

Wānaka-Upper Clutha Community Board

12 February 2026

Report for Agenda Item | Rīpoata moto e Rāraki take [7]

Department: Property & Infrastructure

Title | Taitara: Ardmore Street Jetty Removal and Roy's Bay Waterways Project Brief

Purpose of the Report | Te Take mō te Pūroko

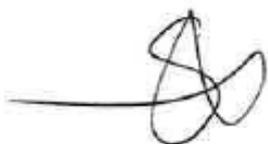
The purpose of this report is to seek approval from the Wānaka-Upper Clutha Community Board (WUCCB) to remove Jetty 149 Roy's Bay, known as the Ardmore Street jetty, as it has reached the end of its serviceable life. We also seek endorsement of a renewal plan outlined in the Project Brief: Roy's Bay Waterways Renewals and Upgrades. The suggested plan includes the replacement of Ardmore Street jetty, replacement of Wānaka Marina Jetty 147 and the upgrade to the Eely Point boat ramp.

Recommendation | Kā Tūtohuka

That the Wānaka-Upper Clutha Community Board:

1. **Note** the contents of this report;
2. **Approve** the removal of the Ardmore Street jetty, (Jetty 149 Roy's Bay) Wānaka after the 2025/26 summer season; and
3. **Note** the project plan as outlined in Attachment B: Project Brief - Roy's Bay Waterways Project which will be subject to Council's 2027/37 Long Term Plan considerations

Prepared by:



Name: Stefan Amston
Title: Facilities & Fleet Manager
23 December 2025

Reviewed and Authorised by:



Name: Tony Avery
Title: GM of Property & Infrastructure
23 December 2025

Context | Horopaki

1. The Ardmore Street jetty has reached the end of its serviceable life. Over the years, multiple monitoring reports have highlighted structural deterioration and have recommended removal or replacement. Despite these findings, there has been investment into the jetty to keep it functional and safe until alternative funding could be secured. Repairs were carried out following previous weather events to maintain usability.
2. The most recent weather event in the spring of 2025 has caused extensive damage, including washout of the approach and lateral displacement of the deck at the abutment. The timber piles and beams are significantly degraded with rot, splitting, and section loss is evident. The deck is bowed, and the timber edging is loose and deteriorating. Loose nails and uneven surfacing present trip hazards, adding to the safety concerns.
3. While the jetty has provided limited utility as a pedestrian lookout when lake levels allow, it is now in poor condition and poses increasing risk to the public. The most recent inspection confirmed structural degradation and recommended removal or replacement. Photos taken after the latest high-water event indicate further deterioration, reinforcing the need for action (photos in Attachment A: Stantec Report: Bridge ID 213 - Jetty 409 Roys Bay)*.
4. Given the extent of the damage, continued repair is no longer practical. The intention now would be to undertake works to prolong the life of the jetty for the summer of 2025/26 and thereafter, decommissioning the asset. We are therefore recommending removal of the structure in April 2026. At this stage, there is no direct provision for a replacement.
5. The Property Team have been exploring options to consider a more suitable replacement in the future, and the full scope and endorsement proposal can be found within Attachment B.

**The naming convention differs across teams & directorates through contract naming and GIS identifiers. Roy's Bay, Ardmore Street, 149, 213, 409 are all referring to the same structure.*

Analysis and Advice | Tatāritaka me kā Tohutohu

6. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.
7. Option 1: Removal of the jetty

Advantages:

- Potential dangers to the public using the jetty are removed.
- Funding will no longer need to be found for ongoing repairs and maintenance and can be focussed on renewals.

Disadvantages:

- The public will no longer be able to use the jetty as a pedestrian lookout.
- There will be a period where there is no jetty available while the Property Team investigate a suitable replacement as part of an overall renewal plan.

8. Option 2: Maintain status quo

Advantages:

- The jetty remains available for use by the public, however in a damaged and potentially dangerous state.

Disadvantages:

- Using the jetty in its current state could endanger the public.
- Funding will need to be sought to repair the jetty to maintain usability.

9. This report recommends **Option 1** for addressing the matter as due to damage and degradation over time, parts of the structure pose a risk to the public. It is nearing the end of its life and provides limited utility.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

10. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024 as it does not meet the significance thresholds.
11. The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes District community, more specifically those in the Wānaka-Upper Clutha.
12. No consultation has taken place as property staff believe the current unsafe state of the structure warrants a decision for removal by the Wānaka-Upper Clutha Community Board.

Māori Consultation | Iwi Rūnaka

13. The Council has not consulted with Iwi on this issue.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

14. This matter relates to the Community & Wellbeing risk category. It is associated with RISK10048 Health, safety or wellbeing incident affecting member of the public within the QLDC Risk Register. This risk has been assessed as having a high residual risk rating.
15. The approval of the recommended option will allow Council to avoid the risk. This will be achieved by removing the damaged structure therefore removing potential safety concerns to the public.

Financial Implications | Kā Riteka ā-Pūtea

16. There is budget to remove the jetty, however at this stage there is no provision for a replacement. The scheduled upgrade of the Eely Point boat ramp/jetty is currently programmed for Year 10 (2033/34) within the existing Long Term Plan (LTP).
17. The allocation of funding for a replacement asset, including the timing of such expenditure, will ultimately depend on the development and adoption of the 2027/37 LTP.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

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

- QLDC Mooring & Jetties Policy
- Navigational Safety Bylaw

19. The recommended option is consistent with the principles set out in the named policy.

20. This matter partly included in the Long Term Plan/Annual Plan

Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

21. There are no legal considerations that need to be considered for Ardmore Street Jetty Removal.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

22. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The Wānaka-Upper Clutha Community Board has delegated authority to make decisions for the Wānaka-Upper Clutha Community. Jetty 409 Roys Bay, Wanaka is in poor condition and poses an increasing risk to the public. As such, the recommendation in this report is appropriate.

23. The recommended option:

- Can be implemented through current reprioritizing of funding under the Long Term Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

Attachments | Kā Tāpirihaka

A	Stantec Report: Bridge ID 213 - Jetty 409 Roys Bay
B	Project Brief - Roy's Bay Waterways Project



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Project/File: 310206053

Date: 28 October 2025

Reference: Bridge ID 213 - Jetty 409 Roys Bay

Structure Summary

Jetty 409 Roys Bay (RAMM Asset ID 213) is a timber jetty located by the lakeside Ardmore street carpark. The exact age of the structure is unknown. The Jetty is often completely submerged as lake levels fluctuate frequently.

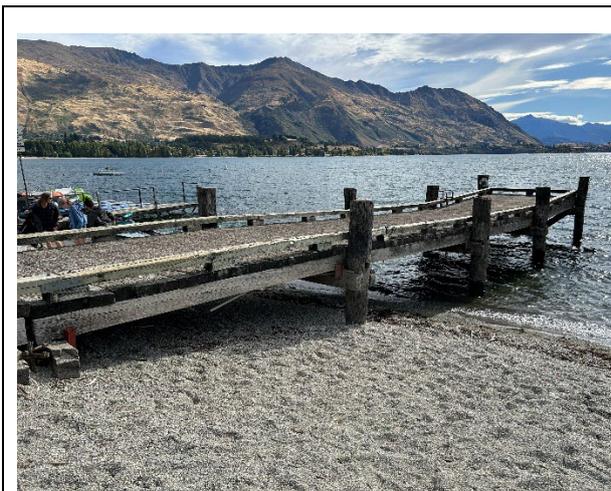


Figure 1: Jetty 409 Roys Bay 26/03/2025

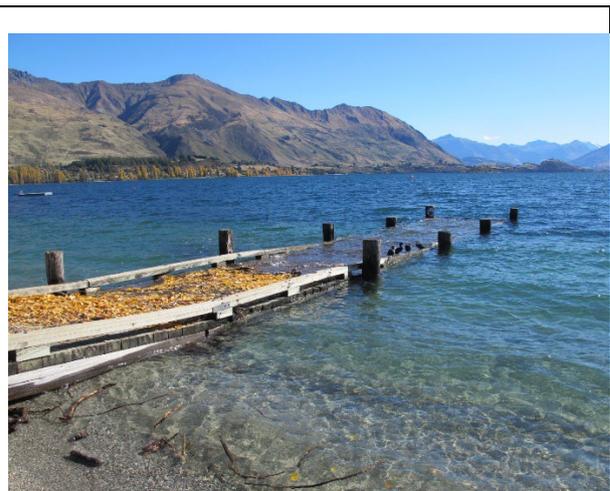


Figure 2: Jetty 409 Roys Bay 17/04/2024

The Jetty is not regularly used by watercraft as mobile steel gantries and pontoons are adjacent to the structure which can be adjusted based on lake level changes and provide superior access. The structure is used by pedestrians as a lookout/photo spot when lake levels allow access.

Following recent heavy rain events, the Jetty has been almost completely submerged. The below photos were provided by QLDC:

Reference: Bridge ID 213 - Jetty 409 Roys Bay



Figure 3: Jetty 409 Roys Bay 28/10/2025



Figure 4: Jetty 409 Roys Bay 28/10/2025 (2)

The Jetty approach appears to have been washed out and lateral displacement of the deck at the abutment has occurred.

Latest Inspection and Photos

The most recent inspection of Jetty 409 Roys Bay was an NZTA S6: General Inspection completed on 26/03/2025 during the 2024/2025 bridge and structures assessment cycle. The lake level was low enough during the inspection to access the underside of the Jetty.

Reference: Bridge ID 213 - Jetty 409 Roys Bay



Figure 5: Side View

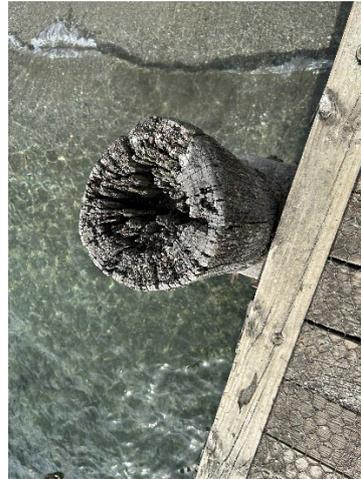


Figure 6: Timber Pile Rot

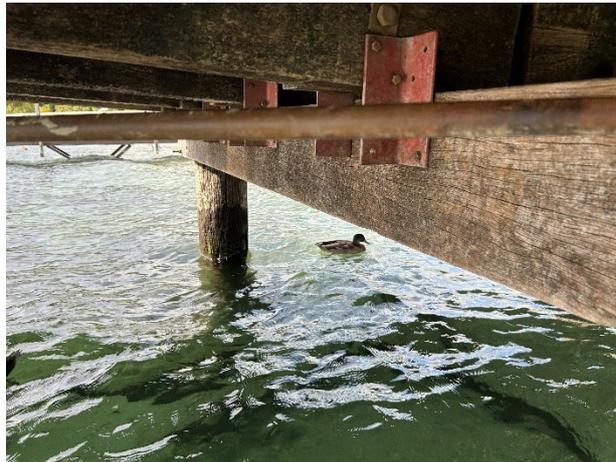


Figure 7: Jetty Underside



Figure 8: Abutment

Reference: Bridge ID 213 - Jetty 409 Roys Bay



Figure 9: Timber Edging Loose and Degrading



Figure 10: Jetty Surfacing Uneven with Trip Hazards

It was observed that the structure's beams and piles were rotting with some significant splitting and section loss. Several timber piles were uneven and a significant bowing of the deck was observed. The timber edging was loose and degraded. Several loose nails were on the timber edging and deck surface creating tripping hazards. It was recommended to remove or replace the structure and repair the timber edging and remedy tripping hazards in the meantime.

Recommendation

Jetty 409 Roys Bay is nearing the end of its serviceable life. Based on the most recent routine structural inspection, elements of the structure pose low level risks to public safety, in particular trip and slip hazard, hazard from nails and reduced structural capacity due to degradation of the timber. While the structure was not currently downright dangerous, parts of the structure pose a risk to the public and it is nearing the end of its life and provides limited utility.

Photos received 28/10/2025 following a significant lake water level rise indicate further structural and safety issues may be present. The extent of this new damage could be confirmed with an inspection following water level reduction but regardless will only further support our above recommendation.

Yours sincerely

Stantec New Zealand

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Project Brief

To:	Wānaka-Upper Clutha Community Board
From:	Stefan Amston, Facilities & Fleet Manager
Date:	Thursday, 29 January 2026
cc:	Tony Avery & Roger Davidson
Subject:	Roy's Bay Jetty & Waterways Renewals Plan

Attachment B: Project Brief: Roy's Bay Waterways Renewals and Upgrades

1. Background

The Roy's Bay Waterways Renewals and Upgrade Programme is an ongoing initiative aimed at maintaining and enhancing waterway infrastructure to support recreational, commercial, and community use in Wanaka. The programme has delivered some early key improvements to date, including the recent upgrade of the boat ramp within the marina precinct, which has significantly improved functionality and user experience.

2. Proposal

Building upon this success from section 1, it is proposed to advance the scheduled upgrade of the Eely Point boat ramp/Jetty. This project is currently programmed for Year 10 (2033/34) within the existing Long-Term Plan (LTP). However, in recognition of community expectations, an initiative raised by the Deputy Mayor on behalf of these constituents has prompted an analysis by Council Officers. The opportunity to achieve substantial cost efficiencies lies within the avoidance of inflation and re-design of the proposed Breakwater/Jetty. This outcome would provide an improved user experience, safer and more user-friendly environment. Depending on funding constraints and other options to offset or defer, it is proposed that this upgrade be brought forward within the forthcoming LTP (2027/2037)

3. Rationale

Preliminary cost analysis indicates that the Eely Point upgrade can be delivered within an estimated budget of \$1.0 to \$1.5 million. Advancing this project will ensure service levels remain consistent with community requirements and will provide a durable, future-proofed facility. Furthermore, early delivery and re-design of this upgrade will create capacity within the underspend of Eely Point capital budget, enabling the progression of other deferred works.

4. Associated Works

Following the completion of the Eely Point upgrade, approximately \$3.5 to 4 million will remain available for additional renewals. This funding is intended to support a comprehensive upgrade of previously deferred projects, including:

Renewal of Wanaka Marina Jetty 147; and
Replacement of the Ardmore Street Jetty.

These works have been identified as critical to maintaining safe, desirable and functional waterway infrastructure and will be reflected in the next LTP.

5. Current Status

A planning project is currently underway to determine the appropriate consenting pathway for the Eely Point upgrade. This has involved LINZ, Iwi, ORC & QLDC and will cover the notifiable versus non notifiable consenting pathway. We've been seeking letters of support from the local commercial operators and community groups. Further engagement with the local stakeholders will continue throughout the project. This process is essential to ensure compliance with statutory requirements, understand community perception and to facilitate timely delivery of the project. This will also form replicable pathway for the future two project.

6. Conclusion & Recommendation

The proposed approach represents a strategic investment in Wanaka's waterways infrastructure. By advancing the Eely Point upgrade and addressing deferred jetty renewals, the programme will deliver enhanced service levels, improved cost efficiency, and long-term sustainability for the community.

The Property team seek endorsement of this project plan, making use of the current funding in the LTP to facilitates a wider range of projects not previously programmed in while delivering the expected upgrade to Eely Point and enhancement of Ardmore Street Jetty and Wanaka Marina Jetty 147.

Ngā mihi,

Stefan Amston

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