward or constituency or subdivision, produces a figure no more than 10% greater or smaller than the population of the district or region or local board area or community divided by the total number of elected members." This is commonly known as the "+/-10% rule" and the review resulted in the Council reducing the non-compliance of the Arrowtown Ward from the existing -21.09% to 12.74%.
10. However, because the final proposal did not comply with "+/- 10% rule" the Council is required to refer the totality of its final proposal to the Local Government Commission for determination.
11. The Commission is dealing with more than 50 representation reviews and has indicated that it work on the determinations progressively because councils across

New Zealand are all at different stages of the review. Accordingly, whilst the Local Electoral Act requires the Local Government Commission to make a final determination by 10 April 2019, it is possible that its decision on the Queenstown Lakes District will be released before this date.

### ***Actions from previous meetings***

12. Actions on items considered at previous meetings of the Board have been progressed as Wanaka detailed below.

<b>Agenda item</b>	<b>Update</b>
1. Wanaka Tennis Club Incorporated: Notification of new lease	<u>Complete:</u> Intention to grant a new lease was notified for public comment in the Wanaka Sun on 18 October, with submissions closing on 17 November. Depending upon the receipt of any submissions, a hearing will be arranged.
2. Proposal to vest land as two Local Purpose Reserves and to offset Reserve Improvement Contributions (Orchard Holdings Ltd) (Recommendation to Council)	<u>Underway:</u> Approved at the Council meeting held on 25 October. Completion of this action is dependent upon completion of subdivision procedures and S 224 (Deposit of survey plan)
3. Licence to Occupy Road Reserve – 22 Lismore Street, Wanaka	<u>Complete:</u> Licence has been drafted and is in the process of being executed by both parties
4. Chair's Report: Affected Person's Approval - CCR Ltd, New Wanaka Reception Building	<u>Complete:</u> APA has been provided to CCR Ltd for the building.
Chair's Report: Convene hearings for RMP for Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace, Domini Park and Kennedy Crescent Recreation Reserves	<u>Underway:</u> A hearing date has been set for early December.

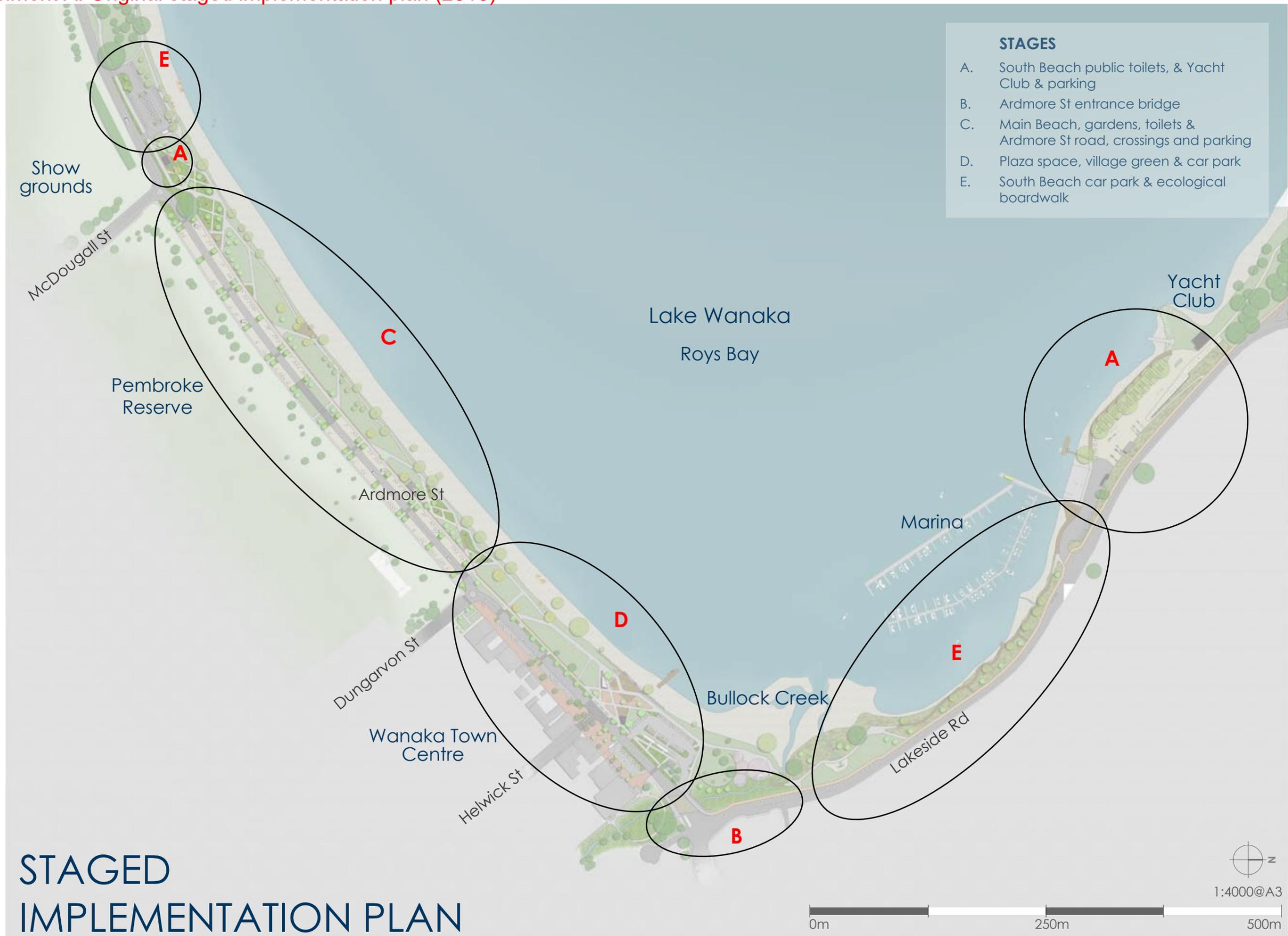
### ***Liaison positions, community associations, and Council meeting updates***

13. 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**

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

- Infrastructure Team Summary Report (**Attachment D**)
- Minor Improvement Projects (**Attachment E**)
- Parks and Reserves Capital Programme and Renewals (**Attachment F**)



# WANAKA 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 Wanaka Town Centre Masterplan

Wanaka Lakefront Development Plan Draft Master Programme



**INFRASTRUCTURE TEAM SUMMARY REPORT**  
**SUMMARY OVERVIEW REPORT**

REPORT ISSUED ON : 31th of October 2018



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

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

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	COMMENT
108	Luggate new WWPS & Cxn to Project Pure	Moderate	No Incidents	On Budget	20/06/2019	Fully Realised		<b>RP:</b> Planning and Building Consents yet to be uplifted together with NZTA service agreement and HoA (Heads of Agreement) for easement <b>FS:</b> High risk that cost likely to exceed curent budget. However, Tender evaluation still in progress. Review once Tender process complete.
111	Capell Ave Hawea Watermain extension	Low	No Incidents	On Budget	29/04/2019	Fully Realised		<b>RP:</b> Will have more accurate information about delivery at the Programme Control Group (23/10/2018)

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1.1	Beacon Point new Reservoir	Very Low	No Incidents	On Budget	10/07/2019	Fully Realised		
2.1	Beacon Point new Reservoir				15/10/2020	Fully Realised		
3.1	Hawea WW Cxn to Project Pure WWTP				10/01/1900	Fully Realised		
3.2	North Wanaka new WW conveyance scheme				26/08/2019	Fully Realised		
4.1	Wanaka WS Transmission Pipeline stage 1				25/06/2019	Fully Realised		
4.2	Wanaka WS Transmission Pipeline stage 2				3/09/2019	Fully Realised		
5.1	Hawea WW Cxn to Project Pure WWTP	Very Low	No Incidents	On Budget	13/04/2022	Fully Realised		Need to finish Project Pure before the end of Hawea construction - Not on the critical path Construction of Hawea starts in July 2021 even if procurement is complete in February 2021
5.2	North Wanaka new WW conveyance scheme				7/12/2021	Fully Realised		
5.3	Wanaka WS Transmission Pipeline stage 1				30/09/2020	Fully Realised		Target to start construction in <b>July 2019</b>
5.4	Wanaka WS Transmission Pipeline stage 2				22/09/2021	Fully Realised		Construction dependant on demand (still being evaluated through Business Case)

# INFRASTRUCTURE TEAM SUMMARY REPORT

## SUMMARY OVERVIEW REPORT

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	Implementation Phase
	Project Close Out

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	COMMENT
6.1	Beacon Point new Water Treatment Plant	High			8/05/2023	Fully Realised		<b>RP:</b> Designation process may take 12 months. Land Acquisition requires HoA with landowners Design is linked to the design of the reservoir
<b>9</b>	<b>UPPER CLUTHA RETICULATION UPGRADES DESIGN</b>				3/02/2020	Fully Realised		
9.1	Bremner Park Rd - Lake new SW outlet				1/10/2019	Fully Realised		
9.2	Wiley Rd - Beacon Pt new SW outlet				1/10/2019	Fully Realised		
9.3	Mt Aspiring College SW drainage upgrade				1/10/2019	Fully Realised		
9.4	Bills Way SW pipeline replacement				1/10/2019	Fully Realised		
9.5	Aubrey Rd Rec Reserve SW detention pond				1/10/2019	Fully Realised		
9.6	Three Parks catchment new SW outlet				1/10/2019	Fully Realised		
9.7	Luggate WW reticulation extension	Low			3/02/2020	Fully Realised		
9.8	Luggate New WTP,PS & pipeline to airport				27/11/2019	Fully Realised		
<b>10</b>	<b>UPPER CLUTHA RETICULATION UPGRADES CONSTRUCT</b>				5/03/2021	Fully Realised		TYP budget to start on <b>July 2019</b> Construction is linked to the end of 108 - Luggate new SSPS & Cxn to PP
10.1	Bremner Park Rd - Lake new SW outlet				7/08/2020	Fully Realised		
10.2	Wiley Rd - Beacon Pt new SW outlet				18/09/2020	Fully Realised		
10.3	Mt Aspiring College SW drainage upgrade				30/10/2020	Fully Realised		
10.4	Bills Way SW pipeline replacement				11/12/2020	Fully Realised		
10.5	Aubrey Rd Rec Reserve SW detention pond				22/01/2021	Fully Realised		
10.6	Three Parks catchment new SW outlet				5/03/2021	Fully Realised		
10.7	Luggate WW reticulation extension	Low			8/12/2020	Fully Realised		
10.8	Luggate New WTP,PS & pipeline to airport				7/10/2020	Fully Realised		

# INFRASTRUCTURE TEAM SUMMARY REPORT

## SUMMARY OVERVIEW REPORT

REPORT ISSUED ON : 31th of October 2018



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

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

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	COMMENT
11.1	Project Pure FOG Treatment facility				26/02/2020	Fully Realised		
11.2	Project Pure WWTP upgrade				26/02/2020	Fully Realised		
12.1	Project Pure FOG Treatment facility				8/12/2021	Fully Realised		Project to be complete before the end of construction of Hawea WWPS
12.2	Project Pure WWTP upgrade				8/12/2021	Fully Realised		

**NZTA subsidised projects**

<b>Project Name</b>	<b>Road</b>	<b>Status</b>	<b>Estimated Cost</b>
Bernard Rd footpath	BERNARD ROAD	Complete	\$100k-\$200k
Aubrey Road Cycle Lane Stage 2	AUBREY ROAD	In Construction	\$50k-\$100k
Aubrey Road Unsealed Cycle Path Seal Investigation and design	AUBREY ROAD	Not started	\$10k-\$50k
Anderson Rd Corridor Upgrades	ANDERSON ROAD	Designed	\$50k-\$100k
Cardrona Valley Rd Safety Investigation	Cardrona Valley Rd	Not started	\$10k-\$50k
Kane Road Seal Widening Stage 2	KANE ROAD	In Construction	\$100k-\$200k
Capell Ave - Bodkin to toilets footpath	CAPELL AVENUE	Ready to Construct	\$50k-\$100k
Footpath upgrade around Wanaka medical centre	GOLF COURSE ROAD	In Design	\$10k-\$50k
Moraine footpath connection	MORAINE PLACE	Designed	\$10k-\$50k
Tidy up of entrance to Capell Av Shopping Area	CAPELL AVENUE	In Construction	\$50k-\$100k
Construct new AC Footpath Anderson Rd to Raglan	WILKIN ROAD	Not started	\$50k-\$100k
Capell Av Road edge tidy up –at toilets/tennis courts	CAPELL AV	In Construction	\$10k-\$50k
Nook Rd and Hawea Back Rd intersection Safety Investigation	NOOK ROAD	In Design	\$10k-\$50k
Alison Ave/Gunn Rd roundabout Safety Investigation	GUNN ROAD	Not started	\$10k-\$50k
Ruby Island Rd - Signage 200m to Ruby Island Rd	RUBY ISLAND ROAD	Complete	<\$1k
Ardmore Street Loading Zone	ARDMORE STREET	Complete	<\$1k
Dungarvon Street Pedestrian Crossing	DUNGARVON STREET	Designed	\$10k-\$50k
Elderly crossing signage outside Aspiring Lifestyle Village	GOLF COURSE ROAD	Complete	<\$1k
Brownston Street sump grate raising	Brownston Street	In Design	<\$1k

<b>Wanaka Parks &amp; Reserves Capital Programme + Renewals</b>			
<i>Monthly WCB Update -- November 2018</i>			
<b>Project</b>	<b>Details/Description</b>	<b>Projected start date</b>	<b>Projected completion date</b>
Aspiring Rd - replace permaloo with exeloo *	Toilet to be installed with in conjunction new car park. Work on carpark and toilet has commenced and is on schedule and on budget.	Early October	21/12/2018
Minor Renewal Reserve Works - Wanaka Ward	See details below		1/06/2018
Playground Renewals	Playgrounds to be audited August/ September renewal programme set to commence September/October. Replacement of some surfacing a priority	1/08/2018	1/06/2019
Street Tree Replacement program - 2-3 streets a year Wanaka	Programme underway.	1/08/2018	1/07/2019
<b>Minor Renewal Reserve Works - Wanaka Ward</b>			
<b>Wanaka Fencing and Entrances</b>			
Scotts Beach Lake Hawea 2 sections post and rail fence. Contractors unavailable at present.		19/02/2018	1/06/2019
<b>Wanaka Park garden enhancements/plants</b>			
Dinosaur slide mural in conjunction with UC Arts Council. Work has been completed and slide is painted.		1/04/2018	6/11/2018
<b>Wanaka furniture</b>			
<b>Wanaka Park improvements (Skate bowls, sports facilities, turf</b>			
Geotechnical assessment of Wanaka Skate Park to be undertaken prior to repair work report due in November			
<b>Wanaka Roding Parks and Reserves Maintenance</b>			