Item 4: Wānaka Refuse Transfer Station (RTS)

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

The purpose of this report is to brief the Infrastructure Committee on the RTS project for information and Q&A purposes. The purpose is also to seek feedback to carry forward to the Full Council Meeting (4 September 2025) for approval.

DATE/TIME:

Friday, 25 July 2025 at 11.30am

TIME BREAKDOWN:

Presentation: 30 minutes
Questions: 15 minutes

Prepared by:

Name: Andrew Hill
Title: Senior Project Manager
16 July 2025

Reviewed and Authorised by:

Name: Tony Avery
Title: General Manager Property & Infrastructure
16 July 2025

ATTACHMENTS:

A	Briefing Paper RTS
B	Presentation

Briefing Paper

QUEENSTOWN LAKES DISTRICT COUNCIL

Project/Bundle	**Wānaka Refuse Transfer Station (001260)**
Briefing	**Preferred Option/Concept Design**
Date	**25th July 2025**

1.0 Purpose/Desired Outcome

1.1 Briefing of Infrastructure Committee for information and Q&A purposes.

1.2 To seek feedback to carry forward to Full Council Meeting (4/9/25) for approval.

2.0 Background

2.1 Wānaka's existing Refuse Transfer Station (RTS) is facing capacity challenges as well as costly maintenance and renewal costs, with the previous stormwater discharge consent expiring in March 2025 and recently granted a 3-year extension until April 2028. The existing layout has health and safety concerns, does not maximise diversion opportunities, nor encourage behaviour change to minimise waste sent to landfill.

2.2 The Wānaka RTS Project considers Stormwater discharge consent renewal, layout and operational changes to improve health and safety (operator and customers), increased capacity for current and future needs including facilitating future resource recovery. It is intended the project will meet current best practice standards for operation and achieve better integration with neighbouring waste activities (Wastebusters and Wānaka Greenwaste). The key components for the project include:

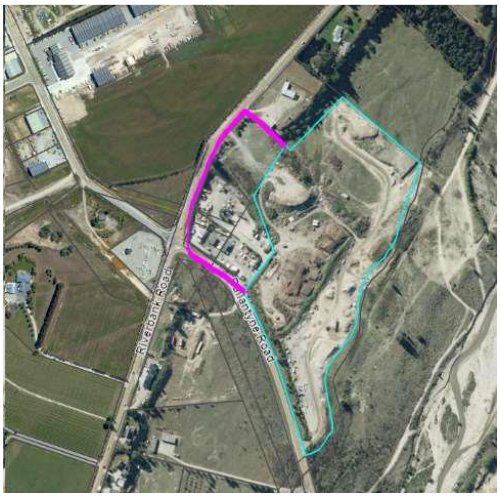
Key Component	Description
Refuse Transfer Station	Upgraded RTS for disposal and consolidation of waste before its transportation to landfill. Commercial and public interface.
Public Drop Off	Public Drop Off area for certain recyclable materials.
Consolidation Area	Area for consolidation of kerbside collected recyclables ready for transportation to the MRF in Queenstown.
Stormwater Management	Improve stormwater management (may need to consider treatment) to enable new discharge consent.
Interface with neighbouring sites	Customer interface, traffic flow and order of material drop off to be optimised to maximise waste diversion by integrating with the neighbouring sites.
Keeping facility operational during construction	It is also important the design contemplates staged construction to maintain operation throughout construction. **Note with the current preferred site this is no longer applicable, however neighbouring tenant Greenwaste relocation will need to be considered.**

2.3 The image below shows the location of the current facility including the neighbouring Wanaka Wastebusters. An upgrade only, of the existing site in Blue formed the original scope of the project.

Figure 1: Existing Wanaka RTS Site (Blue)

2.4 Over December 2023 – January 2024, QLDC purchased the neighbouring ex-landfill site shown in the image below in teal, which also includes Wanaka Greenwaste as an existing leasee. Original QLDC owned land shown in pink, includes 3 current activities – Wanaka RTS, Wastebusters, and other QLDC Depts storage area.

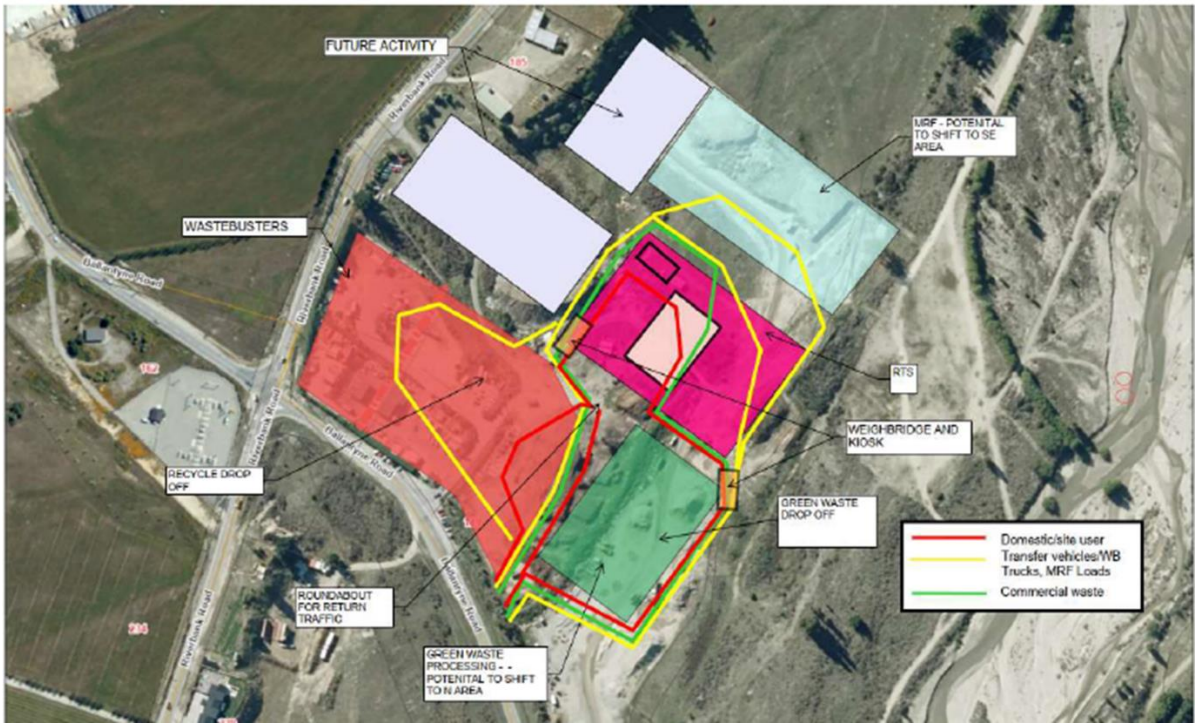
Figure 2: Updated site, including Land Purchase.



2.5 The Basis of Design commenced in mid-November 2023 utilising the original scope from the Design tender process. Following QLDC acquisition of the adjacent property, additional options analysis was undertaken from February 2024 – April 2024 with preferred Option AB approved utilising the wider site due to increased size (less constrained), suitability for future growth and improved access, with added benefits for

lease tenant Wastebusters (current access conflict). Screen shot of Option AB layout below.

Figure 3: General Layout – Preferred Option



2.6 Across March – April 2024 a full forecast budget was prepared based on the revised scope noting a significant increase in costs due to the land purchase, new construction requirements and unknowns i.e. ex landfill. The final estimate equated to circa $23M.

2.7 Concept Design was completed in March 2025, with options for staged development and optimising essential and desirable spaces continued through to June 25. This is now complete and an updated project estimate of $18.5M, with $7.4M(escalated) of costs and construction able to be deferred to future years (Years 10+) to align with future growth and resource recovery opportunities. These costs have recently been validated by QLDC's Quantity Surveyor. The Business Case is currently being finalised with QLDC Property and Finance Teams for approval in July/August 2025.

3.0 Project Scope

3.1 The Project focusses on the infrastructure required to support current and future Refuse Transfer Station activities, including processing of commercial rubbish collection and private rubbish drop off for processing and shipping to Victoria Flats Landfill. It includes allowance for Charged (i.e. greenwaste, clean fill, degassing whiteware) and non-charged (i.e. tyres, gas bottles, batteries, scrap metal) materials collection. The growth and future resource recovery opportunities requiring additional space from Year

10 onwards may include activities such as Bike diversion, mattress recycling, container return schemes, soft plastics, construction materials (C&D) waste and new schemes/legislated changes. These future opportunities are dependent on a number of variables including commodity market conditions, legislation changes, third party participants and alignment with Wastebusters activities, so are not able to be fully defined at this point.

3.2 The preferred option involves developing an enclosed transfer area building to meet current and future peak demand. The remainder of the site will be developed to meet essential requirements allowing for future expansion of the public facing area and operational yard to meet future peak demands and resource recovery opportunities. This option is sized to meet essential requirements (current peak demand, future average demand) through to 2050, except for the 700 m2 enclosed transfer area building which is designed to be adequate for future peak demand. The public facing area of 1,000 m2 and operational yard area of 5,000 m2 reflect current peak and future average demand. The operational yard area will be sealed in high traffic areas with the remainder paved with compacted aggregate. The public facing areas and operational yard can be enlarged at a later date to meet peak demand.

3.3 A screen shot of final Concept Design layout is below.

Figure 3: Concept Layout – Preferred Option

3.4 There remain key areas of cost risk with the design. The QLDC QS has recommended retaining a sizeable contingency in his current estimate until these are resolved. These include final pavement design; further understanding of contaminated soils and greater

certainty of potential disposal costs; finalisation of Building Structure, layouts and ancillary buildings; confirmation of staging. These items will be confirmed early in the next Design Stage.

3.5 The intention is to progress the Design once the Business Case and financial approval is granted and to undertake a targeted design period to close out the items noted above, to allow costs to be updated by the end of 2025 before submitting Consent applications and progressing with the remainder of Detailed Design.

4.0 Budget

4.1 The table below shows that there is likely to be budget overspend of up to $8.8M from the current Long Term Plan budget. Note that this figure includes the land purchase cost of $3.36M which are captured against this project but provides a wider QLDC opportunity, including potential location for the MRF (Materials Recovery Facility) and greater control of the historical landfill site. The main driver for the forecast overspend is the procurement of the adjacent land and the change in scope to build a new RTS facility, rather than upgrading the existing. The current Estimate at Completion for the first stage is $18.5M, which includes approx. $3.7M of contingency.

Table 1: Project Budget/Forecast Comparison.

Original Budget	Estimate at Completion	Actuals	Contingency	Variance
$9.7M	**$18.5M**	**$4.25M**	**$3.7M**	**-$8.8M**

4.2 A cost review of updated costs has been undertaken by the project Quantity Surveyor, with funding options being finalised as part of the Project Business Case in the coming weeks. Most likely funding will be through an increase to targeted waste charge through QLDC rates and a gate fee increase. Updates on costs, preferred financing and impact on QLDC ratepayers will be confirmed in the Business Case and provided at the full Council Meeting (04/09/25).

4.3 Contingency includes $2.6M of contamination risk.

4.4 Current Finance Policy outlines that 75% of costs are to be recovered through disposal fees (gate charges) and 25% through targeted fixed waste management charge (rates).

4.5 P & I Investment Team to explore additional funding/grants opportunities to reduce the overall capital cost required

5.0 Revised Budget Confirmation Timeline

5.1 Gaining certainty of project funding will be essential in the coming months to confirm detailed design scope and procurement approach. There is currently a significant difference between the LTP budget and the Estimate at Completion. This presents risks with progressing Detailed Design and Consent application for the preferred option without adequate funding being approved. It is intended that a funding increase or endorsement to proceed with the preferred option will be requested of QLDC Councillors at the Council Meeting on 4th of September 2025, following approval of the Business Case by P&I Management Team.

6.0 Information to Support the Decision

6.1 As described in the supporting presentation.

7.0 Risks and Opportunities

7.1 As described in the supporting presentation.

8.0 Project Timeline

8.1 The project will take approx. 5 years to complete from inception to close out. Concept Design has been completed and is awaiting Business Case and funding approval to advance to the next stage. Current Programme has completion and operation targeted for October 2027.

9.0 Next Steps

9.1 Business Case for GM Property & Infrastructure Approval (July/Aug 25).
9.2 Brief QLDC Councillors (4th September 25) – Seek approval for uplift in funding.
9.3 Commence Detailed Design (September 25)
9.4 Lodge Consent Applications (November 25).
9.5 Commence Construction (Est. August 2026)
9.6 Construction Completion/Handover (Est. October 2027).

Attachment B: Presentation

QLDC Infrastructure Committee Briefing

Project: Wanaka Refuse Transfer Station (001260)

Date: Friday 25th July 2025

Presented By: Andrew Hill

QUEENSTOWN LAKES DISTRICT COUNCIL

Purpose/Desired Outcome

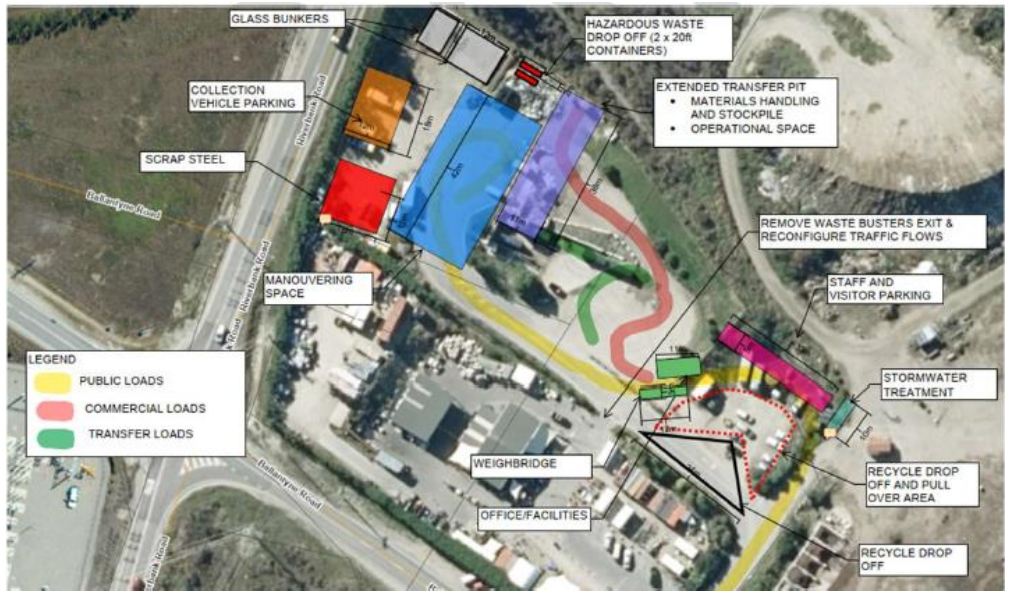
- Briefing for information and Q&A purposes.
- Seeking feedback to carry forward to Full Council Meeting (4/9/25) for approval.

Background - Summary

- Project Scope: Design, construct & commission a Refuse Transfer Station in Wanaka.
  - Strategic Context: Aligns to Waste Management and Minimisation Plan
  - Master planning requires space left for Materials Recovery Facility if needed.
- Project Benefits:
  - Gain and comply with new resource consent.
  - Increase RTS capacity and allow for future growth.
  - Improve workflow and Site Safety.
  - Flexibility to enable and maximise diversion from landfill.
- Design horizon: 2053 (30 years from 2023).
  - Updated growth and waste projections are imminent (2025)

Existing Site

Optioneering – Existing Site 2023

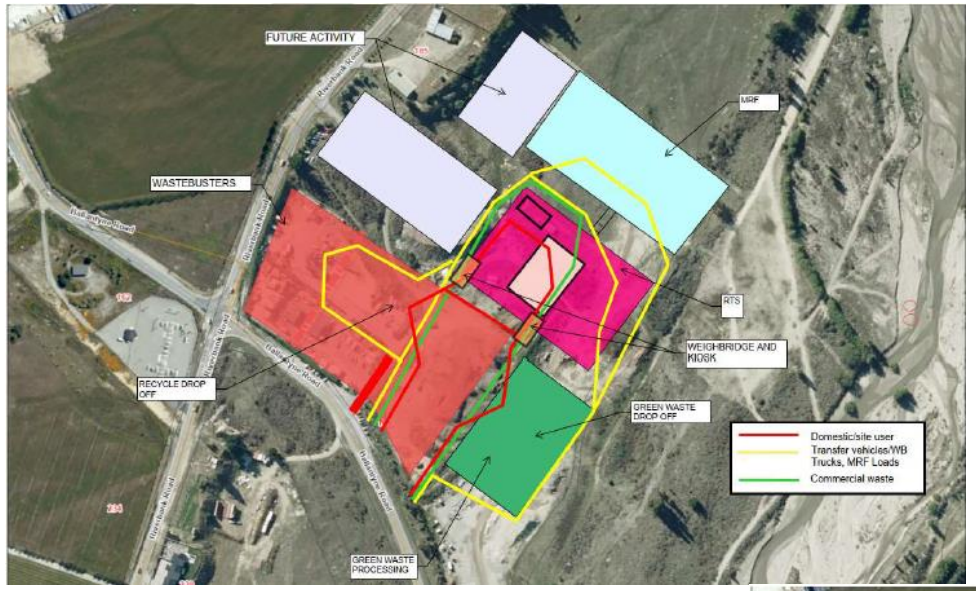


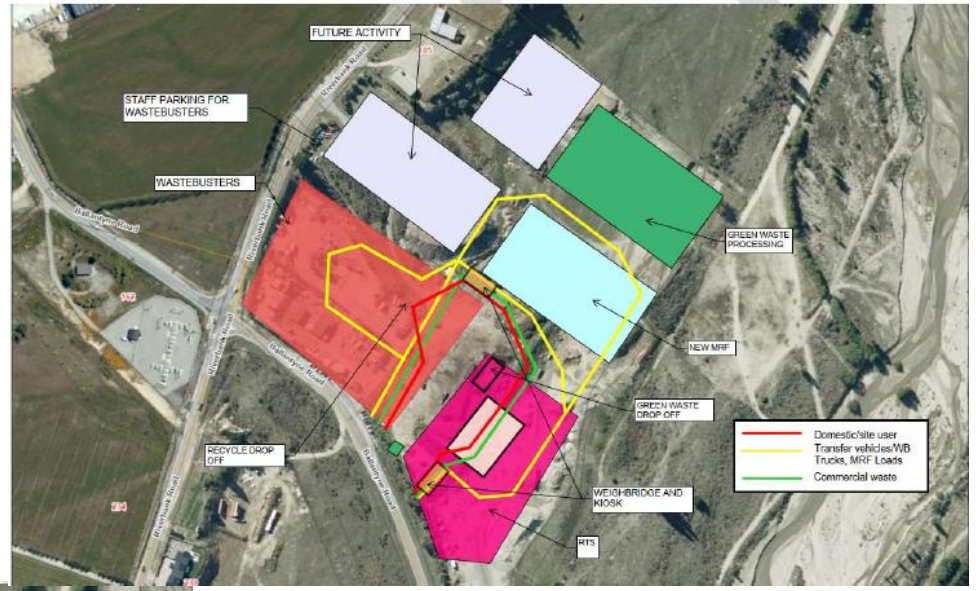
Option A

Option C

Option B

Optioneering- Wider Site - 2024





Preferred Option – March 2024

Concept Design Preferred Option – March 2025

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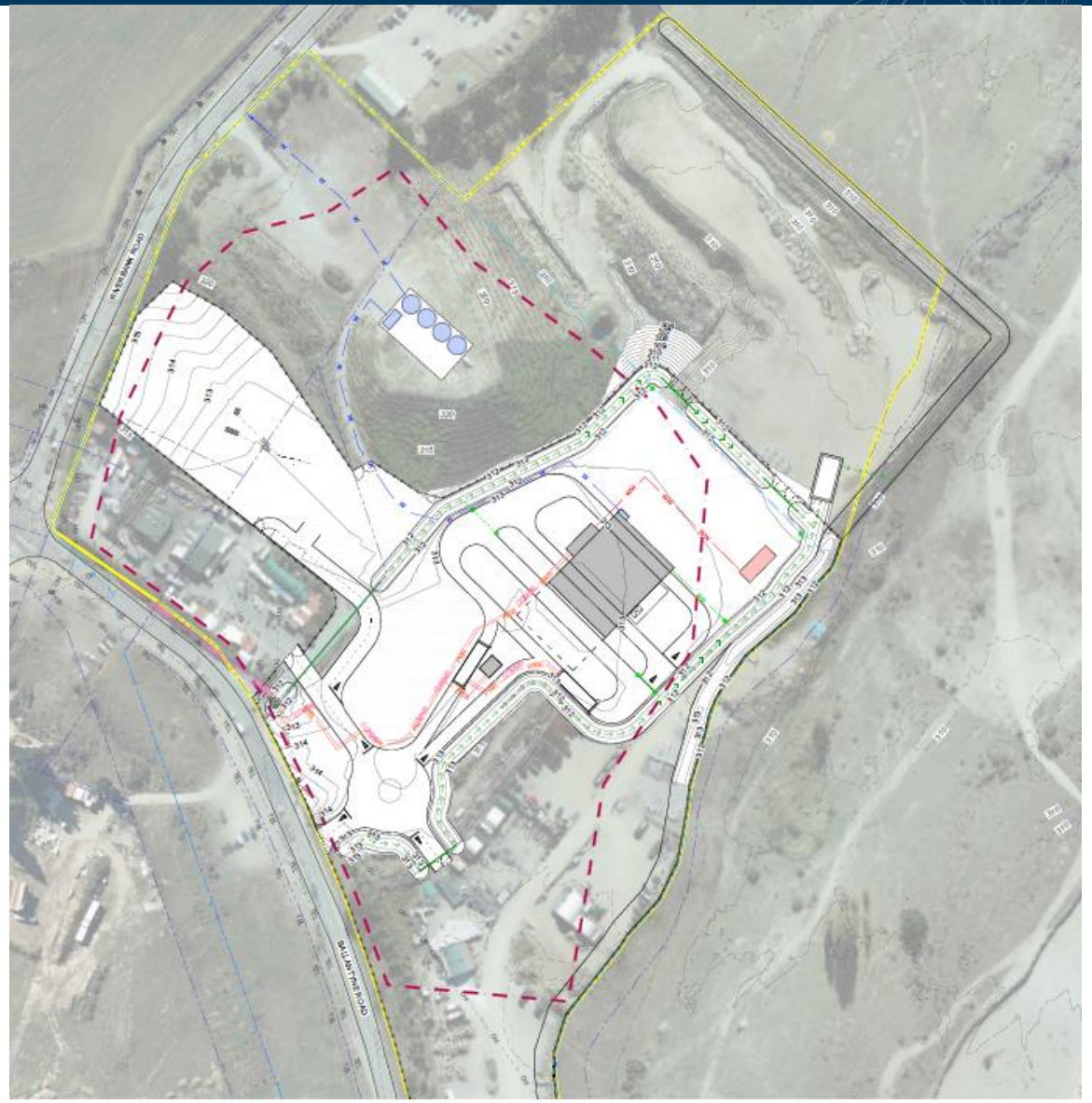
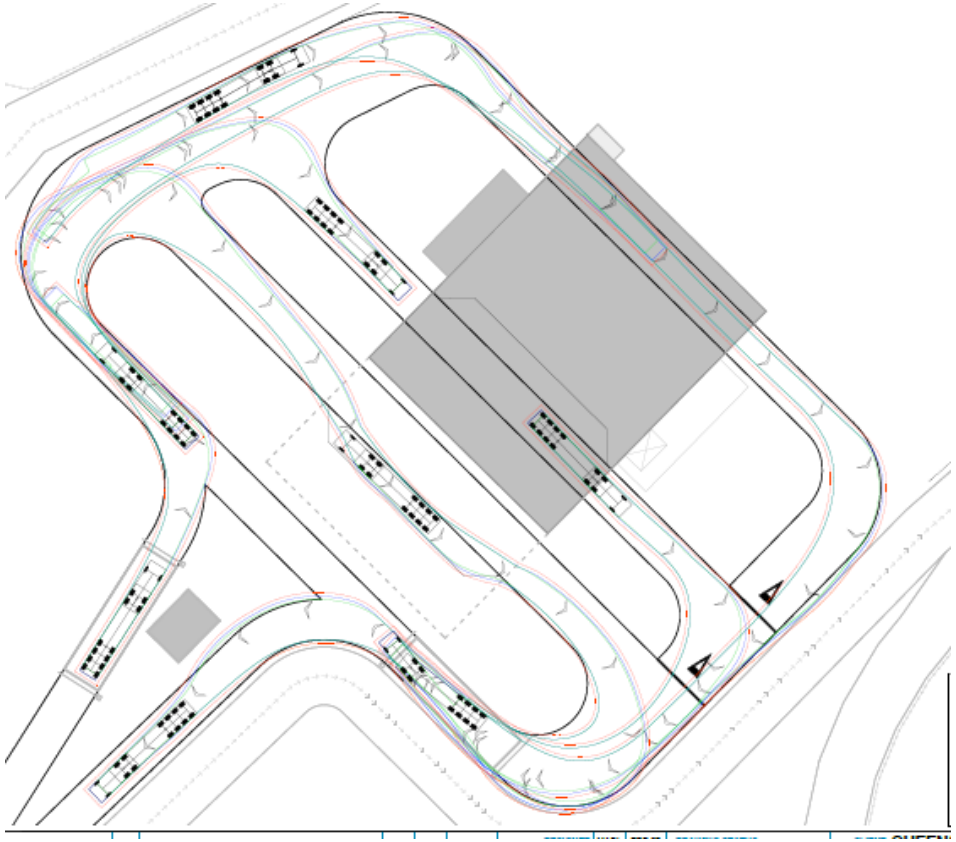
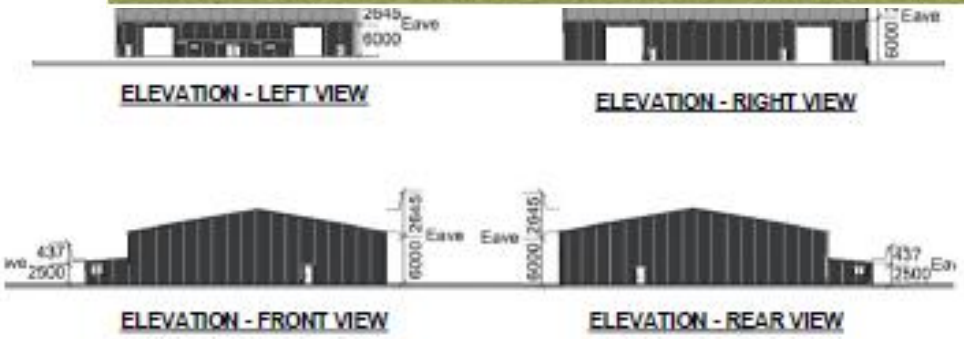
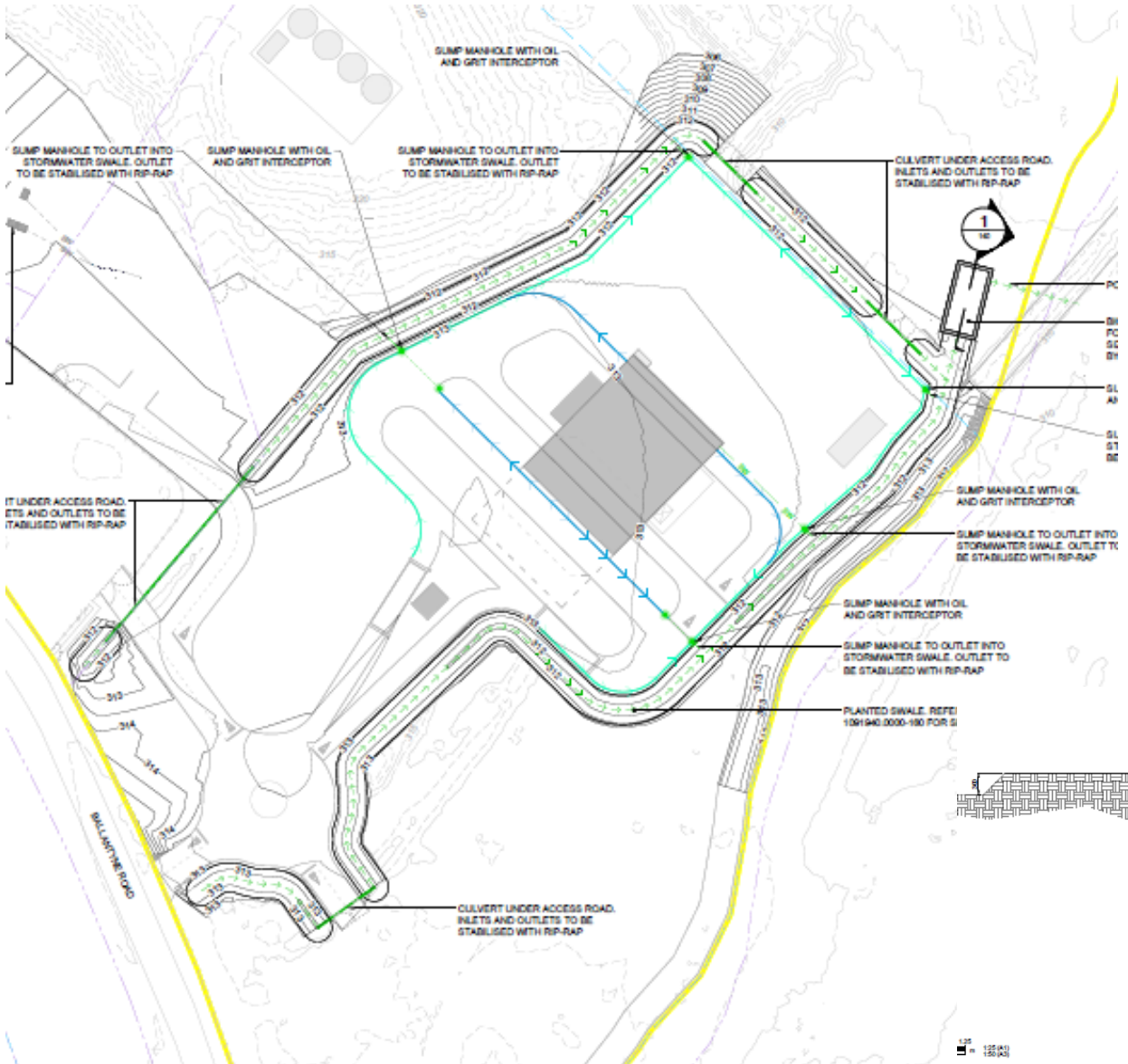


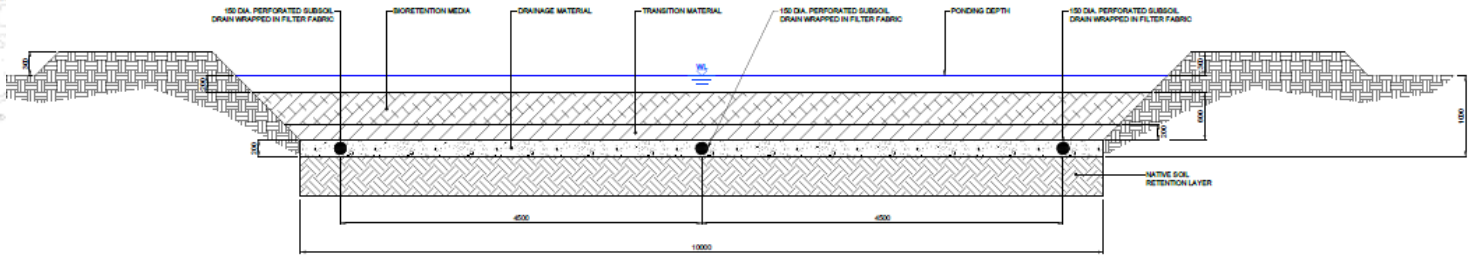
Technical – RTS Building





Technical – Sitewide Stormwater

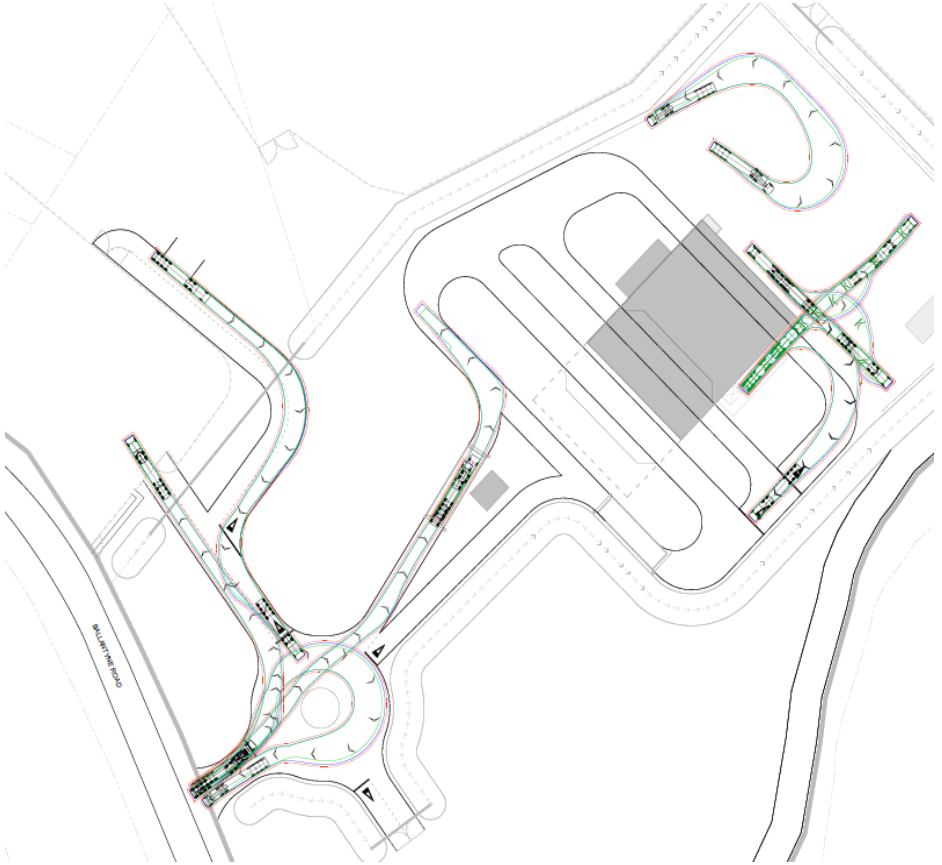




2 BIORETENTION POND CROSS-SECTION

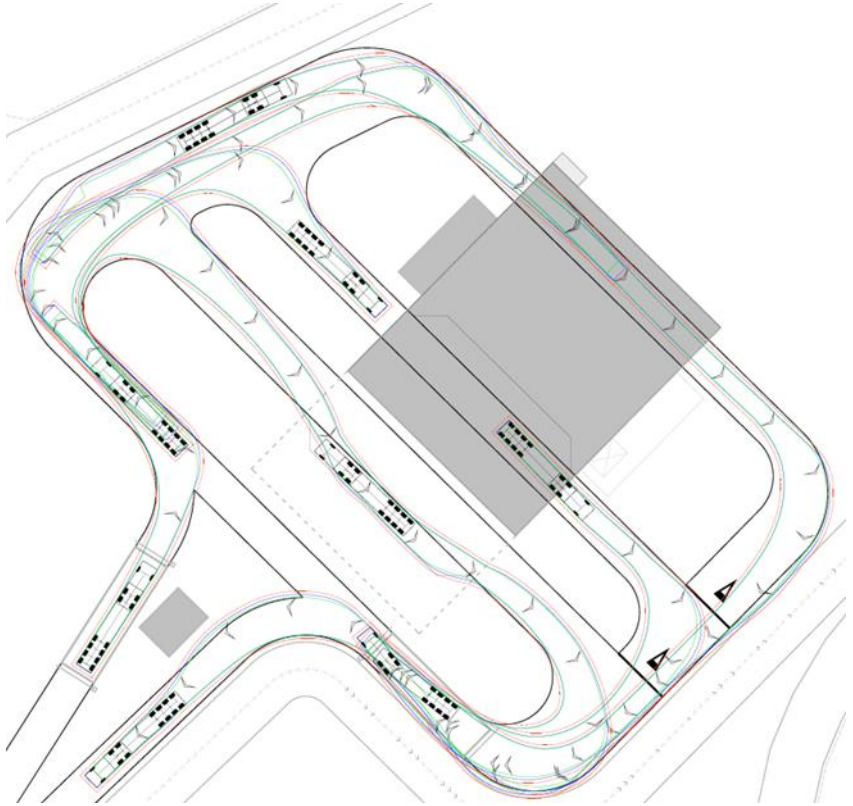
Safety Improvements

- Slip lane entry off Ballantyne Rd to round-a-bout allowing entry/exit to Site activities.
- 1-way roading system in RTS to separate commercial vehicles from general public.
- Space for Public recycling & rubbish drop-off.
- Flat floor RTS sorting space – reduced hazards from current.
- 2 x weigh bridges – enhances efficiency and vehicle separation.
- Waste Management vehicle, eqpt, materials storage to rear of site, away from public.



Capacity Improvements

- Entry and round-a-bout designed to separate Waste Busters and RTS traffic early upon arrival.
- Separate drive thru lanes for commercial rubbish, private rubbish, and recycling drop off.
- Larger, covered sorting floor, enables greater through put, reduced impact from weather, increased efficiency.
- External hardstand areas allowing greater space for storing diverted materials.



Optimising and Staged Development

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Yellow highlight indicates Scope to build Preferred Option.

Size requirements (m^2)	Existing	Essential (average at 2050)	Desirable (peak at 2050)
Total area	**6,000 m^2**	**9,210 m^2**	**15,800 m^2**
Transfer area size	160 m^2	550 m^2	700 m^2
Public facing space	650 m^2	1,000 m^2	2,000 m^2
RTS yard size	2,600 m^2	5,000 m^2	10,000 m^2
Transfer area cover	NA	Covered	Enclosed
RTS yard sealed	Minimal	For high traffic areas	Entirely sealed
Access	2,000 m^2	Layout dependant	Layout dependant
Parking	600 m^2	600 m^2	1,000 m^2
Staff facilities	40 m^2	60 m^2	100 m^2

Cost – Preferred Option

Original Budget (LTP)	Estimate at Completion (EAC)	Actuals	Contingency (Portion of EAC)	Variance (From LTP)
$9.7M	$18.5M	$4.25M	$3.7M	+ $8.8M

- Project Cost Estimate Stage 1: $18.5M (July 25)
  - Physical works: $9.1m approx
  - On costs: $9M approx (Incl Prof fees, Contingency, Consenting).
  - Land Purchase: $3.36M included in on-costs.
  - Future Growth increase (Desirable items - Paved yard, public spaces, parking) of circa $7.4M(escalated) in 10yrs.

Cost – Preferred Option

- Proposed Gate Charge Increase: TBC
- Proposed Targeted Rate Increase(Waste Management): TBC
- P&I to explore Government/Waste Minimisation grants to offset above costs.

Risks, Issues & Opportunities

Risk/Issue	Category	Status	Consequence	Our Actions
Issue	Cost	Concept/Prelim Design estimate exceeds Approved Adjusted Budget.	Financial viability of project.	Business Case to provide justification. Council Approval of budget prior to commencing next stage.
Risk	Construction	Excavations on a closed landfill and requirements to dispose of contaminated material offsite. Qty's still TBC.	Potential for considerable disposal costs.	Investigations and Sampling in next design stage to better understand contamination and likely cost impact.
Risk	Construction	Constructability - Complex construction due to existing landfill site and limitations on excavation.	Design methodology impact. Need for greater construction supervision.	Design methodology impacted, raise site to avoid digging down. Risk of soft spots. Additional construction supervision.
Risk	Regulatory	Existing RTS Stormwater consent expired – Extension granted to Apr 2028.	On expiry, site is no longer compliant.	Partially mitigated with short term consent, unlikely to get further extn.
Risk	Consents	ORC considerations of additional tenancies on Stormwater consent.	Consent delays due to additional investigations required.	Check with ORC as part of Pre-App. Costs in budget to cover design risk.

Next Steps

- Finalise Business Case for GM Property & Infrastructure Approval (July/Aug 25)
- Brief QLDC Councilors – Seek approval for uplift in funding (4th September 25)
- Commence Detailed Design (September 25)
- Consent Application (November 25)
- Commence Construction (Est. August 2026)
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Questions?

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