



# Waitaki

DISTRICT COUNCIL

*TE KAUNIHERA Ā ROHE O WAITAKI*

**I hereby give notice that the  
Roothing Sub-Committee Meeting  
will be held on:**

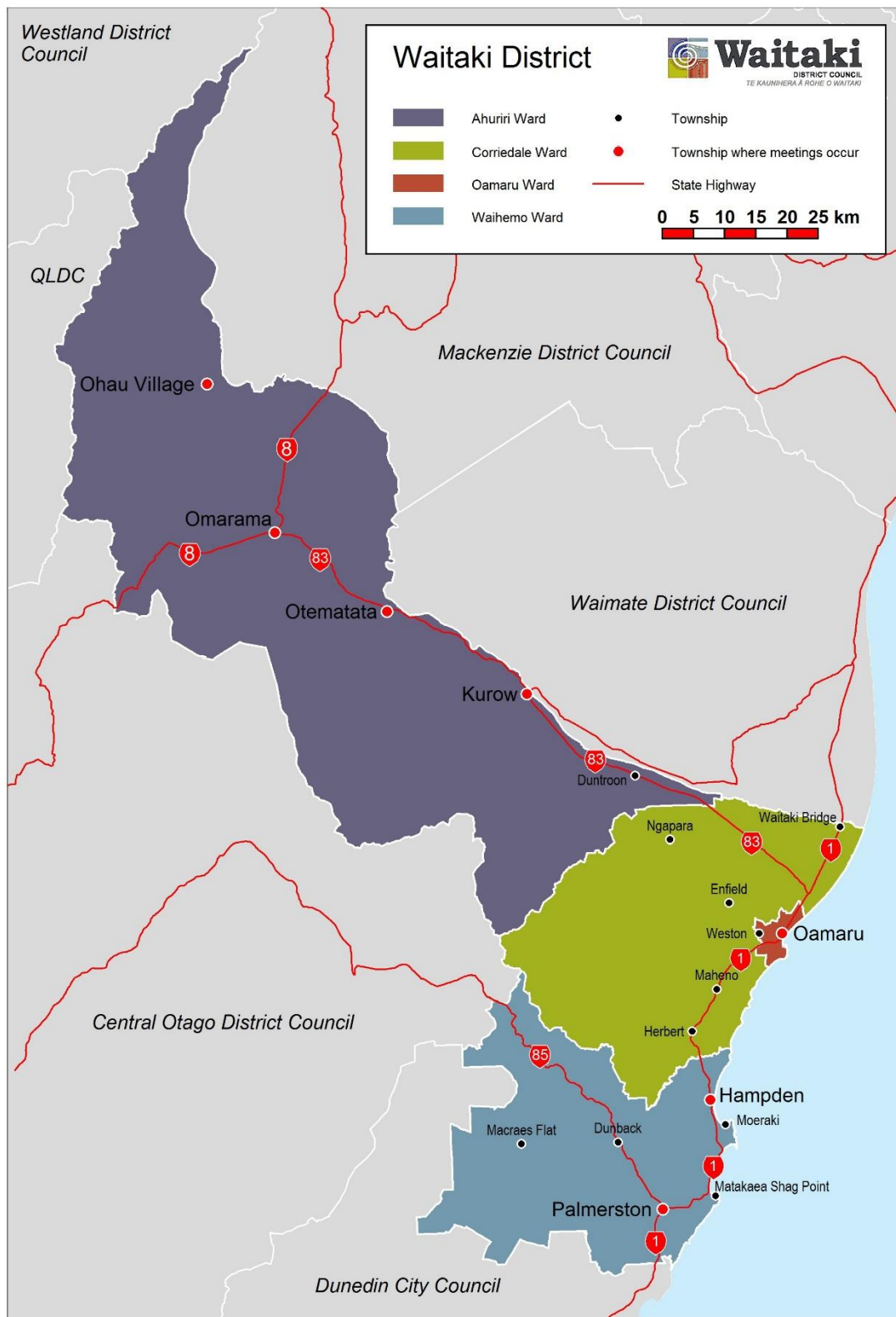
**Date:** Tuesday, 13 May 2025  
**Time:** 10:00 am  
**Location:** Council Chamber, Third Floor  
Waitaki District Council Headquarters  
20 Thames Street, Oamaru

## Agenda

### Roothing Sub-Committee Meeting

**13 May 2025**

**Alex Parmley  
Chief Executive**





## Agenda Items

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- 1      APOLOGIES**
- 2      DECLARATIONS OF INTEREST**

**3 CONFIRMATION OF PREVIOUS MEETING MINUTES**

**3.1 PUBLIC MINUTES OF THE ROADING SUB-COMMITTEE MEETING HELD ON 11 FEBRUARY 2025**

**Author:** Ainslee Hooper, Governance and Policy Advisor

**Authoriser:**

**Attachments:** 1. Public minutes of the Roding Sub-Committee Meeting held on 11 February 2025

**RECOMMENDATION**

That the Roding Sub-Committee confirms the Public minutes of the Roding Sub-Committee Meeting held on 11 February 2025, as circulated, is a true and correct record of that meeting.

**UNCONFIRMED MINUTES**

**OF THE ROADING SUB-COMMITTEE MEETING  
HELD IN THE COUNCIL CHAMBER, THIRD FLOOR, WAITAKI DISTRICT COUNCIL  
HEADQUARTERS, 20 THAMES STREET, OAMARU  
ON TUESDAY, 11 FEBRUARY 2025 AT 9:00 AM**

**PRESENT:** Chairperson Jim Thomson (Chair), Cr Brent Cowles, Cr John McCone, Mayor Gary Kircher

**IN ATTENDANCE:**  
Alex Parmley (Chief Executive)  
Paul Hope (Director Support Services)  
Lisa Baillie (Director Community Engagement & Experience)  
Roger Cook (Director Natural & Built Environment)  
Louise van der Voort (Interim Director Strategy, Performance & Design)

**IN ATTENDANCE FOR SPECIFIC AGENDA ITEMS:**

Cyndi Christensen

**MEETING OPEN**

The Chair declared the meeting open at **9.03am** and welcomed everyone present.

**1 APOLOGIES**

Moved: Cr Brent Cowles  
Seconded: Cr John McCone

Apology was accepted for Cr Percival.

**2 DECLARATIONS OF INTEREST**

There were no declarations of interest.

**3 DECISION REPORTS**

**3.1 LOWER THAMES STREET TRIAL**

The Thames Street Trial road layout, including traffic management by JR Civil, will run for 6 weeks. The trial's success will determine if it should become permanent, involving formal community consultation as per the Local Government Act.

It was noted in the discussion that Council would need to ratify this decision, and that a meeting could be set to facilitate this before work began.

**RESOLVED RSC 2025/001**

Moved: Cr Jim Thomson  
Seconded: Cr Brent Cowles

That the Roading Sub-Committee recommends:

That Council:

1. Approves the Thames Street Trial Road for February and March 2025.

2. Notes that the project will be managed by Councill Officers in terms of Council's delegations.

**CARRIED**

#### **4 MEETING CLOSE**

The Chair declared the meeting closed at 9.22am.

TO BE CONFIRMED at the next Roding Sub-Committee Meeting.

.....  
CHAIRPERSON



## 4 DECISION REPORTS

### 4.1 BATTERSBY ROAD AND SERVICE LEVELS

**Author:** Erik van der Spek, Network Manager

**Authoriser:** Roger Cook, Director Natural and Built Environment

#### RECOMMENDATION

That the Roading Sub-Committee instructs staff to scarify 480m of seal on Battersby Road and revert to the previous unsealed road service level.

#### DECISION OBJECTIVE

To determine the desired service level for 480m of seal on Battersby Road.

#### SUMMARY

In March 2022, Council sealed 480m of Battersby Road. This sealed section is not holding up to traffic use with high maintenance costs. Council indicated a review of service levels in its draft Infrastructure Strategy 2025-2035. A decision is required on future service levels.

#### DECISION-MAKING EXPECTATIONS

Governance Decision-Making:	To determine desired service levels and investment for 460 metres of Battersby Road.
Operational Decision-Making:	Implementing Council decision.
Communications	Media Releases – contributed to by officers and Elected Members  Media/public enquiries regarding governance decision-making topics above can be addressed by governance  Media/public enquiries regarding operational decision-making topics above can be addressed by officers

#### SUMMARY OF DECISION-MAKING CRITERIA

	No/Moderate/Key		No/Moderate/Key
Policy/Plan	Moderate	Environmental Considerations	No
Legal	No	Cultural Considerations	No
Significance	No	Social Considerations	No
Financial Criteria	Key	Economic Considerations	No
Community Views	Moderate	Community Board Views	No
Consultation	No	Publicity and Communication	No

#### BACKGROUND

In March 2022, the Council sealed 480 meters of Battersby Road to mitigate dust issues caused by heavy vehicle traffic. Since then, the Council has addressed seven seal failures on this section and

identified at least \$60,500 of necessary repairs for the upcoming year. The failures have been attributed to the base formation's inadequacy for the heavy vehicle movements on this road, and further failures are anticipated.

The estimated traffic count is 80 vehicle movements per day, with 23 of these being heavy vehicles.

The Council's draft Infrastructure Strategy, currently under consultation as part of the 2025-2034 Long Term Plan (LTP), outlines the following service level reviews in response to the key issue of financial capacity and affordability:

- Review the extent of the sealed roading network.
- Review service levels on unsealed roads.

### **SUMMARY OF OPTIONS CONSIDERED**

**Option 1** – Revert to the previous level of service of 'unsealed road'. The cost to scarify the existing seal is estimated to be \$7,500. The anticipated maintenance cost over 40 years is \$116,000. Council is likely to receive complaints regarding dust, and future requests to increase the level of service (Seal the road).

**Option 2** – Continue to maintain the current seal. A minimum of \$60,500 will need to be spent in the next financial year, with similar reworks expected every 5-10 years in addition to an estimated cost of \$22,000 for 40 years of maintenance.

**Option 3** – Apply an 'overlay' of suitable base material and reseal. Estimated cost of \$237,386 plus gst to complete, plus an estimated cost of \$22,000 for 40 years of maintenance.

### **ASSESSMENT OF PREFERRED OPTION**

The current use of the road does not justify additional investment in this road, and there are other roads in the district with higher use and priority for investment. Attempting to maintain the current seal will be problematic and likely to incur disproportionate cost. Reverting to an unsealed road, while likely to be unpopular with residents, is consistent with Council's indicated response to Council's identified issue of affordability in its draft Infrastructure Strategy, consistent with other roading priorities, and provides the best value option.

### **CONCLUSION**

Reverting to an unsealed road is consistent with Council's indicated response to Council's identified issue of affordability in its draft Infrastructure Strategy, consistent with other roading priorities, and provides the best value option.

## **ADDITIONAL DECISION-MAKING CONSIDERATIONS**

### **Waitaki District Council Strategic Framework**

#### **Outcomes**

##### **Community Outcomes**

###### **Prosperous District**

- Attractive to new opportunities
- Supporting local businesses
- Fostering a diverse and resilient economy

###### **Strong Communities**

- Enabling safe, healthy communities
- Connected, inclusive communities
- Promoting a greater voice for Waitaki
- Celebrating our community identity

###### **Quality Services**

- Robust core infrastructure and services
- Community facilities and services we are proud of

###### **Valued Environment**

- Protecting our diverse landscapes and water bodies
- Meeting environmental and climate change challenges

### **Policy and Plan Considerations**

Council has identified a review of levels of service in its draft Infrastructure Strategy 2025-2035.


### **Community Views**

Neighbours and road users will have views on the appropriate service levels. Council increased the level of service by sealing 480 metres of road in 2022

### **Financial Considerations**

Council needs to balance desired service levels with the service cost.

## 4.2 ELDERSLIE ROAD PLANTINGS

**Author:** Erik van der Spek, Network Manager  
**Authoriser:** Roger Cook, Director Natural and Built Environment  
**Attachments:** 1. Elderslie Road - Road Stopping [↓](#) 

### RECOMMENDATION

That the Roding Sub-Committee:

1. Agrees to stop approx. 3.2 hectares of unformed and formed Road, part of Elderslie Road, located approx. 311m from Weston-Ngapara Road intersection, known as Parcel ID 3181610 as outlined in Attachment 1, and transfers the land to the adjoining landowner; and
2. Delegates authority to the Chief Executive to negotiate and undertake the necessary actions for the disposal of the land.

### DECISION OBJECTIVE

To stop and dispose of part of a legal road currently being used as a formed road carriageway (metal) and unformed road carriageway.

### SUMMARY

It is proposed that Council agrees to stop part of Elderslie Road, Weston-Ngapara, after Waiareka Creek crossing and after the A2O Cycle Trail entrance and as outlined in Attachment 1. The 3.185677 hectares of road will be amalgamated with adjoining land.

The land will be sold to the adjoining landowner for an amount of no less than market valuation.

The land will be stopped after the A2O Cycle Trail entrance to ensure continued public access and after the Waiareka Creek crossing to ensure road maintenance service levels are continued for this area.

The formed part of the road serves only the adjoining landowner and there is no current or future intended use for the unformed portion of the road.

The road stopping and sale of land will solve planting encroachment issues that are the responsibility of the adjoining landowner and will save Council maintenance costs of approximately \$20,000 over 40 years.

### DECISION-MAKING EXPECTATIONS

Governance Decision-Making:	Agree that the road can be stopped and approve the road stopping process
Operational Decision-Making:	Carry out the road stopping process, negotiate and undertake the necessary actions for the disposal of the land
Communications	Media Releases – contributed to by officers and Elected Members  Media/public enquiries regarding governance decision-making topics above can be addressed by governance

Media/public enquiries regarding operational decision-making topics above can be addressed by officers

## SUMMARY OF DECISION-MAKING CRITERIA

	No/Moderate/Key		No/Moderate/Key
Policy/Plan	No	Environmental Considerations	No
Legal	Key	Cultural Considerations	No
Significance	No	Social Considerations	No
Financial Criteria	No	Economic Considerations	No
Community Views	No	Community Board Views	No
Consultation	No	Publicity and Communication	No

## BACKGROUND

In 2023, a routine road audit identified plantings on both sides of Elderslie Road. These plantings contravene Council's bylaw and limit Council's ability to carry out routine road maintenance, affecting both service levels and maintenance costs. Council officers met with the adjoining landowner on 4 April 2024 to discuss options. The adjoining landowner has expressed an interest in Council stopping the Road and selling him the land as the preferred solution.

Although part of the land proposed for stopping is formed, it services only the one and same adjoining landowner. There are no plans to form the unformed part of this road, and the road is not required for any current or future public purpose. There is no anticipated demographic, environmental or infrastructural changes that would require retention of the Road. As such, the road stopping has the support of the Network Manager.

Council is authorised to stop a road under the Local Government Act 1974 with a public notification process or under the Public Works Act 1981 with limited notification of affected parties (adjoining owners and other likely users of the Road).

Having regard to the encroachment, that the Road provides no public use, is adjoined by a single landowner, is not a through road and hence leads to a "dead end", and accordingly a functionally useless road, it is recommended that the provisions of Sections 116, 117 and 120(3), Public Works Act 1981 be used, in this instance, for the road stopping procedures.

The adjoining landowner has indicated interest in negotiating the purchase of the land after the Road is stopped. All costs involved for the road stopping process, as well as the purchase negotiation process, will be met as part of the process.

## SUMMARY OF OPTIONS CONSIDERED

- Option 1** – Stop a portion of unformed and formed Elderslie Road, Weston-Ngapara and transfer the land to the adjoining landowner (**Recommended**).
- Option 2** – Do not stop a portion of unformed and formed Elderslie Road, Weston-Ngapara and Council remove the plantings at the adjoining landowner's cost.
- Option 3** – Cease maintenance of Elderslie Road immediately after the Waiareka Creek crossing. The current adjoining landowner will accept maintenance responsibilities of the formed Road at a standard that they determine is acceptable.

### **ASSESSMENT OF PREFERRED OPTION**

Council's Network Manager has assessed that there is no foreseeable use in the network for this portion of road. It can be stopped, disposed of, and amalgamated into a neighbouring title and provides a permanent solution that is agreeable to the adjoining landowner and Council.

The road terminates in the adjoining landowner's property, serving no purpose to another party.

A 500m<sup>2</sup> section of formed road will no longer need to be maintained by Council, presenting maintenance cost savings. The sale of the stopped road will provide a monetary return for Council.

It is recommended that the Chief Executive is delegated the authority to negotiate the disposal of the land to best advantage.

### **CONCLUSION**

There is no foreseeable use for the identified section of Elderslie Road, and the only party affected is the adjoining landowner.

The land currently has encroachments that are the responsibility of the adjoining landowner, and the road stopping is intended to formalise this encroachment and remove future requirement for Council involvement.

This unformed road and 500m<sup>2</sup> length of formed metal road is surplus to Council's requirements and can be stopped and disposed of.

## **ADDITIONAL DECISION-MAKING CONSIDERATIONS**

### **Waitaki District Council Strategic Framework**

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##### **Community Outcomes**

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#### **Financial Considerations**

No negative budgetary impact.

The disposal of stopped road is to be not less than registered valuation plus costs.

The capital received from the sale of the stopped land will be placed in Roading Reserves.

#### **Legal Considerations**

Council will use the Public Works Act 1981 mechanism to complete the road stopping. The final decision requires approval from Land Information New Zealand. Except in certain situations, LINZ does not favour the use of the Public Works Act. Notwithstanding the LINZ stance, Council would need to be satisfied that:

- The road portions are in fact legal road
- There is no public use of the road portions
- Consent is obtained from any other adjoining owners (in this case, there are none)
- The road portions do not lead to any reserve or waterway
- Alternative physical road access exists

- It is virtually inconceivable there could be a complaint (or objection) from the public to the road stopping.

On the basis that the legal criteria can be satisfied, the procedure to stop the road is summarised below:

- Assessment of current market value to be obtained
- Conditional agreement be entered into with the applicant
- Legalisation survey plan be produced defining the portions of the road to be stopped
- Gazette notice to be arranged
- Registration of the Gazette notice be completed
- Settlement made in accordance with agreements.



Attachment 1 Proposed Road Stopping - Eiderside Road



Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

This information is made available in good faith but its accuracy is not guaranteed.  
Waitaki District Council accepts no liability for any error.

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**5        MEETING CLOSE**