

5 December 2024

[REDACTED]
[REDACTED]
Sent via email to [REDACTED]

RE: LG24-0279 - Meads Road Closure

Dear [REDACTED],

REQUEST FOR OFFICIAL INFORMATION – RELEASE OF INFORMATION

Thank you for your request for information held by the Queenstown Lakes District Council (QLDC). On 14 November 2024 you requested the following information under the Local Government Official Information and Meetings Act 1987 (LGOIMA):

- **Can you please provide to me copies of reports on all inspections undertaken in the past 24 months.**

QLDC RESPONSE

Release of information

To address your request, we consulted with the QLDC Roding Operations and Contracts Team.

While not formal reports, we enclose [emails that contain relevant information](#) for sharing. One email, dated 23 December 2021, falls outside the scope of your request.

Furthermore, no engineering reports have been commissioned in the last 24 months. The [most recent report](#), dated 31 May 2021, is also out of scope. This report was included in an [Infrastructure Committee meeting agenda](#) (13 February 2020) for approval of the recommended option to restore access to Hunter Valley following the damage to Meads Road in the December 2019 flooding event.

Also enclosed is an [Infrastructure Committee meeting report](#) (11 February 2021) discussing options to restore access to Hunter Valley after the same flooding event.

Please note that the enclosed links will expire on 4 January 2025, 11:06 AM.

We trust the above information satisfactorily answers your request.

Kind regards,
[REDACTED]

Democracy Services team
Queenstown Lakes District Council
P: +64 3 441 0499
E: information.request@qldc.govt.nz



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 665221
Land Registration District Otago
Date Issued 26 August 2014

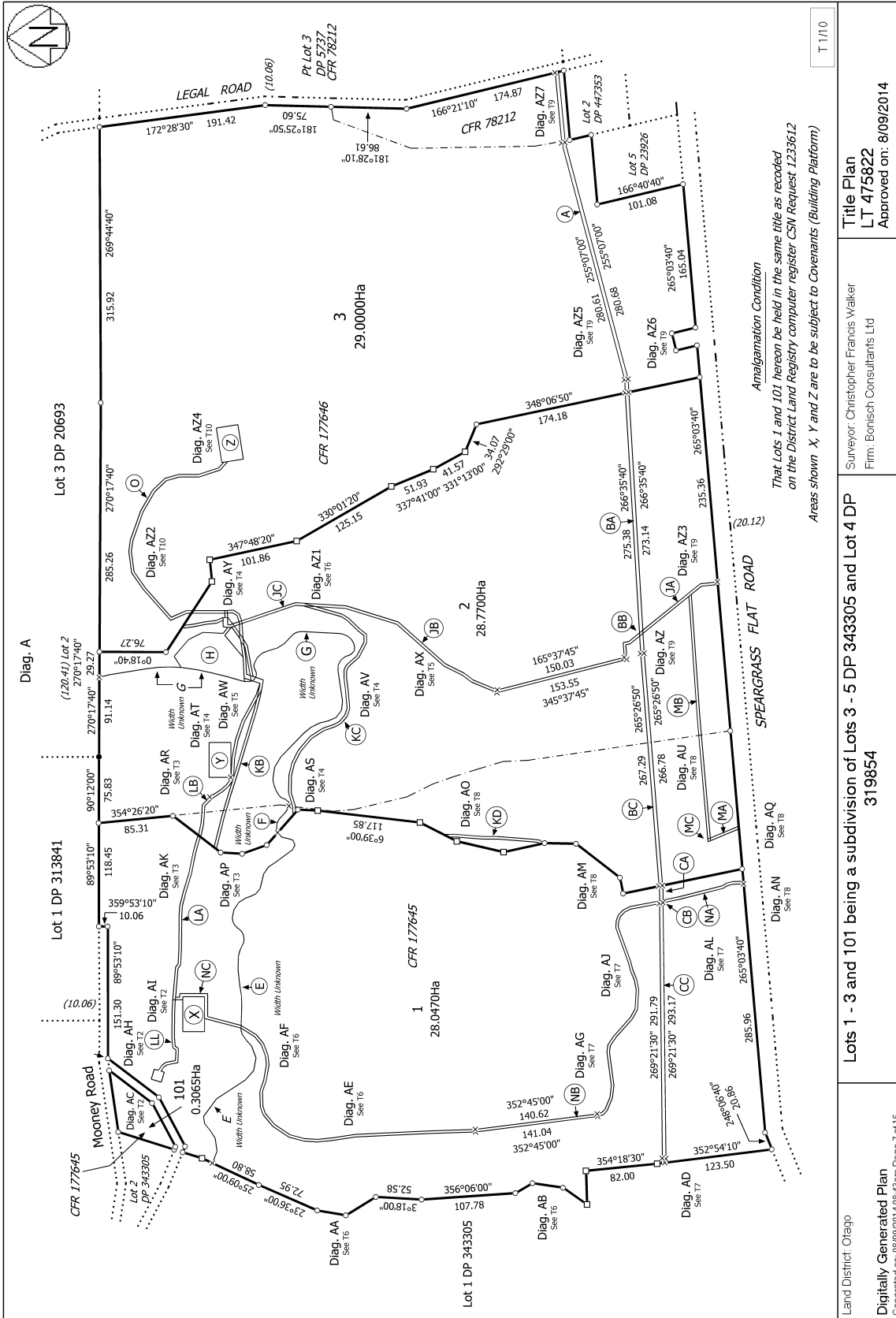
Prior References
177646 78212

Estate Fee Simple
Area 29.0000 hectares more or less
Legal Description Lot 3 Deposited Plan 475822

Registered Owners
Duncan Cotterill Nominee (Hawke's Bay) Limited

Interests

5182 Order in Council imposing Building Line Restriction - 3.8.1942 at 10:00 am
Land Covenant in Easement Instrument 8631576.1 - 16.11.2010 at 4:13 pm (affects part formerly Lot 5 DP 343305)
9805352.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 26.8.2014 at 4:09 pm
Appurtenant hereto is a right to convey water and electricity created by Easement Instrument 9805352.5 - 26.8.2014 at 4:09 pm
The easements created by Easement Instrument 9805352.5 are subject to Section 243 (a) Resource Management Act 1991
Subject to a right (in gross) to convey telecommunications and computer media over part marked O in favour of Chorus New Zealand Limited created by Easement Instrument 9805352.7 - 26.8.2014 at 4:09 pm
The easements created by Easement Instrument 9805352.7 are subject to Section 243 (a) Resource Management Act 1991
Land Covenant in Easement Instrument 9805352.8 - 26.8.2014 at 4:09 pm
Land Covenant in Easement Instrument 10734741.1 - 23.3.2017 at 5:11 pm
Land Covenant in Easement Instrument 10742425.1 - 7.4.2017 at 3:55 pm (Limited as to duration)
12196744.1 CAVEAT BY XRAY TRUST LIMITED - 23.7.2021 at 1:12 pm



Land District: Otago
Digitally Generated Plan
Generated on: 08/09/2014 08:43am Page 7 of 16

Lots 1 - 3 and 101 being a subdivision of Lots 3 - 5 DP 343305 and Lot 4 DP 319854

Surveyor: Christopher Francis Walker
Firm: Bonisch Consultants Ltd
Title Plan
LT 475822
Approved on: 8/09/2014



View Instrument Details

Instrument No. 9805352.3
Status Registered
Date & Time Lodged 26 Aug 2014 16:09
Lodged By Barker, David Gerard
Instrument Type Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Computer Registers	Land District
177645	Otago
177646	Otago
78212	Otago

Annexure Schedule: Contains 7 Pages.

Signature

Signed by Suzanne June Learmonth as Territorial Authority Representative on 26/08/2014 03:45 PM

*** End of Report ***

IN THE MATTER

of Section 221 of the Resource
Management Act 1991.

AND

IN THE MATTER

of an Application for
Subdivision Consent by
AYRBURN FARM ESTATES
LIMITED

CONSENT NOTICE

BACKGROUND

- A. Ayrburn Farm Estates Limited, of Queenstown, have applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in Certificates of Title 177645 and 177646 (Otago Registry) ("the land").
- B. The Environment Court has granted consent (by Consent Order ENV-2010-CHC-272) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereof.

OPERATIVE PART

PART A - The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotment:

(a) Lot 3 DP 475822

CONDITIONS:

1. Any development on the subject allotments shall be undertaken in accordance with the Baxter Design Group Landscape Management Plans 8569-102 (Rev 1 11 November 2011) and 8569-101 Lot Layout, provided that the bund to be established on Lot 3, to the north of the Lot 3 building platform need not be completed until such time as the construction of a dwelling on Lot 3 is completed.
2. That any residential dwelling or accessory building erected on Lot 3 shall be located within the approved building platform identified as area Z on Lot 3 DP 475822.
3. No further subdivision of Lot 3 shall occur and no buildings or structures other than farm buildings or farm structures as currently defined in the District Plan shall be located on Lot 3 elsewhere than within the curtilage area of Lots 1 and 2 shown as "Area for farm utility buildings on Lot 1 and 2 only" on the Landscape Management Plans.
4. The site shall be managed in accordance with the Baxter Design Group Landscape Management Plans (8569-102 (Rev 1 11 Nov 2011) and 8569-101 Lot Layout) , and in particular the "use areas" shown on the Landscape Management Plans shall be managed as follows:
 - i) The **Meadow Area** shall be a pastoral protection zone to be maintained by grazing or grass production for baleage, mowing or cropping. No further planting shall be undertaken within these areas except for agricultural crops and grass sowing as part of pasture management. On Lot 3 no buildings shall be erected in this area.
 - ii) The **Hillside Area** and **Plateau Area** shall be managed and maintained by way of grazing and weed control only. No further planting except for grass sowing as part of pasture management is permitted in these areas. No buildings or other structures shall be erected in these areas
 - iii) The **Homestead Areas** - Planting within the Homestead Areas shall be undertaken only in accordance with the following approved species list:
 1. Alnus sp. (Alder - deciduous and evergreen)
 2. Betula utilis 'Jacquemontii' (Sweet Birch | Himalyan Birch - deciduous)
 3. Fagus (Deciduous Beech)
 4. Fraxinus sp. (Ash - deciduous)
 5. Juglans sp. (Walnut - deciduous)
 6. Nothofagus (NZ Beech - evergreen)
 7. Quercus sp. (Oak - deciduous)

8. Ulmus (Elm - deciduous)
9. Fruit and nut trees.

No buildings or other structures shall be erected in these areas.

- iv) **Curtilage Areas.** These allow for garden development including tree and amenity planting, small structures and sculptures that do not require resource consent. Farm buildings may be erected on "Area for farm utility buildings on Lot 1 & 2 only" shown on the Landscape Plan 8569-101 in these areas.
- v) **Pond Areas** are provided for each Lot and stock access shall be excluded. No building or other structures shall be erected in these areas.
- vi) **Utility Area.** This area contains existing farm buildings and structures. No building or structure shall be erected in this area, other than farm buildings.
- vii) **Planting Areas** shall be fenced and maintained with weed control.
 1. Existing tree planting shown on the Landscape Management Plan shall be retained. Trees shall be physically protected from grazing animals if required. Trees are defined as being woody plants with one main trunk and a mature height of 5 metres or more. Areas of indigenous vegetation shall be retained.
 2. As a minimum, the Planting Areas (both existing and proposed) are to be maintained, and if any plant or tree should die or become diseased it shall be replaced with either the same species or a similar species with similar size and form.
 3. The planting shall thereafter be maintained by the owner/(s) of that lot to the satisfaction of the consent authority for as long as a dwelling remains on the Lot in question.
 4. No building or other structure shall be erected in these areas.
5. All residential dwellings and accessory buildings on Lot 3 shall be contained within the identified residential building platform identified as area Z on Lot 3 DP 475822
6. All residential dwellings and accessory buildings shall be designed such that the following design controls shall be achieved:
 - i) On Lot 3, no part of any residential dwelling or accessory building shall be higher than 5.5m above a datum of 428.5 metres above sea level. The finished floor level shall be no lower than the 428 m.a.s.l. datum except that a cellar or other basement room may be constructed where it is entirely hidden below the ground.
 - ii) The exterior and roofs of buildings within the Building Platform on Lot 3 shall be finished in recessive colours, and have a reflectance value of no greater than 36%."

7. All domestic activities associated with residential use (such as garden planting, paving, clothes lines, outdoor furniture and play equipment) shall be confined to the marked curtilage areas.
8. All fencing shall be restricted to post and wire fencing only (including deer fencing). Alternative fencing (such as for courtyards) may be located within the curtilage area, and be no further than 25m from the building platform.
9. "The entry gates from Speargrass Flat Road to each lot may be constructed in stone and / or timber, or post and wire fencing. Entry gates and structures shall be designed to fit in with the rural setting, and shall not be over 1.2m in height, and shall not exceed 2m in length either side of the entranceway."
10. All pipelines, cables and water tanks shall be located underground.
11. There shall be no fixed driveway or road lighting; landscape lighting is permitted within 10 metres of the dwelling only and shall be directed downwards towards the dwelling.
12. One driveway shall be formed and or upgraded (where required) and maintained for residential use from Speargrass Flat Road to each building platform, as depicted on the Landscape Management Plan.
13. The driveways shall generally be constructed in gravel without a kerb or channel, except that the steep lengths of the Lot 2 and Lot 3 driveways where the gradient exceeds 1 in 6, as shown in the engineering plans (Appendix 1 of Hadley Consultants Ltd Report "Feasibility of Utility Services and Infrastructure", July 2010 filed with the application and amended at Attachment A of the Statement of Evidence of JWP Hadley to the resource consent hearing) may be constructed in chip seal. Driveways may be sealed in asphalt or chip seal within the Homestead Areas.
14. No additional access points shall be created onto Speargrass Flat Road other than the two existing and one proposed to service Lots 1, 2 and 3, DP 475822.
15. All residential traffic shall use the driveways shown on the Landscape Management Plan only. Any other existing tracks on the site shall be used for farming purposes only.
16. The area around the building platform on Lot 3 shall be reshaped where shown on Landscape Management Plan 8569-102 Revision 1 (dated 11 November 2011) as shown on the detail plan, Hadley Consultants Ltd Drawing No. 102021-21 Issue G, titled "Lot 3 Earthworks including roading re-alignment", including the construction of an earth bund to the north of the Lot 3 building platform as shown. Any trees within the earthworks area shall be replanted or replaced after the completion of earthworks. For the avoidance of doubt, these earthworks need not be completed until such time as a dwelling on Lot 3 is constructed, and is not required to be

completed prior to the issued of a certificate in terms of section 224 of the Resource Management Act 1991.

17. At the time a dwelling is erected, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.4 of NZS 4404:2004 to design an effluent disposal system in terms of AS/NZS 1547:2000 that will provide sufficient treatment/renovation to effluent from on-site disposal, prior to discharge to land. To maintain high effluent quality such a system will require the following:
 - Specific design by a suitably qualified professional engineer.
 - Secondary treatment of effluent.
 - Regular maintenance in accordance with the recommendations of the system designer and a commitment by the owner of each system to undertake this maintenance.
 - Intermittent effluent quality checks to ensure compliance with the system designer's specification.
 - Disposal areas shall be located such that maximum separation (in all instances greater than 50 metres) is obtained from any watercourse, water supply bore or irrigation race.
 - The lot owner shall obtain any necessary consents from the Otago Regional Council for disposal of wastewater within the Lake Hayes catchment.
18. Any dwelling constructed on the lot shall be fitted with an approved domestic sprinkler system prior to occupation in accordance with NZS 4517:2010.
19. At the time a dwelling is erected on the lot, domestic water and fire fighting storage is to be provided. The system shall be set up to ensure that a minimum of 7,000 litres shall be maintained at all times as a static fire fighting reserve within a 20,000 litre tank. A fire fighting connection in accordance with Appendix B - SNZ PAS 4509:2008 is to be located not more than 90 metres, but no closer than 6 metres, from any proposed building on the site. Where pressure at the connection point/coupling is less than 100kPa (a suction source - see Appendix B, SNZ PAS 4509:2008 section B2), a 100mm Suction Coupling (Female) complying with NZS 4505, is to be provided. Where pressure at the connection point/coupling is greater than 100kPa (a flooded source - see Appendix B, SNZ PAS 4509:2008 section B3), a 70mm Instantaneous Coupling (Female) complying with NZS 4505, is to be provided. Flooded and suction sources must be capable of providing a flow rate of 25 litres/sec at the connection point/coupling. The reserve capacities and flow rates stipulated above are relevant only for single family dwellings. In the event that the proposed dwellings provide for more than single family occupation then the consent holder should consult with the NZFS as larger capacities and flow rates may be required.

The Fire Service connection point/coupling must be located so that it is not compromised in the event of a fire. The connection point/coupling shall also be located and/or clearly marked so that it is readily visible from the vehicle access.

The connection point/coupling for the water storage tank shall have a hardstand area adjacent to it that is suitable for parking a fire service appliance. The hardstand area shall be located in the centre of a clear working space with a minimum width of 4.5 metres. With the exception of the culvert bridge located on Lot 2, pavements or roadways providing access to the hardstand area must have a minimum formed width as required by QLDC's standards for rural roads (as per NZS 4404:2004 with amendments adopted by QLDC in 2005). The roadway shall be trafficable in all weathers and be capable of withstanding an axle load of 8.2 tonnes or have a load bearing capacity of no less than the public roadway serving the property, whichever is the lower. Access shall be maintained at all times to the hardstand area.

Underground tanks or tanks that are partially buried (provided the top of the tank is no more than 1 metre above ground) may be accessed by an opening in the top of the tank whereby couplings are not required. A hardstand area adjacent to the tank is required in order to allow a fire service appliance to park on it and access to the hardstand area must be provided as above.

Fire fighting water supply may be provided by means other than the above if the written approval of the New Zealand Fire Service is obtained for the proposed method.

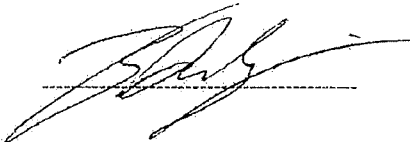
The fire fighting water supply tank and/or the sprinkler system shall be installed prior to the occupation of the building.

Note: The fire fighting static storage shall be contained within the water storage tank that is part of the potable water supply system. The irrigation supply will be reticulated separately for irrigation use only and will be supplied to the building platform at operating pressure so no irrigation storage tank at the building platform locations will be required.

20. The owners for the time being of Lots 1 – 3, DP 475822 shall be jointly responsible for the ongoing management and maintenance of the communal water supply. The drinking water supply is to be monitored in compliance with the Drinking Water Standard for New Zealand 2005, by the management group for the lots, and the results forwarded to the Queenstown Lakes District Council. The Ministry of Health shall approve the laboratory carrying out the analysis. Should the water not meet the requirements of the Standard then the management group for the lots shall be responsible for the provision of water treatment to ensure that the Drinking Water Standards for New Zealand 2005 are met or exceeded.
21. At the time a dwelling is erected on the lot, a suitably qualified professional as defined in Section 1.4 of NZS4404:2004 shall design the foundations, drainage, and any required earthworks and retaining structures associated with the dwelling.

Dated this 25th day of AUGUST 2014

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Principal Administrative Officer



435
Image Quality due
to Condition
of Original



IN REPLYING
P.W. 31/11/28

5182

PUBLIC WORKS DEPARTMENT, WELLINGTON, C.1, N.Z.

**Section 128, Public Works Act, 1928, and Order in Council exempting portions
of Roads in Lake County.**

Memorandum for

THE DISTRICT LAND REGISTRAR.
DUNEDIN.

I forward herewith for deposit in your office a copy of the above-mentioned Order in Council.

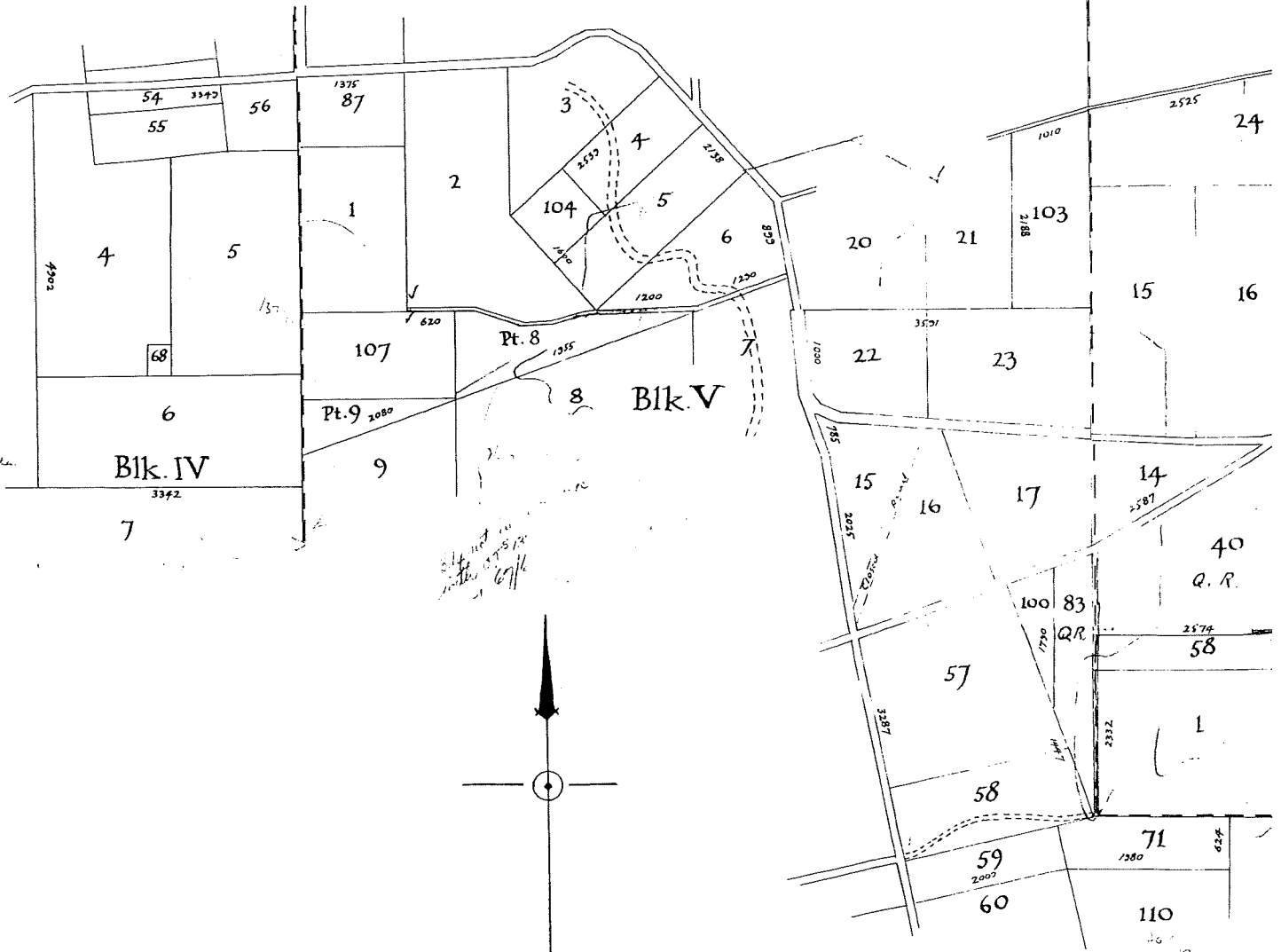
A copy of the plan referred to in the Order in Council is also enclosed.

Will you kindly advise me when registration has been effected.

E. Hatcher

Assistant Under-Secretary.

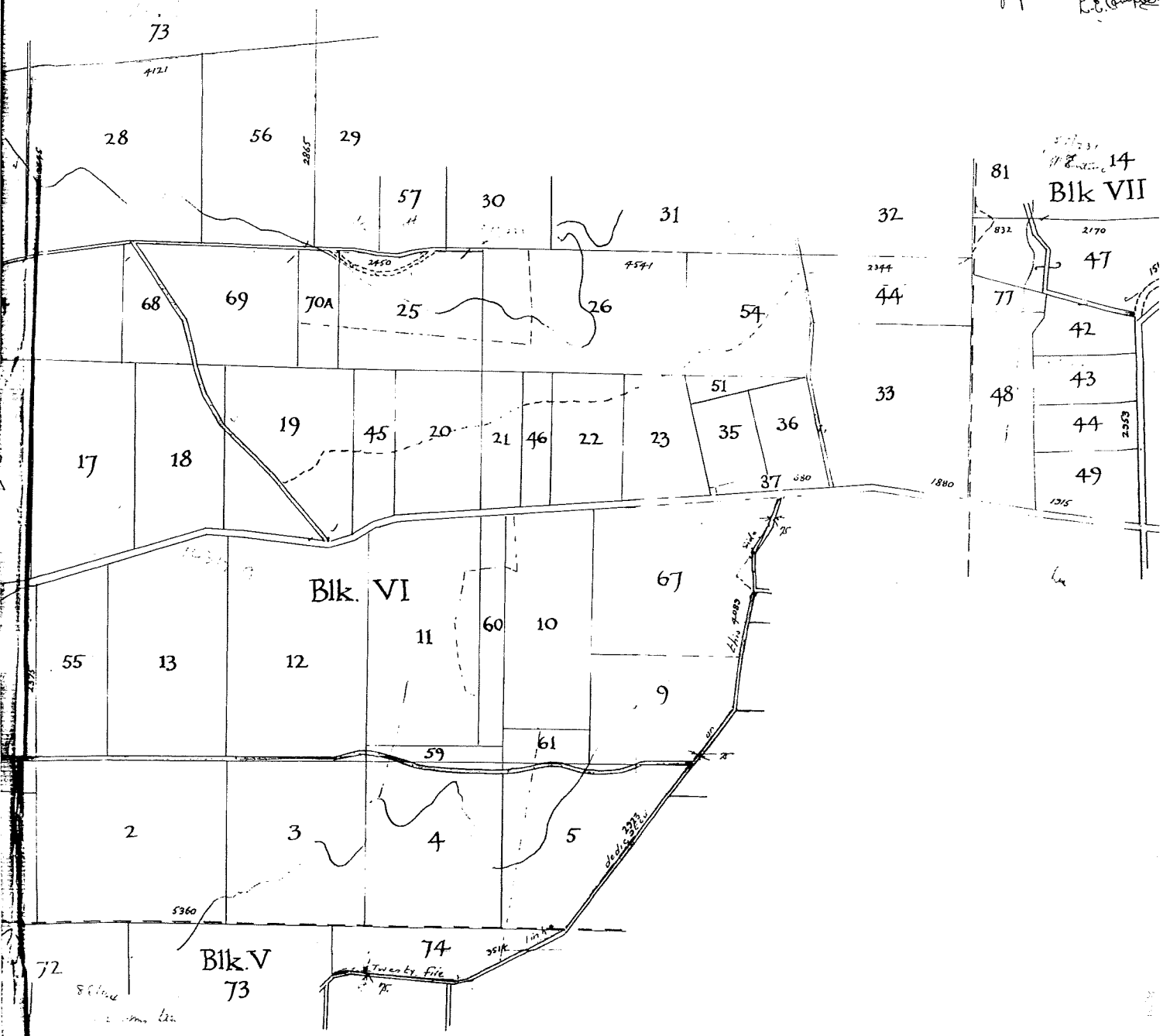
ENCLOSURES:
Copy of Order in Council
Copy of Plan P.W.D. 114381.



Exemption from
 50 link Roads
 Blks. IV. V

114381
L.S. and G. J. G. J.

P.C.
L.S. and G. J. G. J.



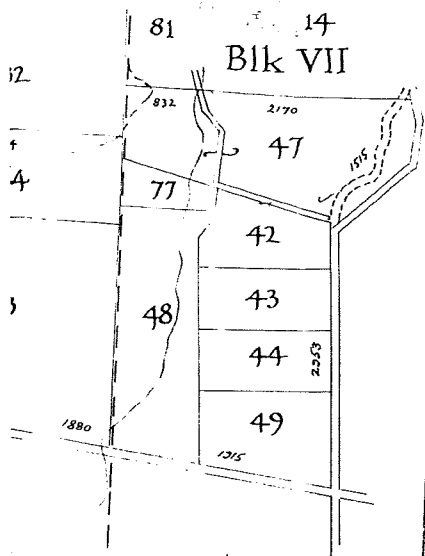
Section 128, Public Works Act, 1928 of
shown hereon coloured red in
Blk. V, VI & VII Shotover District.
Nos. 143/219, 129/244, 137/124, 84/244.

Scale 10 chains to an inch

L.S. and G. J. G. J. 114381

114381
L.S. and J. J. J. J.

O.C.
1960
L.S. and J. J. J. J.



D. 114381

Portions of Roads, in the Lake County, exempted from the Provisions of Section 128 of the Public Works Act, 1928, subject to a Condition as to the Building line.

C. L. N. NEWALL, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 15th day of July, 1942.

Present:

THE RIGHT HON. P. FRASER PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1928, and of every other power in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, do hereby approve of the following resolution passed by the Lake County Council on the seventh day of May, one thousand nine hundred and forty-two, the sides and portions of roads being more particularly described in the Schedule hereto, viz.:

"The Lake County Council, being the local authority having control of the roads in the County of Lake, by resolution declares that the provisions of section one hundred and twenty-eight of the Public Works Act, 1928, shall not apply to the following roads:—

- ✓(1) The southern side of part of road adjoining part Sections 8 and 107, the northern side of part road adjoining part of Section 4, and to both sides of part of road between part Sections 6 and 8, all in Block V, Shotover Survey District.
- ✓(2) Both sides of dotted road passing through Section 58, Block V, Shotover Survey District.
- ✓(3) The southern side of part of road adjoining Section 103, Block V, and Section 24, Block VI, and the eastern side of road adjoining Section 28, Block VI, Shotover Survey District.
- ✓(4) Both sides of road adjoining part Section 24 and Sections 28, 56, 68, and 69, Block VI, Shotover Survey District.
- ✓(5) The southern side of part of road adjoining Section 25 and part Section 70A and both sides of dotted road passing through Sections 70A and 25, Block VI, Shotover Survey District.
- ✓(6) The eastern side of part of road adjoining Sections 1 and 58, Block VI, Shotover Survey District.
- ✓(7) Both sides of part of roads passing through and adjoining Sections 18, 19, 68, 69, and Sections 55, 13, 2, 12, 3, 59, 4, 5, 61, and 3, 35, 37, 44, 54, Block VI, Shotover Survey District, and part of the northern side of Section 58, Block VI, Shotover Survey District.
- ✓(8) Both sides of part of road passing through

Section 47 and adjoining part of Sections 42 and 77, Block VII, Shotover Survey District.

"Certificate of Title 84, folio 244; Certificate of Title 129, folio 244; Certificate of Title 137, folio 124; Certificate of Title 143, folio 219"; subject to the condition that no building or part of a building shall at any time be erected on the land fronting the said sides and portions of roads (described in the Schedule hereto) within a distance of thirty-three feet from the centre-lines of the said portions of roads.

SCHEDULE.

THE southern side of all that portion of road in the Otago Land District, Lake County, fronting part Section 8 and part of Section 107, Block V, Shotover Survey District.

The northern side of all that portion of road in the said land district and county fronting Section 6, Block V, Shotover Survey District.

All that portion of road in the said land district and county passing through Section 58, Block V, Shotover Survey District.

The southern side of all that portion of road in the said land district and county fronting Section 103, Block V, Shotover Survey District, and Sections 24, 68, 69, 70A, and 25, Block VI, Shotover Survey District.

The northern side of all that portion of road in the said land district and county fronting Sections 28 and 56, Block VI, Shotover Survey District.

The eastern side of all that portion of road in the said land district and county fronting Section 23, Block VI, Shotover Survey District.

All that portion of road in the said land district and county passing through Sections 70A and 25, Block VI, Shotover Survey District.

All that portion of road in the said land district and county adjoining or passing through Sections 68, 69, 18, and 19, Block VI, Shotover Survey District.

All that portion of road in the said land district and county adjoining or passing through Sections 54, 44, 31, 37, and 33, Block VI, Shotover Survey District.

All that portion of road in the said land district and county adjoining or passing through Sections 47 and 42 and part of Section 77, Block VII, Shotover Survey District.

The southern side of all that portion of road in the said land district and county fronting part of Section 58, Block VI, Shotover Survey District.

The eastern side of all that portion of road in the said land district and county adjoining Sections 1 and 58, Block VI, Shotover Survey District.

All that portion of road in the said land district and county adjoining or passing through Sections 2, 55, 12, 13, 3, 4, 59, 61, 9, and 5, Block VI, Shotover Survey District.

As the same are more particularly delineated on the plan marked P.W.D. 114381, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

C. A. JEFFERY,
Clerk of the Executive Council.

(P.W. 51/2752.)

582

5182

12/1 2-137 1-3
6/6
3rd August 1987
Mansions
1st Land

As to building line
attaching DP land in
DP 12664 see now
386209

all roads public.

cont.
170.

as it relates to C.T. 11D/480
on DP 20489 + 20388.
Cancelled. See letter attached to
plan file 20388.

[Signature]
DLR

805
14/10/89

788320/S Cancelled as to lot 1
DP 21039 21.9.1989 at 10.20 am
(See Plan File 21039)

ALG.

5182

[Signature]



Notice to Engineer 088 – Hunter Valley Road Management Plan

To Ben Greenwood (QLDC)

CC Simon Mason (QLDC), Paul Fleet (DNZ), Chris Hasler (DNZ)

From Andrew Finnigan (DNZ)

Date 31/5/2021

Subject Hunter Valley Road Management Plan

Reference CT16-007 QLDC Road Network Maintenance Contract

Background: A slip occurred on Meads Road in Dec 2019 and triggered closure of the road at RP450. Site visits with WSP and QLDC in March 2021 confirmed remedial works to re-open the road that include monitoring of the road. The physical works were completed and the monitoring can now be formalised. This NTE is to set out this monitoring plan and associated basis of payment for those services.

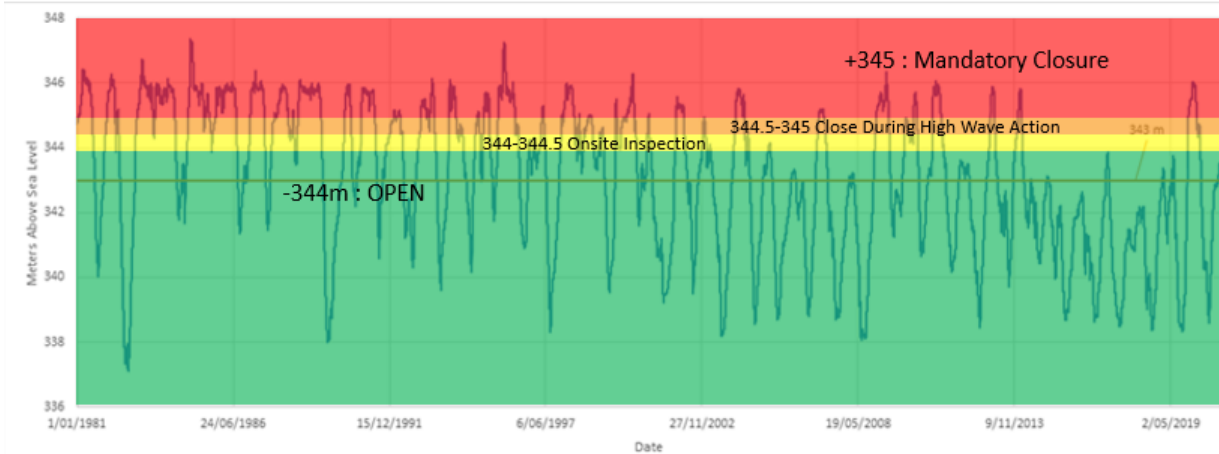
Proposal: Downer will monitor lake levels daily via the Otago Regional Council website:

<https://www.orc.govt.nz/managing-our-environment/water/water-monitoring-and-alerts/upper-clutha/lake-hawea>

The WSP memo dated 30 April stipulates that:

- On-site assessment should be made when lake levels climb to 344m with possible closures from that point
- From 344.5m the road should be closed when weather conditions create significant wave action
- above 345m the road should be closed

The below graphic illustrates historic lake levels and shows each closure threshold colour coded on top.



Basis of Payment

Monitoring: Downer will charge a monthly lump sum of \$394.10 for this daily monitoring coded to Minor Events Wanaka. This is the same fee as is already in place for monitoring river flows in the Dart River to respond to flooding of the Kinloch Road. All openings and closures will be communicated to QLDC roading operations teams and the Communications team.

Physical Works: All other works including but not limited to repairs, signage maintenance, road closing/openings and physical inspections will be charged under existing mechanisms in the contract and fall outside of the scope of works covered by existing lump sums.

Regards

Andrew Finnigan

Contractors Representative

Infrastructure Committee

13 February 2020

Report for Agenda Item | Rīpoata moto e Rāraki take: 1

Department: Property & Infrastructure

Title | Taitara Options to address large cracks in Meads Road which are currently preventing access into Hunter Valley beyond 'the Homestead'

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

- 1 The purpose of this report is to seek approval of the recommended option to reinstate access to Hunter Valley following damage to Meads Road in the flooding event in December 2019.

RECOMMENDATION | NGĀ TŪTOHUNGA

- 2 That the Infrastructure Committee:
 1. **Note** the contents of this report;
 2. **Authorise** staff to commence work on the recommended option including design, legalisation and construction of a new road alignment to reinstate access to Hunter Valley.

Prepared by:



Ben Greenwood
Roading Operations & Contracts
Manager
23/01/2020

Reviewed and Authorised by:



Peter Hansby
General Manager, Property &
Infrastructure
30/01/2020

CONTEXT | HOROPAKI

- 3 Meads Road in Hāwea is closed due to cracking between ‘the Homestead’ and Terrace Creek. The formation is unstable and there is a risk of a 60m long section falling into Lake Hāwea.
- 4 The condition of the road deteriorated substantially between receipt of RFS/road closure on 13 December 2019 and a QLDC inspection on 19 December 2019, backing up advice from Station managers that this is a new issue that first appeared in early December.
- 5 WSP Consultants have prepared a report (**Attachment A**) advising of options and indicative costs for reinstating access.
- 6 The cracking is located within legal road, approximately 500m before the legal road is stopped after which it continues as a farm track through Crown estate.
- 7 The Crown estate is subject to a pastoral lease held by Orange Lakes (NZ) Ltd which prescribes public access through the lease area. Under this agreement up to six 4WD vehicles per day may be granted access to the farm track between December and April. Mountain bike, foot and horse access is available year-round outside of a closure for lambing between 1 October and 1 December.
- 8 QLDC maintains the road up to ‘the Homestead’ so the damaged section of road is located in an area that has **not** been historically maintained by QLDC. Any works undertaken would be “Emergency Works”. Emergency Works are not specifically provisioned for in the Ten Year/Annual Plan due to their uncertain nature but are completed on an as required basis at the discretion of the Roding Operations & Contracts Manager.
- 9 This subsidence issue is separate (occurring in December 2019) and not specifically linked to the Meads Road legalisation project, approved to proceed in August 2019. The locations of the two projects are shown in **Attachment B**. Meads Road legalisation is detailed in the legend and Meads Road cracking in text boxes on the aerial image.
- 10 The Meads Road legalisation project involves a section of non-legal road between State Highway 6 and Kidds Bush. The remaining stretch of road from Kidds Bush to Terrace Creek, 500m beyond the slip site was legalised in 1972.
- 11 The approval to proceed with the Meads Road legalisation project in August 2019 does however provide important context to the recommended option to realign the road. The main purpose of the legalisation project was to resolve historic access issues and facilitate long term permanent access to the Crown estate. By doing nothing, access to the Crown estate remains cut off.
- 12 There is also the potential to expand the scope of the legalisation project to include realignment of the road away from the unstable section as per recommendation below.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Road Closure

- 13 QLDC was advised of significant cracking in Meads Road through the Request for Service (RFS) system on 13 December 2019. The RFS was raised by Hunter Valley Station. The cracking is believed to have occurred during the district wide flooding that occurred in December 2019.
- 14 QLDC's roading contractor Downer attended the site on 13 December and closed the road at 'the Homestead'.
- 15 In addition to this, following WSP/QLDC/Downer site visit on 19 December, a recommendation was sent to the Department of Conservation (DoC) suggesting they undertake a risk assessment and consider notifying a closure to all forms of access.
- 16 In discussions with the station managers Taff and Digby Cochrane they advise the risk is too high for them to run cattle over this section of road for routine tuberculosis vaccinations.

Cause of Cracking

- 17 The cracking is at the headscarp of a slip. There is a reduction of the strength of the material and increase in mass at the base of the slope, caused by increased saturation as a result of the increase in lake level.

Options to Repair

18 Option 1 Do nothing

Advantages:

- 19 No cost to Council
- 20 Consistent with Council's historic approach of not maintaining past the homestead
- 21 Does not put pressure on Emergency Works costs

Disadvantages:

- 22 Road is not passable meaning there is currently no access to Hunter Valley Station past the homestead
- 23 Safety issue for light traffic or pedestrians who may continue to access the track at their own risk
- 24 Risk of the damaged road dropping out and Council losing physical access through to the end of the existing legal road corridor

25 Option 2 Anchored retaining wall

Advantages:

26 Robust repair for the damaged section of road

Disadvantages:

27 Cost estimate \$1.8M

28 Significant cost to absorb under Emergency Works

29 The length of Meads Road south of the slip through to Terrace Creek is also at risk of slippage in a similar event and therefore this repair would not necessarily fix the problem given a similar event in the future

30 Option 3 Dig out and replace

Advantages:

31 Low cost option – cost estimate \$300K

Disadvantages:

32 Failure surface will not be exposed for further assessment until the slipped body of material is removed which could affect the cost or feasibility of this option

33 As with Option 2 above this repair would not necessarily fix the problem given a similar event in the future

34 Option 4 Realignment of the road

Advantages:

35 Low cost option – cost estimate \$150K to form a simple gravel track plus \$20K to legalise

Disadvantages:

36 There are three options for potential routes and they have not been scoped at this stage but are, at a high level, a) an alignment along the beach, b) above the treeline or c) to the north of Peak AA9B. c) appears to follow existing farm tracks but some sections may require bridges or culverts and the resolution of boundary issues.

37 There remains an inherent risk during the design and land swap that the Station owner is not accommodating of the process.

38 This report recommends **Option 4** for addressing the matter because it is likely to be both the lowest cost and most resilient option. Although there will be surveying work and land swap required, initial discussions with the Station managers on site indicate they are likely to be supportive of the work especially if Council is funding or assisting with funding the work.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 39 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy. While this decision relates to transfer or change of ownership of a section of the Roding Network (ref Significance and Engagement Policy, Section B. Strategic Assets), on balance this issue is considered medium significance.
- 40 The persons who are affected by or interested in this matter are any individuals or groups who may wish to access Hunter Valley Station as per the legal agreement between DoC and Orange Lakes (NZ), along with the Station itself.
- 41 The Council will consult with the affected groups who are Station managers/owners and DoC. The risk of issues arising from this consultation strategy is considered low. There is high community interest in maintaining permanent public access to the DoC conservation area which is what the recommended option seeks to achieve.

> MĀORI CONSULTATION | IWI RŪNANGA

- 42 The Council has previously consulted with representatives of the Māori Freehold land adjoining a 2018 road legalisation project and they were supportive of that proposal. This section of road has no adjoining Māori Freehold land

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 43 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00010 Operational Asset failure results in damage to private property and/or loss of community services within the QLDC Risk Register. This risk has been assessed as having a moderate inherent risk rating.
- 44 The approval of the recommended option will support the Council by allowing us to avoid the risk. This shall be achieved by moving the road further uphill from Lake Hāwea.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 45 \$170K additional to existing approved budgets.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

- 46 The following Council policies, strategies and bylaws were considered:

- Significance & Engagement Policy 2014.

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

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48 This matter is not specifically budgeted for in the Ten Year Plan/Annual Plan however is consistent with the Council approach that Emergency Works are undertaken as and when required.

49 These works may be eligible for 50% subsidy from the NZTA. A request has been submitted but as yet not approved by the agency.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

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 reinstating and future proofing access to Hunter Valley;
- Can be implemented through current funding under the Ten 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.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	WSP MEMORANDUM MEADS ROAD
B	LOCATION MAP

Infrastructure Committee

11 February 2021

Report for Agenda Item | Rīpoata moto e Rāraki take: 1

Department: Property & Infrastructure

Title | Taitara Options report to reinstate Meads Road access past the Homestead

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to consider the options to reinstate access to Hunter Valley following damage to Meads Road in the flooding event in December 2019.

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Infrastructure Committee:

1. **Note** the contents of this report;
2. **Authorise** staff to implement the recommended Option 4, namely, to make safe the damaged section of Meads Road, implement rolling road closures for elevated lake levels and form a new walking track above the road;
3. **Authorise** staff to continue investigations for securing long term access into the future with commencement subject to prioritisation through the Long Term Plan.

Prepared by:



Ben Greenwood
Roading Operations & Contracts
Manager
29/01/2021

Reviewed and Authorised by:



Pete Hansby
GM Property and Infrastructure
2/02/2021

CONTEXT | HOROPAKI

- 1 A section of Meads Road in Hāwea has been closed since December 2019, between the homestead and Terrace Creek. This road provides access to Hunter Valley Crown estate and Department of Conservation [‘DoC’] land and is used by the station and also for recreational purposes such as tramping, hunting, four wheel driving and the Epic MTB race.
- 2 Cracks first appeared in the road in December 2019 during a period of elevated lake levels, and there is a risk of a 60m long section of the formation falling into Lake Hāwea.
- 3 The cracking is located within legal road, approximately 500m before the legal road is stopped after which it continues as a farm track through Crown estate. The Crown estate is subject to a pastoral lease held by Orange Lakes (NZ) Ltd.
- 4 QLDC has historically maintained the road up to the homestead so the damaged section of road is located in an area that has not been historically maintained by QLDC.
- 5 An options report was first brought to Infrastructure Committee in February 2020. The Infrastructure Committee authorised staff to commence work on design of the recommended option which was to construct a new road alignment to reinstate access to the Hunter Valley.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 6 Investigations commenced in March 2020, and Orange Lakes (NZ) Ltd made it clear that they do not want to see a new road running through key farm grazing paddocks within their property.
- 7 QLDC noted that a survey was required to inform the options, but access was initially declined by Orange Lakes (NZ) Ltd.
- 8 Permission was subsequently granted in September 2020 for access to complete a topographical survey.
- 9 The survey was carried out in October 2020 and options confirmed. Key updates since the February 2020 report are as follows:
 - a) Retaining is likely to be required for the alternative alignment resulting in an increase to the cost estimate.
 - b) From a risk perspective, given it has been over a year without showing significant movement, it is possible that the slip has stabilised. It is now considered an option to reinstate (make safe) and open the road with lake level monitoring to mitigate the risk of failure.
 - c) As well as reinstating the road, a new track could be formed above the existing road to secure walking access during periods of time when the road is closed. This in Council officers’ view could be done with minimal impact on station operations,

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compared to the realignment option which cuts through the farm. There could be a delay implementing this option, as it would be outside road reserve so approval from LINZ and the lessee for an easement would be required.

- 10 Legal advice relating to this matter is that continuing with the temporary road closure signage is not an option to manage the issue long term. However the Council must be cognisant of its obligations under the Health & Safety at Work Act 2015 as a PCBU [‘Person Conducting a Business or Undertaking ‘] to consider safety in implementing a solution. Any decision to carry out works and re-open the road must be carefully considered.
- 11 Reinstatement (per Options 2, 3 and 4) would involve minor earthworks, drainage improvements and pavement repairs at the site of the existing slip. Orange Lakes (NZ) Ltd have also sent Council a quote from their contractor to complete a similar scope of work.
- 12 Sketch drawings are attached for Options 4, 5 and 6 below. They should be viewed alongside the options assessment for context.
- 13 Under Option 2 and 3, reactive opening and closing of the road per bullet point (b) above is not recommended because there is no safe route for the contractor to implement and manage road closure signage beyond the slip. This is addressed with Option 4 by forming a new walking access track per (c) above, that can be used during periods of road closure.
- 14 Option 1 Do nothing.

Advantages:

- 15 Minimal cost to Council.
- 16 Consistent with Council’s historic approach of not maintaining past the homestead.

Disadvantages:

- 17 Should this option be selected and repairs or alternative routes are not selected, the temporary road closure that is in place at the homestead would require formalising. This would likely require a road stopping process.
- 18 By stopping the road, Council would potentially be forfeiting public access through to the end of the existing legal road corridor resulting in access issues to the DoC conservation land.
- 19 This option does not address how the lease holder might access their land beyond the site of the slip; access to the station is of significant importance to the lease holder.
- 20 Safety issue for vehicles or pedestrians who may continue to use the road at their own risk, and possible issues relating to legality of access if the road is stopped.
- 21 Risk of the damaged road dropping out and Council losing physical access through to the end of the existing legal road corridor.

22 Option 2 Reinstate (make safe) damaged section of road.

Advantages:

23 Low cost option – cost estimate is \$150k.

Disadvantages:

24 No active management, once the road is opened future slips remain a health and safety risk.

25 Risk of the damaged road dropping out and Council losing physical access through to the end of the existing legal road corridor.

26 Option 3 Reinstate (make safe) damaged section of road. Rolling road closures for elevated lake levels.

Advantages:

27 Low cost option – cost estimate \$150k plus ongoing cost to administer closure.

28 Active management of the risk and closure based on lake level monitoring.

Disadvantages:

29 Ongoing cost to administer rolling closure.

30 Once the road is opened, closures would require notifying on both sides of the slip. There would be no safe route for contractors to implement and manage road closure signage beyond the slip.

31 Stranded visitors may need to be boated out.

32 Risk of the damaged road dropping out and Council losing physical access through to the end of the existing legal road corridor

33 Option 4 Reinstate (make safe) damaged section of road. Rolling road closures for elevated lake levels. Form new walking track above road.

Advantages:

34 Low cost option – cost estimate \$200k plus ongoing cost to administer closure and cost of easement

35 Active management of the risk and closure based on lake level monitoring

36 Stranded visitors have legal walking access out and contractors can access the far side of the slip to implement a closure safely without crossing the slip

Disadvantages:

- 37 The walking track will be located just outside the road reserve in places, so will require an easement which has not yet been negotiated and could potentially be a cause of delays
- 38 There will be ongoing cost to administer rolling closure
- 39 Risk of the damaged road dropping out and Council losing physical access through to the end of the existing legal road corridor

40 Option 5 Realignment of road.

Advantages:

- 41 Shifts the vulnerable section of road away from the lake and secures access to the Hunter Valley long term.

Disadvantages:

- 42 Cost estimate is \$2.7m.
- 43 Not supported by the Station leasee due to impact on farm.

44 Option 6 Anchored retaining wall on existing alignment.

Advantages:

- 45 Robust repair for the damaged section of road.

Disadvantages:

- 46 Cost estimate is \$1.8m
- 47 The section of Meads Road south of the slip through to Terrace Creek is also at risk of slippage in a similar event and therefore this repair would not necessarily fix the problem in the event of a similar occurrence in the future

- 48 This report recommends **Option 4** for addressing the matter because it will resolve the public safety issue and reinstate access in the short term, for a relatively low cost. It is also recommended that the Infrastructure Committee direct staff to continue investigations into securing access long term. This would involve creating a Point of Entry for the project, with a scope to undertake a business case exploring options such as significant strengthening of the existing alignment, or legalising and constructing an alternative alignment.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 49 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because of the levels of community interest, and relation to public safety and access.
- 50 The persons who are affected by or interested in this matter are any individuals or groups who may wish to access the Hunter Valley Station as per the lease agreement between LINZ and Orange Lakes (NZ), along with the Station managers themselves.
- 51 The Council will consult with the affected groups who are station managers/owners, LINZ and DoC. The risk of issues arising from this consultation strategy is considered low. There is high community interest in maintaining permanent public access to the DoC conservation area which the recommended option seeks to achieve. The Council has not undertaken any engagement with the community on this matter.

> MĀORI CONSULTATION | IWI RŪNANGA

- 52 The Council has not undertaken any consultation with iwi on this matter.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 53 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00010 Operational Asset failure results in damage to private property and/or loss of community services within the QLDC Risk Register. This risk has been assessed as having a moderate inherent risk rating.
- 54 The approval of the recommended option will support the Council to implement additional controls for this risk. This shall be achieved by improving the drainage on the slip and reinstating access, with closures of the road during elevated lake levels. A management plan for the closures would be prepared and implemented under the roading contract, as per existing process to manage other comparable risks on the network eg Kinloch Road closures during flooding.
- 55 The pedestrian access route included in Option 4 is currently at risk as negotiations have not commenced between QLDC/LINZ/Station to use the Crown land for this purpose. If agreement cannot be reached Council is exposed to visitors being stranded during periods of road closure.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 56 An estimated additional \$200k needs to be added to existing budgets to complete the physical works. If agreed, this amount could also be met through a reprioritisation of existing drainage and unsealed roading renewals budgets without materially affecting the level of service elsewhere on the network. It is anticipated that the ongoing monitoring cost and temporary closures would be met from existing roading opex budgets, this will be a minor cost as lake levels can be checked remotely so would only require a site visit

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by the contractor once the lake elevation threshold is reached to place signage. The cost of getting the easement is unknown and would vary depending on whether the alignment could be agreed with LINZ and the lessee, and whether a PWA process is necessary.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

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

- Significance & Engagement Policy 2017.

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

59 This matter is not included in the Ten Year Plan/Annual Plan however could be delivered within general infrastructure management activities.

LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

60 Possible ongoing legal involvement as there could be a road stopping, easement or a land acquisition depending on which option is selected.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

61 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 reinstating and future proofing access to Hunter Valley;
- Can be implemented through current funding under the Ten 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.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Option sketches (Option 4, 1 page; Option 5, 2 pages; Option 6, 1 page)
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