

From: [Gabriel Davies](#)
To: [Shane Pearce](#); [Mel Lawless](#)
Cc: [Felicity Sime](#)
Subject: RE: Tunnel Beach
Date: Friday, 4 October 2024 10:33:00 am
Attachments: [image001.png](#)
[image002.jpg](#)

Kia ora Shane,

Thank you to you and Baz for passing this info on.

DCC have confirmed that they have closed and locked the carpark.

Please keep me in the loop with what the plan is for closing, happy to assist.

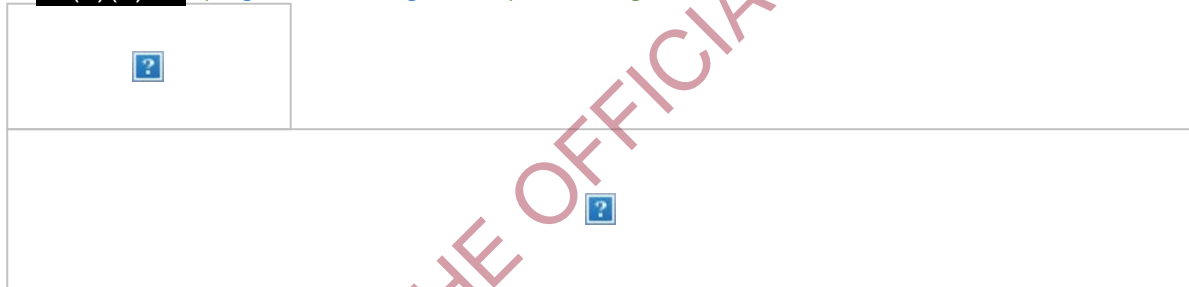
Ngā mihi,

Gabe Davies | Pou Matarautaki - Operations Manager - Coastal Otago

Te Papa Atawhai | Department of Conservation

Ōtepoti Dunedin Office | John Wickliffe House, 265 Princes Street, Dunedin 9016

M: [s9\(2\)\(a\)](#) | E: gadavies@doc.govt.nz | www.doc.govt.nz



Note: I support flexible working and may be sending you this message away from the office or outside normal working hours. Please know I do not expect you to respond outside your working hours.

From: Shane Pearce <SPEARCE@doc.govt.nz>
Sent: Friday, 4 October 2024 9:59 am
To: Melissa Lawless <mlawless@doc.govt.nz>; Gabriel Davies <gadavies@doc.govt.nz>
Cc: Felicity Sime <fsime@doc.govt.nz>
Subject: FW: Tunnel Beach

Hi Team

Baz has been out for a bike ride and come back with these photos, might be a bit of work coming our way.

Will need to get Baz and someone up to put signage up when safe to do so.

Gabe was going to talk to dcc about closing carpark that might reduce some of the people.

Cheers

Shane

From: Barry Atkinson <batkinson@doc.govt.nz>

Sent: Friday, 4 October 2024 9:49 am
To: Shane Pearce <SPEARCE@doc.govt.nz>
Subject: Tunnel Beach

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RELEASED UNDER THE OFFICIAL INFORMATION ACT

From: [Gabriel Davies](#)
Subject: Notification: Tunnel Beach Track Closure
Date: Friday, 4 October 2024 5:20:00 pm
Attachments: [image002.png](#)
[image003.jpg](#)

Kia ora,

This email is to formally notify you that **Tunnel Beach Recreation Reserve is closed, due to multiple slips from the recent extreme weather event**, as per section 53(1)(0) of the Reserves Act 1977.

You are receiving this email notification as your organisation currently holds a concession or permit from the Department of Conservation for an activity at Tunnel Beach Recreation Reserve in Dunedin, Otago.

Please do not visit the site until further notice. The Department will update the website information when the site re-opens for public access.

If you require more details on your concession, please contact Hannah Zwalue at hzwalue@doc.govt.nz

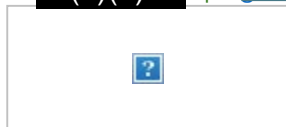
Ngā mihi,

Gabe Davies | Pou Matarautaki - Operations Manager - Coastal Otago

Te Papa Atawhai | Department of Conservation

Ōtepoti Dunedin Office | John Wickliffe House, 265 Princes Street, Dunedin 9016

M: **s9(2)(a)** | E: gadavies@doc.govt.nz | www.doc.govt.nz



Note: I support flexible working and may be sending you this message away from the office or outside normal working hours. Please know I do not expect you to respond outside your working hours.

From: [Aaron Fleming](#)
To: [Gabriel Davies](#)
Subject: RE: Tunnel Beach closure
Date: Friday, 4 October 2024 12:57:41 pm
Attachments: [image003.png](#)
[image004.png](#)
[image005.jpg](#)

I asked Teresa to give you a call to see what messaging we might want out there through the IMT PIM



Aaron Fleming MNZM (ia/he/him)
Kaihautū Matarautaki *Director Operations – Southern South Island*
Te Papa Atawhai *Department of Conservation*
Whakatipu-wai-Māori Office | Queenstown 9348
M: [s9\(2\)\(a\)](#) | E: afleming@doc.govt.nz | W: doc.govt.nz
Kaiawhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

From: Gabriel Davies <gadavies@doc.govt.nz>
Sent: Friday, 4 October 2024 12:50 pm
To: Aaron Fleming <afleming@doc.govt.nz>
Subject: FYI: Tunnel Beach closure

FYI update for Tunnel Beach Closure – sign on Track and Carpark Gate.

Team currently working on communication for Iwi and stakeholders re track closure.

Ngā mihi,

Gabe Davies | Pou Matarautaki - Operations Manager - Coastal Otago
Te Papa Atawhai | Department of Conservation
Ōtepoti Dunedin Office | John Wickliffe House, 265 Princes Street, Dunedin 9016
M: [s9\(2\)\(a\)](#) | E: gadavies@doc.govt.nz | www.doc.govt.nz



Note: I support flexible working and may be sending you this message away from the office or outside normal working hours. Please know I do not expect you to respond outside your working hours.

From: [Gabriel Davies](#)
To: [Aaron Fleming](#)
Subject: RE: Tunnel Beach photos
Date: Friday, 4 October 2024 10:32:00 am
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)

DCC have confirmed that Carpark has been closed and locked

From: Aaron Fleming <afleming@doc.govt.nz>
Sent: Friday, 4 October 2024 10:30 am
To: Gabriel Davies <gadavies@doc.govt.nz>
Subject: RE: Tunnel Beach photos

thanks



Aaron Fleming MNZM (ia/he/him)
Kaihautū Matarautaki *Director Operations – Southern South Island*
Te Papa Atawhai *Department of Conservation*
Whakatipu-wai-Māori Office | Queenstown 9348
M: **s9(2)(a)** | E: afleming@doc.govt.nz | W: doc.govt.nz
Kaiawhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

From: Gabriel Davies <gadavies@doc.govt.nz>
Sent: Friday, 4 October 2024 10:28 am
To: Aaron Fleming <afleming@doc.govt.nz>
Cc: Nicholas Sutcliffe <nsutcliffe@doc.govt.nz>; Melissa Lawless <mlawless@doc.govt.nz>
Subject: FYI: Tunnel Beach photos
Importance: High

Kia ora Aaron,

Update about Tunnel Beach:

When safe to do so, team will be going out to close track.

DCC, who manage carpark, have been contacted and are going to lock the carpark to support our action ASAP.

Ngā mihi,

Gabe Davies | Pou Matarautaki - Operations Manager - Coastal Otago
Te Papa Atawhai | Department of Conservation
Ōtepoti Dunedin Office | John Wickliffe House, 265 Princes Street, Dunedin 9016
M: **s9(2)(a)** | E: gadavies@doc.govt.nz | www.doc.govt.nz



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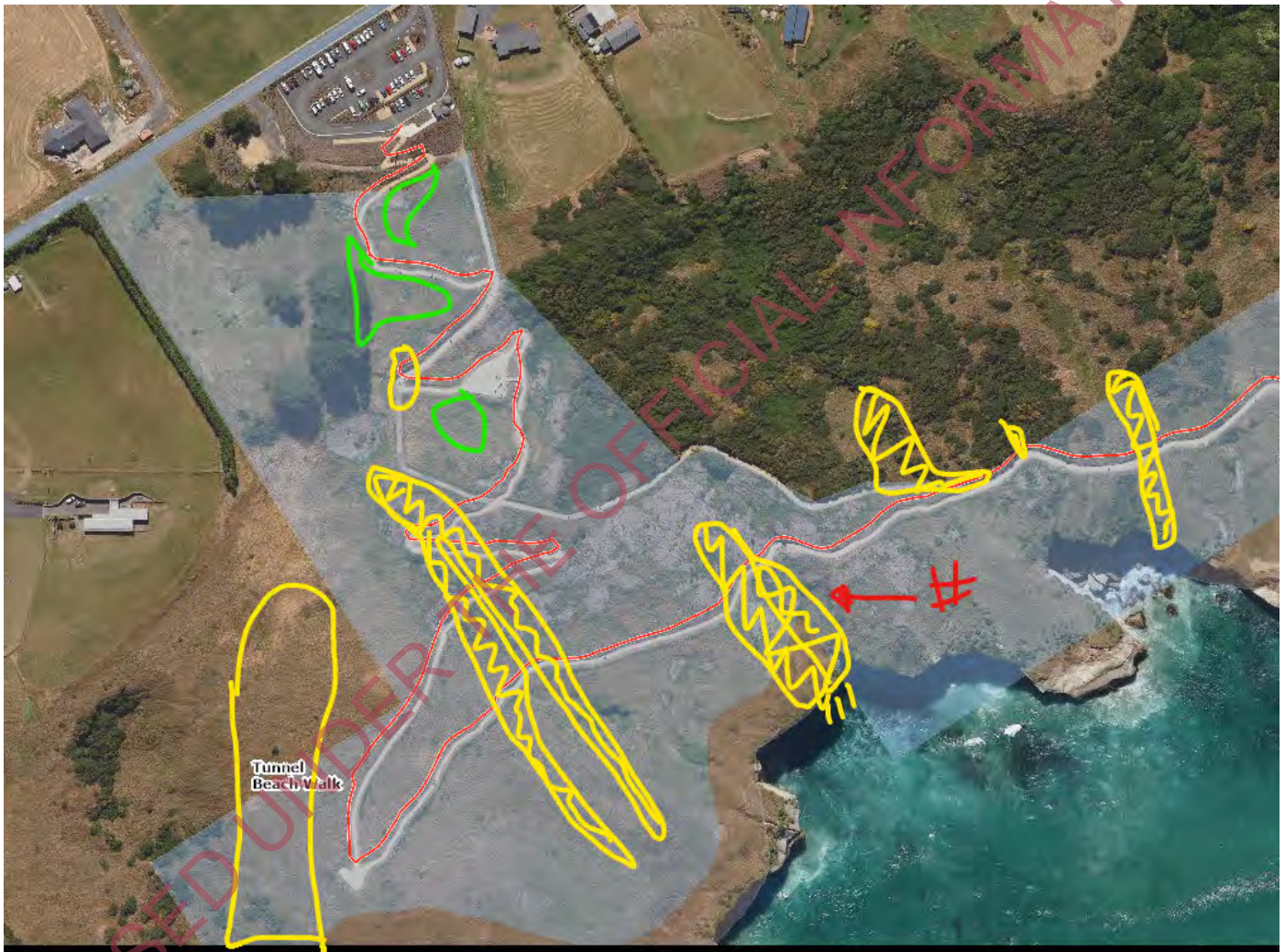
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Teige Sherwood-O'Regan

From: Melissa Lawless
Sent: Wednesday, 9 October 2024 4:59 pm
To: Alan Dallas
Subject: RE: FYA: Confirmation of engineer advice re: Tunnel Beach

Thanks Alan, another concern I probably didn't ask about enough was regarding some of the slips near the bottom that have slid right off the cliff edges, meaning there is not much material below the track to stabilise the slope. Would this be of any greater concern to you?

I have (very amateurly) drawn an estimate of the slides below for scale. Main concern shown by the red arrow.



We had planned to get some of the track planted -starting this Monday, so I am hoping we can get contractors on site to start planting out the areas highlighted in green, as soon as possible 😊

Kā mihi

Mel Lawless

From: Alan Dallas
Sent: Wednesday, 9 October 2024 4:14 pm
To: Melissa Lawless
Subject: RE: FYA: Confirmation of engineer advice re: Tunnel Beach

Hi Mel,

That's good - 4 or 5 days of minimal rain would increase the factor of safety.

If culverts at or near the locations of those gullies where water accumulated were a bit small, perhaps could look at putting bigger ones in - do you think that contributed to pooling? (Contractor might advise later also). Vegetation on slopes is usually a good thing, to bind the soil (increases stability usually) and which limits the speed of surface flow, btw.

Alan Dallas

Engineer CPEng

M: s9(2)(a) | W: www.doc.govt.nz

Matua Mātanga Kaihanga

Department of Conservation - *Te Papa Atawhai*

1 Arthurs Point Road

Queenstown 9371

From: Melissa Lawless <mlawless@doc.govt.nz>

Sent: Wednesday, 9 October 2024 4:01 pm

To: Alan Dallas <adallas@doc.govt.nz>

Subject: FYA: Confirmation of engineer advice re: Tunnel Beach

Kia ora Alan,

I would just like to confirm your advice from our phone call earlier:

- No Geotech required. Allow a minimum of 5 dry days with no significant rainfall for the ground to dry out and stabilise.
- Prioritise re-opening culverts and drainage for any future rainfall.
- Contractor is likely to be working from the outside of the slip inwards, so machine should be on stable ground to reduce risk of any slipping underneath.

My main concern is around contractor and staff safety re: the potential for further slides while removing debris, and ensuring that we are future proofing the site for possible future weather events, so just wanted to check that you feel comfortable with the photos, and do not require a site visit or video content for any further assessment?

Thanks again!

Kā mihi

Mel Lawless (She/her)

Senior Ranger Heritage and Visitor | Kaiwhakahaumaru matua

Coastal Otago District Office | Ōtepoti

Phone: s9(2)(a)

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From: [Melissa Lawless](#)
To: [Mark Beardsley](#)
Subject: FYA: Tunnel Beach closed
Date: Monday, 14 October 2024 12:38:00 pm
Attachments: [image001.png](#)

Kia ora Mark,

Not sure if you are aware or not, but we closed Tunnel Beach Walk on Friday 5th October due to several large landslips caused by the flood event down here in Otago.

It is going to be a lengthy & probably expensive task to get it open again unfortunately – with no expected time of re-opening.

We may need to reinstate the old track for some time while repairs can be carried out, but we haven't yet decided.

We have added an alert to the webpage [Tunnel Beach Walk: Dunedin area. Otago region \(doc.govt.nz\)](#), but I am wondering if we need to temporarily remove it from the short walks page or if you have any other advice?

We are having issues with many people still trying to go down the track, even with the closure signs and tape in place.

I'm not sure if removing it from the webpage will change that might be helpful for people who are planning their trip.

Kā mihi

Mel Lawless (*She/her*)

Senior Ranger Heritage and Visitor | Kaiwhakahaumaru matua

Coastal Otago District Office | Ōtepoti

Phone: s9(2)(a)

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From: [Melissa Lawless](#)
To: [Jonathan Calder](#); [Alan Dallas](#)
Cc: [Gabriel Davies](#)
Subject: RE: FYA: Confirmation of engineer advice re: Tunnel Beach
Date: Friday, 11 October 2024 8:30:00 am
Attachments: [image001.png](#)
[20200924_DCC - Tunnel Beach Carpark - Geotechnical Memorandum.pdf](#)

Kia ora kōrua,

Great news! Thank you.

I just managed to track down the geotechnical report (attached FYI) for the carpark from Nick as well.

I'm no geologist but it is suggesting 2.5 – 4m (in the flatter areas at the top) stiff loess silt on top of basalt which sits on top of the sandstone, so likely it just got over saturated and as you say, is localised surface material

Thanks again, much appreciated.

Kā mihi

Mel Lawless (*She/her*)

Senior Ranger Heritage and Visitor | Kaiwhakahaumaru matua

Coastal Otago District Office | Ōtepoti

Phone: s9(2)(a)

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From: Jonathan Calder

Sent: Thursday, 10 October 2024 11:32 am

To: Gabriel Davies ; Melissa Lawless ; Alan Dallas

Subject: FW: FYA: Confirmation of engineer advice re: Tunnel Beach

Hi Gabe – Alan and I have reviewed the photos of Tunnel Beach provided by your staff. We're happy to run with Alan's original advice, summarised by Melissa in the email below, without visiting the site. The slips all appear to be localised and in surface material only i.e. there's no evidence of large-scale land instability. A digger operator should be able to clear debris from the existing track surface, applying standard operating precautions for this type of work.

Regards,

Jono Calder

Engineering Manager - *Pou Matua Mītanga Kaihanga*

Department of Conservation - *Te Papa Atawhai*

DDI: s9(2)(a) | M: s9(2)(a) | VPN: s9(2)(a)

West Coast Tai Poutini Conservancy

Private Bag 701, Hokitika 7842

10 Sewell Street, Hokitika 7810

Conservation for prosperity *Tiakina te taiao, kia puawai*

www.doc.govt.nz

From: Melissa Lawless <mlawless@doc.govt.nz>

Sent: Wednesday, 9 October 2024 4:01 pm

To: Alan Dallas <adallas@doc.govt.nz>

Subject: FYA: Confirmation of engineer advice re: Tunnel Beach

Kia ora Alan,

I would just like to confirm your advice from our phone call earlier:

- No Geotech required. Allow a minimum of 5 dry days with no significant rainfall for the ground to dry out and stabilise.
- Prioritise re-opening culverts and drainage for any future rainfall.
- Contractor is likely to be working from the outside of the slip inwards, so machine should be on stable ground to reduce risk of any slipping underneath.

My main concern is around contractor and staff safety re: the potential for further slides while removing debris, and ensuring that we are future proofing the site for possible future weather events, so just wanted to check that you feel comfortable with the photos, and do not require a site visit or video content for any further assessment?

Thanks again!

Kā mihi

Mel Lawless (*She/her*)

Senior Ranger Heritage and Visitor | Kaiwhakahaumarū matua

Coastal Otago District Office | Ōtepoti

Phone: s9(2)(a)

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Teige Sherwood-O'Regan

From: Alan Dallas
Sent: Friday, 25 October 2024 2:08 pm
To: Felicity Sime
Cc: Melissa Lawless; Shane Pearce
Subject: RE: Request for Further Advice on Tunnel Beach Slips – 3 Additional Areas Identified with Contractor on Site

Follow Up Flag: Follow up
Flag Status: Completed

Hi Felicity & co,

My only further suggestion would focus on restoration by planting. I think you can proceed to restore the tracks as previously indicated – you were unlucky with those rains (and the site hasn't suffered too much over the 15 years preceding, due to similar slips?).

Certain plants soak up more groundwater than others and, besides reinstating the tracks and drains, we could put some effort into replanting with species you would like to see here. Are any in the table below a good fit, ecologically speaking?

Your other option could be to hire an engineering geologist or geotechnical engineer. If you had to simplify the track arrangements, maybe you could take out a section or two, but I expect a Geotech professional should give us that steer (if we're to take that more-drastic step).

In short, I think we should monitor stability after we replant.

Vegetation management

Landslides create areas of freshly disturbed soil and high light, providing ideal environments for the establishment of weed species that pose a threat to valuable native ecosystems and gardens. To manage this, it is critical to maintain control of pest plants. This is important to protect surrounding ecosystems from weed invasion and to allow any natural reestablishment of native species from existing native forest. If you want to establish vegetation from planting, it is necessary to prevent competition and smothering by invasive species.

Replanting

There are two ways that revegetation of landslides can occur – natural regeneration and planting. These often occur in tandem. In all circumstances, the management of weeds that can smother vegetation is recommended.

The cliff-top planting guide in the link below gives some good ideas for species that are normally well suited to landslide remediation. In general, the environmental conditions for landslides are quite similar to cliff tops, so species that work well on cliffs tend to work well on landslides. The ecosystem and environmental conditions vary across the region, and these should be taken into consideration when selecting species for planting while prioritising stabilisation. Ecosourced plants are important to ensure they are locally adapted.

Plant suggestions for landslide stabilisation

Māori name	Botanical name	Spacing	Notes
karamū	<i>Coprosma robusta</i>	1m	Disperse across the site to promote good canopy coverage
koromiko	<i>Hebe</i> sp.	1m	Disperse across the site to promote good canopy coverage. Make sure you have the right species for your ecological district (check Tiaki Tāmaki Makaurau website).
māhoe	<i>Melicytus ramiflorus</i>	1m	Disperse across the site to promote good canopy coverage
mānuka	<i>Leptospermum scoparium</i>	1m	Disperse across the site to promote good canopy coverage
pōhuehue	<i>Muehlenbeckia complexa</i>	0.5m	Plant up to cliff edge where it is safe. Provides ground cover, reduces weed species and protects from rainfall erosion.
tī kōuka	<i>Cordyline australis</i>	1m	Requires some protection when young.

Alan Dallas
Engineer BE(Civ.) BSc(Earth Sci.) CPEng(Struct.)
M: s9(2)(a) W: www.doc.govt.nz

Matua Mātanga Kaihanga
Department of Conservation - Te Papa Atawhai

1 Arthurs Point Road
Queenstown 9371

From: Felicity Sime
Sent: Thursday, 24 October 2024 2:53 pm
To: Jonathan Calder ; Alan Dallas
Cc: Melissa Lawless ; Shane Pearce
Subject: Request for Further Advice on Tunnel Beach Slips – 3 Additional Areas Identified with Contractor on Site

Kia ora

Request for Further Advice on Tunnel Beach Slips – 3 Additional Areas Identified with Contractor on Site

Our contractor identified 3 few more problem areas on Tunnel Beach Walkway that he was not comfortable working with, without advice/options/assurance from an engineer.

I have added links to photos for the sections further down the email.

There have been additional land movement on the track and there are problems waiting to happen if they are not addressed. As a ranger, I do not have the expertise to be able to assess land movement/provide solutions on how to address these. i.e. leave as is and wait to see what happens, retaining walls, realigning the track etc.

To repair this section of the track, we require some formal advice as to:

1. The ongoing risk of further land movement and impact on track
2. What to do:
 - a. Watch and wait to see what happens
 - Would watching and waiting for next damage result in more significant damage which is harder/costlier to fix?
 - Do we need to install warning signs telling people not to stop here (like they do for the avalanche zones) and be cautious in wet conditions – noting this is a short stop traveller track
 - b. What actions to take if risk level not acceptable i.e.
 - i. Install retaining
 - ii. Realign track
 - iii. Walk away from this section of track and use the old section of track – noting the gradient of the old track exceeds short stop traveller and there was a reason from walking away from this section in the first place
 - iv. Other options a ranger doesn't have the knowledge/experience to consider....

Note: Areas 1 and 2 areas were not identified in the initial photos and report.





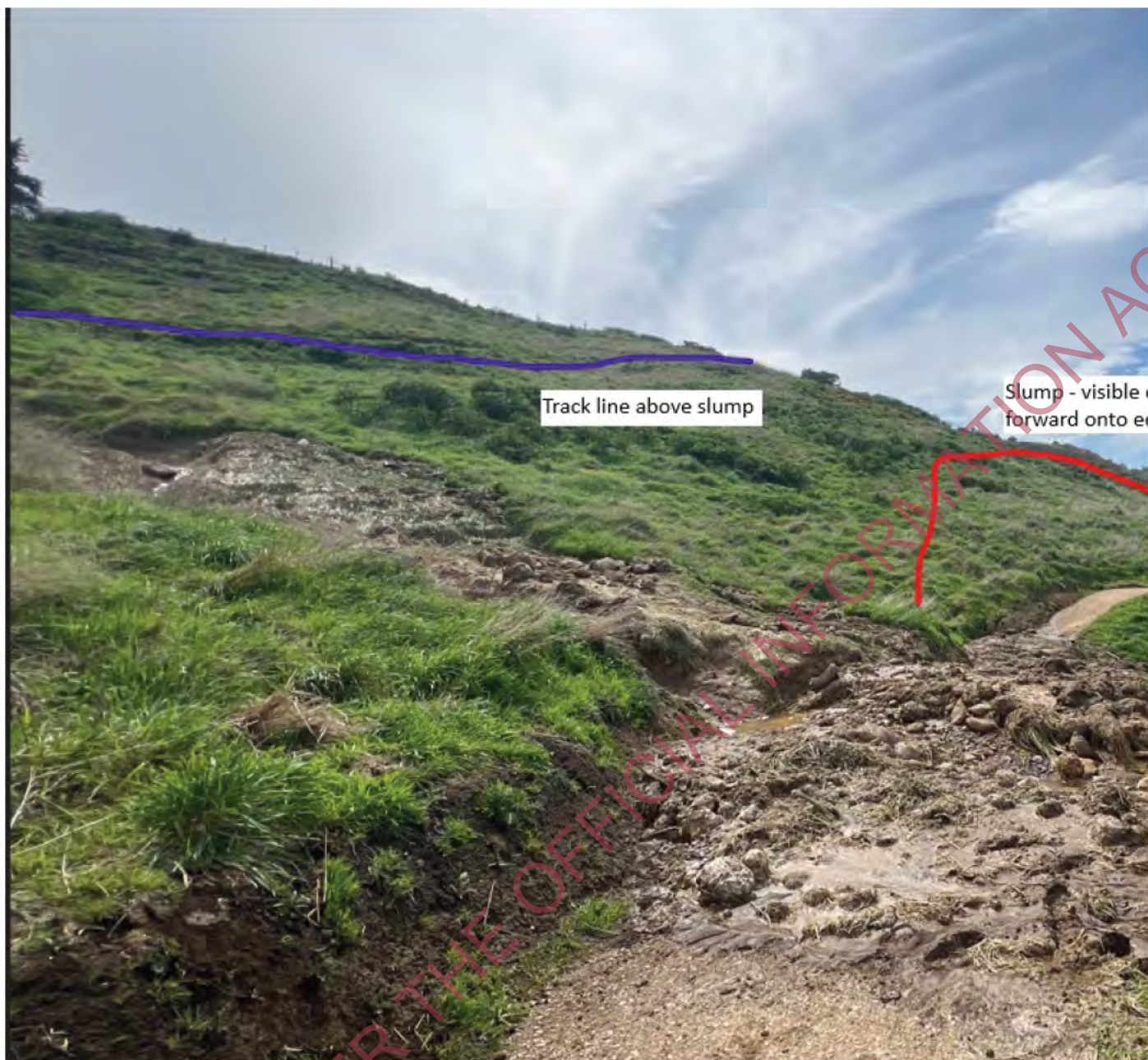
Areas of Concern

1. Slump above track

Photos: ☐ [1. Slump above track](#)

Large section of slump above track – visible crack in the earth above the track and the toe of the bank has slipped forward onto the edge of the track. It has not slipped/let go properly yet.

- Will the earth keep moving now that it has already slumped?
- Do we do nothing and hope it doesn't slip?
- Retain while just a slump and not a gaping hole in the side of the hill?
- Note there is a track switchback above this area



2. Slip Below Track

Photos: ☐ [2. Slip Seaward Side of Track](#)

Approx 30m wide slip, 5m from the edge of the track on the seaward side (i.e. below the track). We haven't had any more rain since to be able to observe any further movement.

- Will this area continue to slip?
- Do we do nothing and wait to see what happens and deal with it if/when the track goes?
- Do we need to install warning signs advising people not to stop in this area and take due care in rain as likely to slip again. Noting that it is a short stop traveller track.
- Do we push the track alignment back up the hill? Would this only buy the track time as the rest of the slope is likely to be vulnerable to the same situation? I also don't know the feasibility of this as I would assume they chose this line for a reason.
- Do we walk away from this track alignment and use the old track section – see first map above for old track section I am referring to

Red line = track / contractor standing on the track



3. A slip and slump on the seaward edge of the track:

Photos: ☐ [3. Slip and Slump](#)

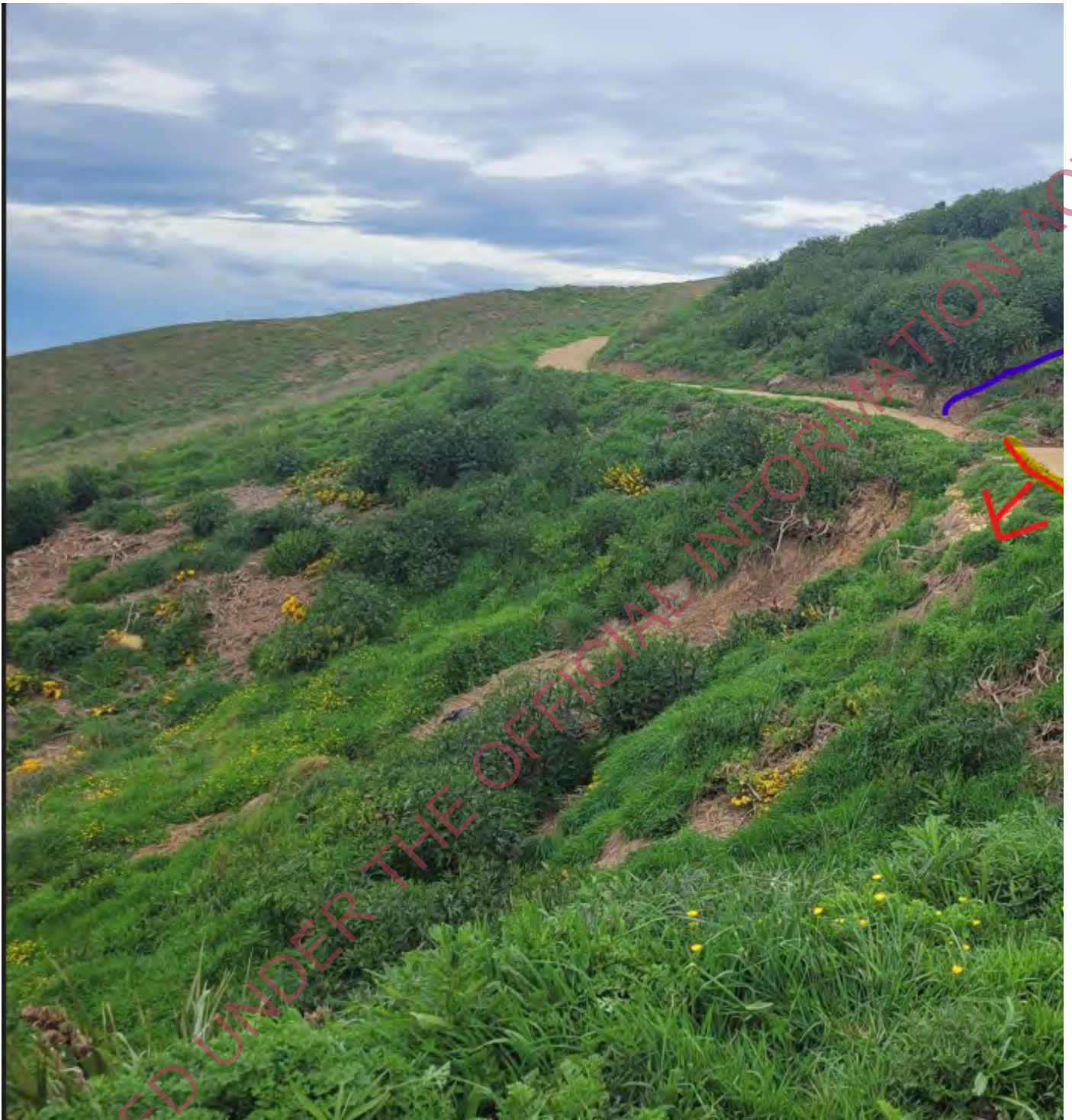
Slip A slip above the track.

Options:

- Clear the debris and wait until next slip to clean up again?
- Do we install some form of retaining?
- The original contractors had left steep batters along the whole length of the track which were always going to be a problem but this section will be tricky to do anything about to reduce angle of batter

Slump: The land has slumped right on the edge of the track, there is no lee way to lose more land here. The land is quite steep here and pushing the track inwards would require a fair bit of earth moving if even feasible.

- If there is more land movement here, we will lose this section of track.
- Do we just wait and see what happens OR do we look to realign track away from edge OR some form of retaining? I would assume that retaining would be difficult and expensive and to be avoided if possible?
- Realigning the track will also pose a challenge so no easy solution
- If we wait and see what happens do, we need to install signs warning people not to stop here and be cautious in rain. Noting again this is a short stop traveller track.



Nga mihi
Felicity

Felicity Sime

Ranger Heritage and Visitors | Kaitiaki Ao Hākinakina/ Ao Tuku Iho
Dunedin | Ōtepoti
Phone: s9(2)(a)

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SSI Updates for Minister's Weekly Status Report

Week commencing 21 October 2024

FOR MINISTER OF CONSERVATION ONLY

3 Updates

3.1 Southern South Island: 4 October Flooding Event

- This item updates you on damage caused to the Department's infrastructure from the 4 October 2024 heavy rain event that caused a State of Emergency for Dunedin City and Clutha districts.

The impacts:

- out of scope [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Estimated costs:

- The Tunnel Beach Short Walk (200,000 visitors/year), near Dunedin, suffered the worst damage with 10 large slips, and an initial estimate of \$150,000 to reinstate the track.
- This site was in the final stages of an upgrade which involved a significant track realignment and the development of a new car park (undamaged).
- out of scope [REDACTED]

[REDACTED]

Next steps

- Tunnel Beach will be assessed by specialist staff to advise on the method and budget required for remediation.

Contact: Aaron Fleming, Director Operations Southern South Island: s9(2)(a)

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From: [Melissa Lawless](#)
To: [Teresa Murphy](#)
Cc: [Gabriel Davies](#)
Subject: RE: ODT | Tunnel Beach
Date: Tuesday, 29 October 2024 12:07:00 pm
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

That sounds great, thanks so much Teresa.

Kā mihi

Mel Lawless (She/her)

Senior Ranger Heritage and Visitor | Kaiwhakahaumaru matua

Coastal Otago District Office | Ōtepoti

Phone: s9(2)(a)

www.doc.govt.nz



From: Teresa Murphy
Sent: Tuesday, 29 October 2024 12:02 pm
To: Melissa Lawless
Cc: Gabriel Davies
Subject: FW: ODT | Tunnel Beach

How does this sound?

Proposed response

Attributed to (Aaron or Gabe)

After about 10 large slips early this month, Tunnel Beach in Dunedin was closed. When will the department re-open the Tunnel Beach track? What work has been done? What work still needs to be done? Any other comment?

The Tunnel Beach carpark and track remain closed, and we are yet to confirm an estimated time of reopening Tunnel Beach.

Managing visitor safety is DOC's paramount concern. Tunnel Beach Short Walk attracts 200,000 visitors/year. We understand the closure of a popular track is frustrating and we appreciate people's patience as we work hard to reinstate this track.

We are currently seeking geotechnical engineering advice about re-stabilising areas of slumping before work begins. Once these details are finalised, we will have a better idea of the best method of remediation, the budget requirement, and the timeline.

From: Melissa Lawless <mlawless@doc.govt.nz>

Sent: Tuesday, 29 October 2024 10:30 am

To: Teresa Murphy <tmurphy@doc.govt.nz>

Cc: Gabriel Davies <gadavies@doc.govt.nz>

Subject: RE: ODT | Tunnel Beach

Mōrena Teresa,

Yes, absolutely. The highlighted sections are still accurate. I have provided more details below FYI but happy for you to keep it high level.

The carpark & track remain closed, and we are still yet to confirm an estimated time of reopening for Tunnel Beach.

Work to date:

No track clearing / remediation has occurred yet. This is our highest priority site but is complex in nature. Managing visitor safety is paramount, as well as understanding what funding we have available. The District are looking at alternative solutions to get the track reopened, such as re-opening it in stages and/or utilising sections of the old track but are restricted by track standards and resource consent conditions.

- The District have had our preferred contractor on site to assess the damage and provide a quote for remedial work. We are still awaiting the quote & the contractor has expressed that he does not feel comfortable commencing any track remediation until a geotechnical engineer can provide advice regarding re-stabilising specified areas of slumping. We are currently working through this with internal engineers and hope to have a better estimation of time once we have worked through these details and received the quote.
- In the meantime, planting is continuing around the section of track between the carpark and first viewpoint, regular maintenance is occurring where possible and work is still progressing to get the interpretation panels, cultural markers and furniture fabricated, ready for install.

Please let me know if you require any more information.

Kā mihi

Mel Lawless

From: Teresa Murphy <tmurphy@doc.govt.nz>

Sent: Tuesday, 29 October 2024 10:03 am

To: Melissa Lawless <mlawless@doc.govt.nz>

Cc: Gabriel Davies <gadavies@doc.govt.nz>

Subject: FW: ODT | Tunnel Beach

Hi Mel,

Are you able to help support this response today?

Thanks,

Teresa

From: Aaron Fleming <afleming@doc.govt.nz>

Sent: Tuesday, 29 October 2024 9:51 am

To: Teresa Murphy <tmurphy@doc.govt.nz>

Subject: RE: ODT | Tunnel Beach

Yup, and work with Mel Lawless she might have more context to add



Aaron Fleming MNZM (ia/he/him)

Kaihautū Matarautaki Director Operations – Southern South Island

Te Papa Atawhai Department of Conservation

Whakatipu-wai-Māori Office | Queenstown 9348

M: **s9(2)(a)** | E: afleming@doc.govt.nz | W: doc.govt.nz

Kaiawhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

From: Teresa Murphy <tmurphy@doc.govt.nz>

Sent: Tuesday, 29 October 2024 9:43 am

To: Gabriel Davies <gadavies@doc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>

Cc: SSI Operations Support <ssiopssupport@doc.govt.nz>

Subject: RE: ODT | Tunnel Beach

Hi [@Aaron Fleming](#)

We have a media query about Tunnel Beach. I see Gabe is out in the field today – and in the

meantime my Team lead has sent me the following snip from the Status Report. If Gabe is unavailable, are you happy to have a response attributed to you if I draft it using the highlighted points as a framework? Thanks, T

This was in Friday's status update:

Southern South Island: 4 October Flooding Event

This item updates you on damage caused to DOC's infrastructure from the 4 October 2024 heavy rain event that caused a State of Emergency for Dunedin city and Clutha districts.

The impacts

The weather's primary impact was on the coastal areas, with minimal damage recorded to inland districts.

Key visitor sites have now been assessed by DOC staff, with further damage expected to be identified as staff (and public) get to all sites.

Damage has been recorded at 12 sites with three tracks and one road now closed to the public (dates for re-opening these sites are currently unknown).

Estimated costs

The Tunnel Beach Short Walk (200,000 visitors/year) near Dunedin suffered the worst damage with 10 large slips, and an initial estimate of \$150,000 to repair the track.

This site was in the final stages of an upgrade which involved a significant track realignment and the development of a new car park (undamaged).

Once an engineer has been able to assess the damage at Tunnel Beach there will be better understanding of the remedial cost.

An application to National Reactive Capex Fund will be made to seek funding to cover the cost of the work.

If funding from this pool is not available, options to re-prioritise existing budgets from another visitor experience will be considered.

The other 11 sites suffered minor damage with repair costs estimated at under \$5,000/site.

Next steps

Tunnel Beach will be assessed by specialist staff to advise on the method and budget required for remediation.

Contact: Aaron Fleming, Director Operations Southern South Island, Ph 027 591 0549

From: Teresa Murphy

Sent: Tuesday, 29 October 2024 9:35 am

To: Gabriel Davies <gadavies@doc.govt.nz>

Cc: SSI Operations Support <ssiopssupport@doc.govt.nz>

Subject: FW: ODT | Tunnel Beach

Hi Gabe,

We have a media query below about Tunnel Beach reopening, the reporter is hoping for a response by 3pm.

Do you have capacity to pick this up today?

Cheers,

Teresa


From: s9(2)(a) <s9(2)(a)>

Sent: Tuesday, 29 October 2024 9:24:16 am (UTC+12:00) Auckland, Wellington

To: Media <Media@doc.govt.nz>

Subject: ODT | Tunnel Beach

out of scope



Kind regards,

s9(2)(a)

--

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s9(2)(a)

| Otago Daily Times



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Date: 05 December 2024

To: Gabe Davies – Operations Manager, Coastal Otago

CC: Mel Lawless – Senior Ranger, Coastal Otago
David Agnew – Regional Planning and Performance Manager, SSI
Megan Baxter – Regional Planning and Performance Manager, ESI

From: Gary Edwards

Subject: Tunnel Beach Repairs Reactive (2024)

Stormwater considerations for repairs at Tunnel Beach after October 2024 slips

Overview

On 28/11/2024 David Agnew (Regional Planning and Performance manager, SSI) to myself and Nancy R (future new Dunedin based works officer) to Tunnel Beach to inspect some of the damage resulting from land slips from the October 2024 storm event. This site visit is in preparation for a handover of the project to the SSI Regional Planning and Performance team to repair damage to the track.

As a result of the site visit, it was noticed that there was stormwater infrastructure installed as part of the public carpark above the track, but it was uncertain on how runoff was dispersed away from the site. On further (desktop) investigations, the civil design of the carpark and track specifications were requested from Nick Sutcliffe (Senior Visitor Safety Advisor), as references and this is what was found:

- The civil carpark design ([DOC-7829343](#)) shows the stormwater drainage design covering the whole of the carpark, picking up stormwater surface flow from various points across the site and directing it to a single stormwater junction pit just below side access ramp (Figure 1- Circled **YELLOW** and Figure 2 – site visit photo). The pipe size to/from this junction pit is DN300 (Ø300mm).
- In addition, a short section of road above the carpark, about 50m long, has its stormwater directed into the carpark drainage system with kerb and guttering installed along the southern side and a drainage sump located at the southwestern end (Figure 1 – Circled **RED**). The pipe size from the road is DN250 (Ø250mm).
- All stormwater runoff from the carpark area is directed and concentrated into the existing overland flowpath / drainage line (Figure 3) at the site from an outlet and headwall (Figure 1 – Circled **BLUE**) about 40m south of the carpark, west of the new track.
- The alignment of the new track either crosses or is placed close to this existing overland flowpath at three locations (Figure 4).
- The Tunnel Beach Tech Spec for Tender ([DOC-7329939](#)) outlines the drainage requirements for the project including the placement culverts as indicated on the Landscape Plan ([DOC-7356456](#)) based on a typical detail for a culvert (Figure 4), but it appears the design was for only to drain track water tables through a Ø500mm polyethylene twin-walled culvert under the track.

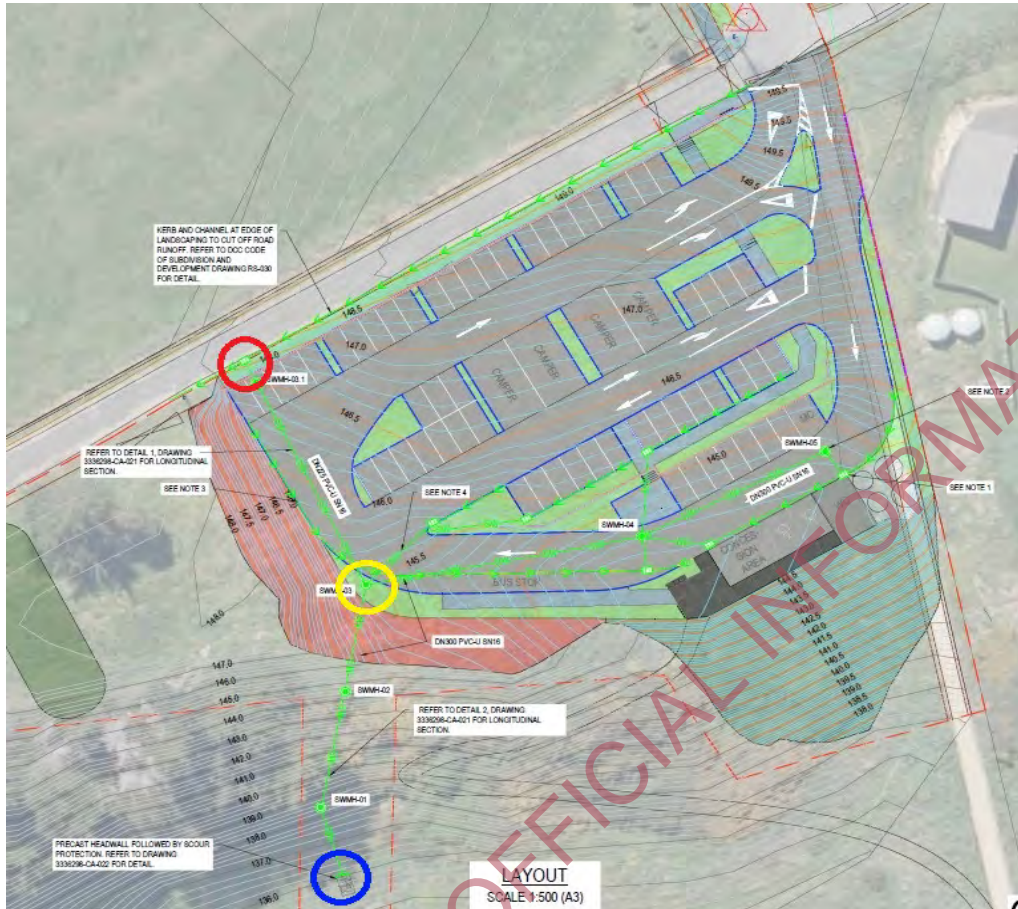


Figure 1: Civil design for stormwater at Tunnel Beach Carpark



Figure 2: Stormwater junction pit below carpark

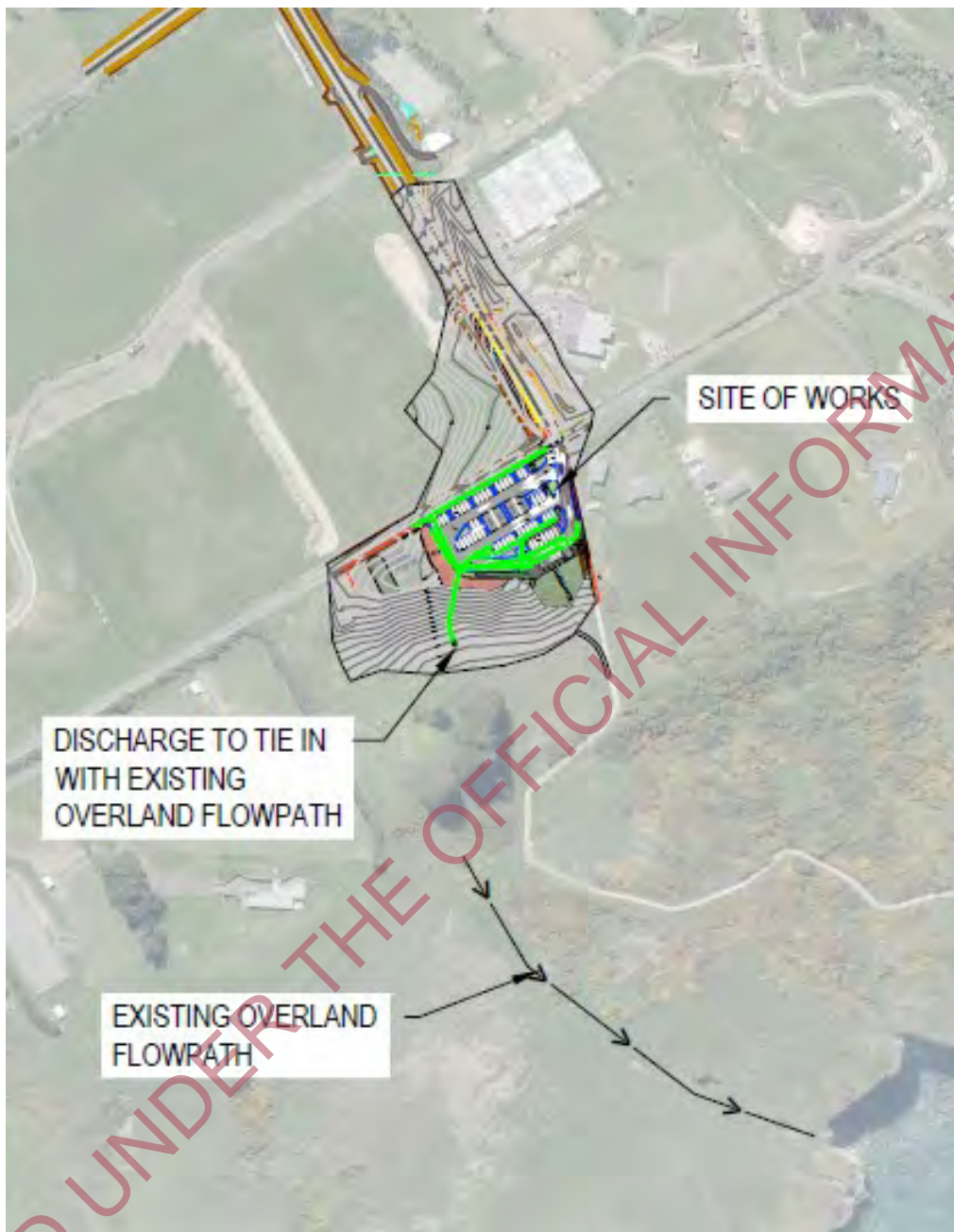


Figure 3: Location of existing overland flowpath where any excess stormwater drainage would be directed towards.



Figure 4: Existing overland flowpath reference on aerial image of new track.

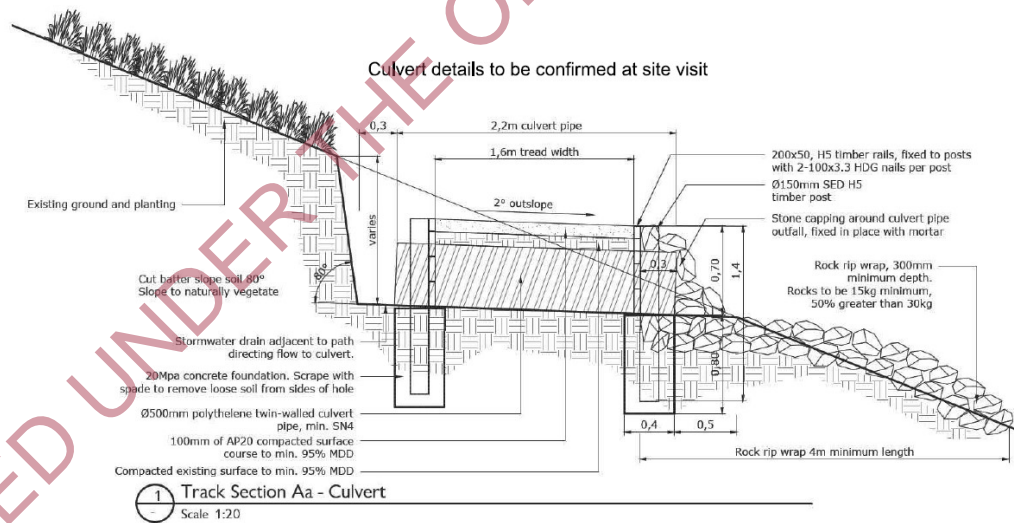


Figure 5: Typical track cross-section for culvert installation

Considerations

Based on these observations, the following may need to be investigated and/or considered prior to the repairs of the track commencing:

- Was there a hydraulic design for the carpark stormwater and did it consider a 1 in 100-year storm event?
- Did the proposed new track design and alignment cater for the potential of additional overland stormwater flow from the carpark?
- Do the track repairs / rebuild need to consider:
 - o More resilient drainage solutions where crossing the existing overland flowpath, or
 - o Look at alternate options at crossing this area?

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From: [Meg Embleton-Muir](#)
To: [Gabriel Davies](#)
Subject: Governance group for Tunnel Beach
Date: Friday, 31 January 2025 4:03:00 pm
Attachments: [image001.png](#)

Hi Gabe

Just quick note in case I forget to mention this –

I raised the proposed learning team process for Tunnel Beach capital and reactive projects in my MOR today. Lynnell asked if the governance group for the project is active or needs to be reactivated. I didn't think to test that when you and I caught up – her view is that group is the right place to be testing for and addressing risks like getting the right resource from works officer perspective. I'm not sure the project has had a functioning governance group in the last little while so might be timely to reactive if not, and tackle bunch of the current issues there.

Keen to chat briefly on this when you get a minute next week.

Cheers

Meg

Meg Embleton-Muir (she/her)

Senior Visitor Advisor – Southern South Island | Kaitohu Matua ā Manuhiri

Department of Conservation | Te Papa Atawhai

s9(2)(a)



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- HT ensure remediation is sustainable and affordable
 - HT futureproof for future weather events

- HT ensure funding is available
 - HT ensure track is meeting standards for predominant visitor group
 - HT ensure issues from initial DBC are being address (or does this need to be re-assessed?)
- HT ensure all projects are successfully completed (i.e procurement process, incl capitalisations & closure report)
- HT record learnings for future projects
- HT continue to manage closures (status quo or change closure arrangement with DCC)
 - HT manage reputational risk (DCC & DOC) while track remains closed
 - Public & neighbours

Summary:

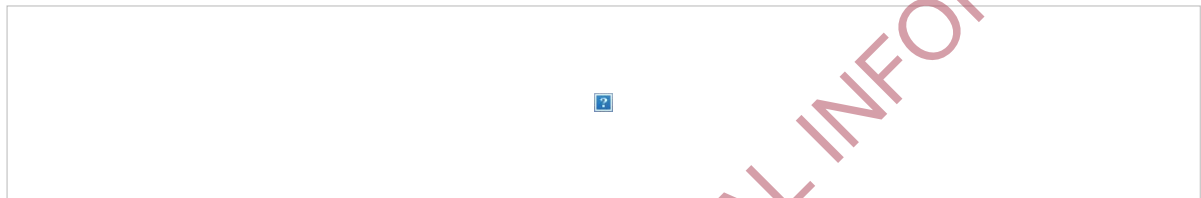
Uncompleted capital project with weather event and damage requiring reassessment

Need for a clear understanding of timeframe for project completion and appropriate PPM

The current project is at risk of failure.

Ngā mihi,

Gabe Davies | Pou Matarautaki - Operations Manager - Coastal Otago
Te Papa Atawhai | Department of Conservation
Ōtēpoti Dunedin Office | John Wickliffe House, 265 Princes Street, Dunedin 9016
M: **S9(2)(a)** E: gadavies@doc.govt.nz | www.doc.govt.nz



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Update: the question about what sort of works officer is required has kinda got skirted around and it currently remains with the district office works officer new to DOC. AMU have offered some phone-a-friend support and Aaron has asked that Anthony Clegg joins the governance group. Aaron has delegated the governance group chair to Gabe and has asked that I be included on the governance group. That is different to what you and I originally discussed, which was you supporting for a period of time to get them back on track. Are you happy for me to accept that task? I'm happy to, but might draw on you a bit to support the national approach piece. Also happy if you would prefer to be on Governance at the start to get things sorted, then I could step in post-secondment. I'm happy either way, testing your views.

From: Meg Embleton-Muir
Sent: Monday, 17 March 2025 9:01 am
To: Lynnell Greer <lgreer@doc.govt.nz>
Subject: RE: FYI - Tunnel Beach Context and Breakdown

Aaron sent a note to Shan after he caught up with Gabe, asking for a rethink on the resources assigned. Shan came back recommending the existing plan (for a new regional works officer to lead, supported by a few from his team) – in response.

Aaron and Gabe hadn't shared the quantifiable scale of the issue (the email I sent you) with Shan which I pushed again and they've done that now. They've asked Shan how Tunnel Beach with those quantifiables stacks up against other AMU priorities (or not – the view is if it doesn't stack up, that's fair enough – but the guess is it probably does stack up against other AMU priorities). We're standing by for response from Shan, you might have the opportunity to hear something in your travels before we do.

From: Lynnell Greer <lgreer@doc.govt.nz>
Sent: Friday, 14 March 2025 8:29 pm
To: Meg Embleton-Muir <memuir@doc.govt.nz>
Subject: RE: FYI - Tunnel Beach Context and Breakdown

Thanks – How did Gabriel's meeting with Aaron go?

From: Meg Embleton-Muir <memuir@doc.govt.nz>
Sent: Friday, 14 March 2025 1:37 pm
To: Lynnell Greer <lgreer@doc.govt.nz>
Subject: Fw: FYI - Tunnel Beach Context and Breakdown

Context dump FYI to give scale of Tunnel Beach project to date

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From: Gabriel Davies <gadavies@doc.govt.nz>
Sent: Friday, March 14, 2025 11:58:17 am
To: Meg Embleton-Muir <memuir@doc.govt.nz>
Subject: FYI - Tunnel Beach Context and Breakdown

Kia ora Meg,

As discussed today, please see below an overview and breakdown of the Tunnel Beach context.

TUNNEL BEACH - Painting the picture:

out of scope

- [illegible]

Key factors:

The approval of this project was based on partnership contributions from DCC & MBIE.

- Neighbours – Resource consent conditions to be met. Ongoing neighbour relation management.
- Cultural Investment for interpretation – partnered with mana whenua
- Visitor numbers: ~200,000 visitors / year – approximately 70% international 30% local
- (NZ) based on 23/24 Summer Ranger data, but my guess is percentage of international visitors is trending upwards.
- Project was approved while Coastal Otago was part of ESI & pre-SAP. Difficulty tracking expenses pre-2022. DFA transferred to SSI in Sept 2024 but no formal handover.
- Decision by Maurice not to undertake independent Geotech survey before track construction despite concerns raised by Nick & Shay. Geotech report completed by Beca for DCC for carpark.
- Issues with track battering were identified after contract sign off – unknown whether this had any impact on flood damage.

Overall, where we are at currently?

Capital project:

- Track realignment was completed Dec 2023 (has been capitalised)
- Right of way was repaired in Feb 2024 after being damaged by contractors during track construction (not planned work – MAF completed)
- Furniture & tohu whenua – materials ordered, ready to be fabricated – awaiting final artwork from Aukaha
- Signage – orientation panel in final draft with creative services – awaiting feedback from Aukaha
- Interpretation – content in final draft – consultants finalising design elements
- Planting – only screening plants in first section before Nest 1 completed – awaiting Geotechnical advice – remaining screening plants needed to meet resource consent obligations – plants ordered - contract variation to be completed.
- Pā harakeke – plants to be translocated by s9(2)(a) team from peninsula (or internal) – to follow tikaka. Interp to be included on Nest 1 sign. Additional fabrication of metal numbers from SiteWeld.

Reactive capital / remedial project:

- Request for quotes for geotechnical reports have been sent
- Geotechnical work to commence mid- April – reports expected Mid-May
- Decision will be required whether to remediate new track alignment or look at alternative options. **Clear timeline unknown currently.**

IVL funded work:

- Plants and sandbags to be ordered – planted Winter 2026.
- Plan still tbc to fix driveway near 50 Tunnel Beach Road

Critical Issues:

- HT ensure remediation is sustainable and affordable
 - HT futureproof for future weather events
 - HT ensure funding is available
 - HT ensure track is meeting standards for predominant visitor group
 - HT ensure issues from initial DBC are being address (or does this need to be re-assessed?)
- HT ensure all projects are successfully completed (i.e procurement process, incl capitalisations & closure report)
- HT record learnings for future projects
- HT continue to manage closures (status quo or change closure arrangement with DCC)
 - HT manage reputational risk (DCC & DOC) while track remains closed
 - Public & neighbours

Summary:

Uncompleted capital project with weather event and damage requiring reassessment

Need for a clear understanding of timeframe for project completion and appropriate PPM

The current project is at risk of failure.

Nga mihi,

Gabe Davies | Pou Matarautaki - Operations Manager - Coastal Otago

Te Papa Atawhai | Department of Conservation

Ōtepoti Dunedin Office | John Wickliffe House, 265 Princes Street, Dunedin 9016

M: s9(2)(a) | E: gadavies@doc.govt.nz | www.doc.govt.nz

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From: [Meg Embleton-Muir](#)
To: [Claire Healing](#)
Subject: RE: Policy school preso- follow up email
Date: Tuesday, 1 April 2025 8:55:00 am

Hi Claire

Here's what I can rustle up in a hour this morning. Hope that helps. I can look for photos later on today.

Cheers

Meg

Tunnel beach – will forward you a separate email on the co-investments etc. Seeing your email right now about Cath Cove equivalent, I think you're better to use the SSI Flood Recovery Programme. Tunnel Beach response isn't really progressing as you'll see below in related email coming to you.

- What was the damage and when did it happen, any costs, impacts on community

Tunnel Beach is one of the region's most popular walks, receiving around 200,000 visitors a year (70% international 30% local).

Tunnel Beach was/is in the process of undergoing a significant capital upgrade with new track alignment, car park, and cultural interpretation. The project was a partnership between DOC, Ngai Tahu runaka and Dunedin City Council aimed at improving the visitor experience and managing visitor impacts.

During spring storms in Dunedin last year, record-breaking high intensity rainfall caused landslips at the newly-opened site resulting in closure of the DOC track and the DCC car park and access road. Visitor and neighbour frustration is growing about the closure.

The fact the weather event impacted an active/incomplete capital project has made it slightly more complex, as reactive and planned opex overlap. I haven't seen reinstatement costs yet, but at this stage but I'd estimate low \$000,000s.

- What are we doing now?/What's been done

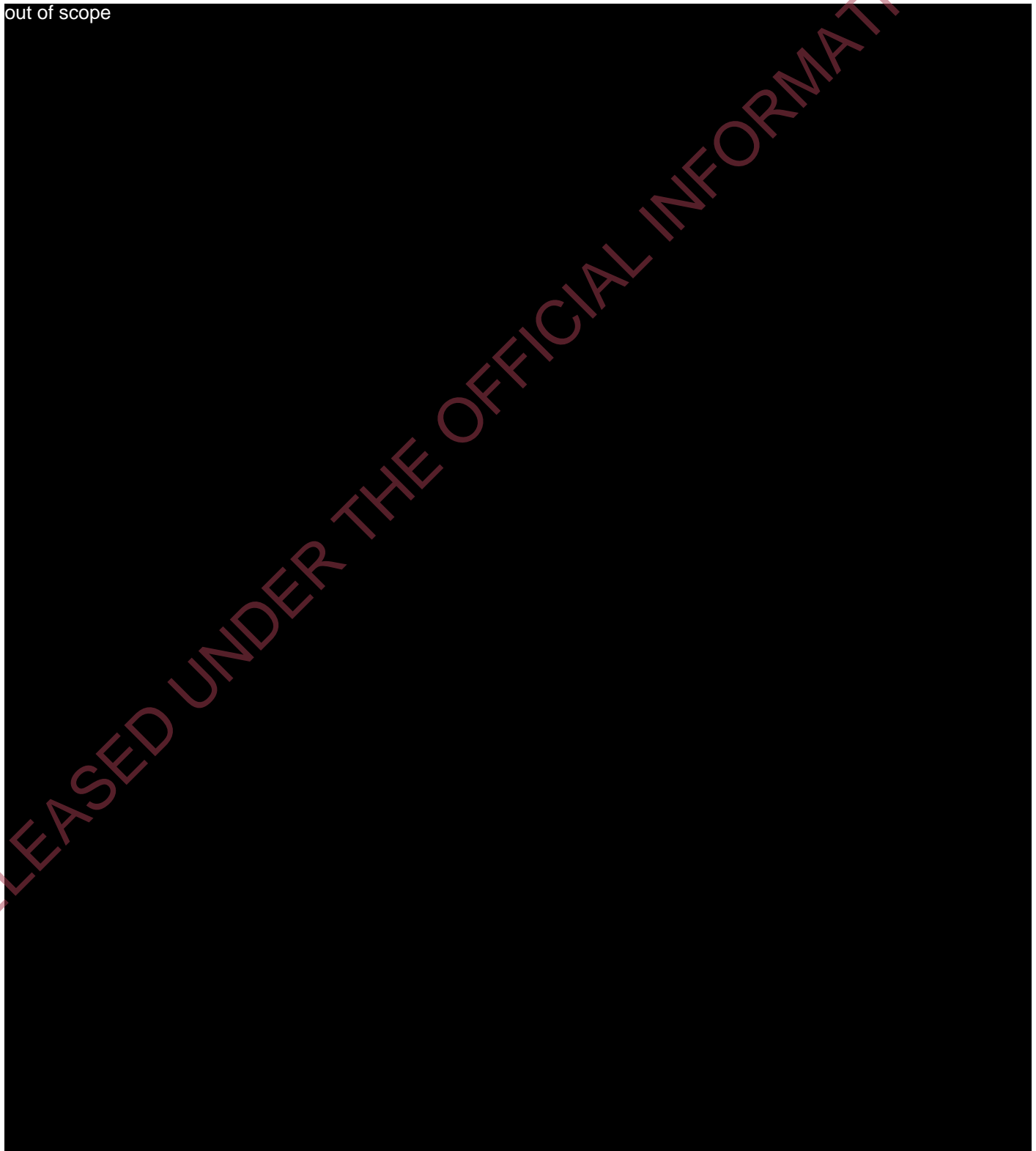
We've initiated a site closure plan with support from Andy Roberts, however visitors are disregarding signage and fencing (a la Cath Cove). Residents and users are frustrated by the closure, believing the site is 'fine'. DCC have closed the car park at the top of the track and the access road except to residents, but are frustrated with DOC's lack of progress addressing the damage on site. They made significant investment at the site with the car park and legal process for consenting.

DOC has been struggling to get appropriate works officer resource tasked to the work since the storm damage, and prior to that with the capital upgrade project. Some possible

progress now with a works officer allocated but they're brand new to DOC.

- What are the opportunities going forward - Aaron mentioned innovative partnerships
The capital upgrade project has given us a great foundation working with runaka and DCC to move forward from, but I'd say DOC is the party dragging our heels on the flood response at this stage. The site will be amazing when it's fixed and open, with the cultural interp still to be installed once the site and track are stabilised.
- Do we have a photo of storm damage - I can look later today, I saw some but not great ones.

out of scope



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From: Claire Healing <chealing@doc.govt.nz>
Sent: Monday, 31 March 2025 5:09 pm
To: Meg Embleton-Muir <memuir@doc.govt.nz>
Subject: Policy school preso- follow up email

Hi Meg


Good to chat. Appreciate short notice, so just what you can reasonable muster up tomorrow would be helpful, esp any photos!!

Here's a snip of whats already in the speech.

Slide 4 --New Zealand thrives when nature thrives

- The assets that DOC manages are vital for regional economies. You will know, that when major tracks and huts are out of action, your communities suffer.

out of scope




The ask

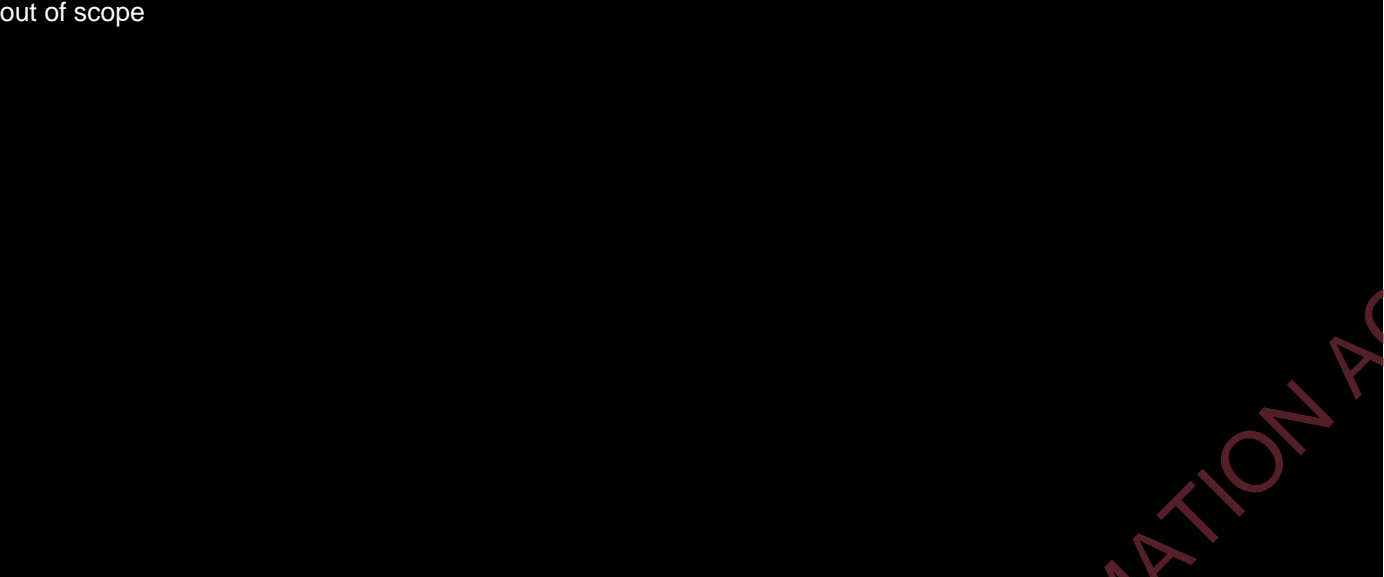
Tunnel beach

- What was the damage and when did it happen, any costs, impacts on community
- What are we doing now?/What's been done
- What are the opportunities going fed- Aaron mentioned innovative partnerships
- Do we have a photo of storm damage

out of scope



out of scope



Happy to chat – just top of mind thinking...

Kia Ora rawa atu (Many thanks)

Claire

Claire Healing

Principal Advisor Business Systems & Processes | Kaitohu Punaha/ Hatepe
Heritage and Visitors Unit

Biodiversity, Heritage and Visitors Group

Phone **s9(2)(a)**

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From: Gary Edwards
Sent: Thursday, 3 April 2025 9:20 am
To: Samantha Marsh
Cc: SSI Operations Support; David Agnew; Nancy Robbie
Subject: RE: SAM MARSH: Tunnel Beach Walk Slip Repairs - Project Status Update

Thanks Sam 😊

I'll ask Nancy to coordinate this regular catchup when she returns from Team Process and is back in the office tomorrow.

Gary Edwards
Works Officer

Department of Conservation | *Te Papa Atawhai*

Southland South Island Region | *Murihiku* / Invercargill Office
7th Floor, CUE on Don, 33 Don Street Invercargill 9810
PO Box 743 Invercargill 9840

Phone: s9(2)(a) (m)

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From: Samantha Marsh <smarsh@doc.govt.nz>
Sent: Thursday, 3 April 2025 9:18 am
To: Gary Edwards <gedwards@doc.govt.nz>
Cc: SSI Operations Support <ssiopssupport@doc.govt.nz>; David Agnew <dagnew@doc.govt.nz>; Nancy Robbie <nrobbie@doc.govt.nz>
Subject: RE: SAM MARSH: Tunnel Beach Walk Slip Repairs - Project Status Update

Thanks Gary,

Happy for you to set up a meeting for ½ hour in calendars so we can stay in the loop with how you all are progressing and help to raise any key decisions up to Aaron as needed.

Kā mihi,

Samantha Marsh (She/her)

Kaiwhakahaumarū Matua Taiao | Senior Ranger Biodiversity

Te Papa Atawhai | Department of Conservation

Ōtepoti Office | Dunedin 9013

Phone: s9(2)(a) | Email: smarsh@doc.govt.nz | Website: www.doc.govt.nz

From: Gary Edwards <gedwards@doc.govt.nz>

Sent: Wednesday, 2 April 2025 5:25 pm

To: Samantha Marsh <smarsh@doc.govt.nz>

Cc: SSI Operations Support <ssiopssupport@doc.govt.nz>; David Agnew <dagnew@doc.govt.nz>; Nancy Robbie <nrobbie@doc.govt.nz>

Subject: SAM MARSH: Tunnel Beach Walk Slip Repairs - Project Status Update

Sam,

I appreciate greatly the quick chat this afternoon regarding the process to provide regular updates to the Governance Group for the slip repairs at Tunnel Beach.

As discussed, and to get you up to speed on the project, below are links to a series of relevant documents set up for the initial stages of the project, which will later provide the basis to manage project needs and to develop future reports, business cases, etc as the project progresses.

Governance:

- Tunnel Beach Walk Slip Repairs - Governance Group Terms of Reference (TOR) [DOC-10226157](#)
- Tunnel Beach Walk Slip Repairs - Project Status Report 01 [DOC-10226158](#)
- Tunnel Beach Walk Slip Repairs - Project Register [DOC-7858891](#)

Financial:

- Tunnel Beach Walk Slip Repairs - Complexity Assessment Tool (for IBC) [DOC-10226156](#)
- Tunnel Beach Walk Slip Repairs - Financial Spreadsheet (for IBC) [DOC-10226155](#)
- Tunnel Beach Walk Slip Repairs - Estimated Costs (for IBC) [DOC-10226154](#)

SUMMARY

Project Context

In 2023, a new carpark was installed at Tunnel Beach Reserve and the walking track was realigned, to provide a better visitor experience. A geotechnical report was completed for the carpark but not the proposed track alignment as the carpark was organised by Dunedin District Council. DOC developed the track component separately.

During a heavy rain event in early October 2024, the new track sustained significant damage due to landslips and slumps. Since the event, the track has remained closed to public due to health and safety concerns, while we scope out options for remediation, with future proofing of the site at the forefront. From a future visitor Health & Safety perspective and long-term management of the site, the full scope to repair the track has not clearly been defined as a geotechnical investigation report is expected provide a baseline to define the scope.

From of a site visit on 28/11/2028, it was noticed that stormwater infrastructure installed as part of the public carpark above the track discharges all captured water into a natural drainage channel where below the new walking track crosses 4 times. It was uncertain if or how this contributed to the damage. Also, it was noted that

many of the upslope battered track gradients did not meet the minimum specification which may have contributed to slip damage.

Governance

As the project has developed quickly in addition with the project shifting fully from the Coastal Otago district H&V team to the Planning & Performance team, little or no action has been put into understanding project governance and relaying information to Aaron F (and above). To date, most information and records has been shared between district and P&P team only with a focus to organise a geotechnical report as a step to reopen the track to visitors, as soon as practicable. Importantly, we need to clearly understand the governance roles and process by which information is relayed between levels.

Actions to Date

An initial cost to repair track was provided by Fulton Hogan soon after the slips occurred but works was held up until a geotechnical assessment was completed due to H&S concerns/risk issues of the slips. An RFQ for a preliminary geotechnical investigation has been carried and recently assessed to engage a professional consultant to assess risks and needs across the whole site. An Evaluation Report ([DOC-10225142](#)) is currently being circulated for review with a recommendation to engage GeoSolve Limited to undertake the investigations. The aim of this investigation is to outline:

- Any potential inherent risks the site may hold, and
- An approach or options for the remediation of the site and/or for long-term solutions for DOC to consider.

This initial preliminary investigation will guide the next phases of the track repair works but it is expected that a more in-depth geotechnical investigation will need to be conducted. Based on outcomes from the geotechnical investigation, we plan to move forward on the appropriate steps towards repair works and reopening the walking track to visitors.

Finances

Currently no budget or WBS has been allocated to the project, with staff time expenditure being covered by the relevant district team Cost Centres. These costs will need to be journaled across to the project WBS once a budget is approved and with future expenditure sourced directly from the WBS.

Some preliminary cost estimates have been developed, which will form a basis of a future IBC This is a Medium Complexity project with a summary of these costs below:

- Total Estimate (to complete project) **9(2)(i), 9(2)(j)**
- Pre-Construction Costs: **9(2)(i), 9(2)(j)** for -
 - o The preliminary geotechnical investigation (based on quote from GeoSolve Limited)
 - o Estimated additional geotechnical investigation, if required,
 - o Project Management costs (Works Officers/Senior Rangers time)
- Construction Costs (estimate only) **9(2)(i), 9(2)(j)** for –
 - o Track repairs (based on original Fulton Hogan quotation)
 - o External consultant support for repairs,
 - o Project Management costs (Works Officers/Senior Rangers time)

More accurate costs will only be developed once the scope is clarified and repair costs (quotation) reflect these needs, which will be outlined in a DBC.

Staff Resources

As the project is high priority, resources to manage the project have been fluid with the project initially held with Coastal Otago's Senior Ranger, Mel Lawless, with support later provided by the P&P team with an aim of reducing her involvement due to a commitment to accepting a new position with SEMP. Recently, with the appointment of Nancy Robbie as a new Works Officer based in Dunedin, she was naturally inducted into the project with the eventual aim of managing it 100%. As she is new, understanding DOC's PMF processes to manage the project will take a while so there are challenges for myself to provide a commitment to undertake certain PMF responsibilities and/or support Nancy to develop her skills. Other high priority regional projects are suffering as a result.

David Agnew is looking to seek support through Anthony Clegg, particularly around helping to develop essential documentation to ensure DOC's PMF process are followed.

If there is anything here that is not clear or needs further information, reach out at any time.

Cheers 😊

Gary Edwards
Works Officer

Department of Conservation | *Te Papa Atawhai*

Southland South Island Region | *Murihiku* / Invercargill Office
7th Floor, CUE on Don, 33 Don Street Invercargill 9810
PO Box 743 Invercargill 9840

Phone: s9(2)(a) (m)



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From: [Kalyn de Castro](#)
To: [Shan Baththana](#); [Aaron Fleming](#)
Cc: [Ila Hema](#)
Subject: RE: Tunnel Beach
Date: Wednesday, 16 April 2025 7:51:45 am
Attachments: [image002.png](#)
[image004.jpg](#)
[image005.png](#)

Hi Shan, sure thing I will keep across this to ensure progress is made over coming weeks.

Kalyn de Castro

Projects Delivery Practice Manager

Rangiora

s9(2)(a) [Kdecastro@doc.govt.nz](mailto:kdecastro@doc.govt.nz)

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From: Shan Baththana <sbaththana@doc.govt.nz>
Sent: Wednesday, 16 April 2025 7:50 am
To: Kalyn de Castro <kdecastro@doc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>
Cc: Ila Hema <ihema@doc.govt.nz>
Subject: RE: Tunnel Beach

Hi Kalyn,

Thanks for leaning in here. I have checked with Anhtony, and he also have some support wrapped around, which is great.

If you could please keep close until governance is set up (with Aaron being the SRO) and there is some rhythm, that will be great. We just want to make sure we set Nancy and the project on the right path with the right controls in place.

Shan Baththana

Director Asset Management

Department of Conservation | Te Papa Atawhai

Christchurch | Ōtautahi

Phone: s9(2)(a)

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From: Kalyn de Castro <kdecastro@doc.govt.nz>
Sent: Tuesday, 15 April 2025 3:19 pm
To: Aaron Fleming <afleming@doc.govt.nz>

Cc: Shan Baththana <sbaththana@doc.govt.nz>; Ila Hema <ihema@doc.govt.nz>

Subject: RE: Tunnel Beach

Afternoon all and apologies for the delayed response. It took a little while to get hold of the different people who have been across this work recently but have been able to have a number of catch ups to understand where they are at and what tools/processes will be useful.

From what I understand from Gabe and others, the work has passed through a few different sets of hands this year and is currently led by Nancy Robbie. I have had a couple of conversations with Nancy (including a meeting late yesterday) to understand how the work is progressing, and at what stage will she start to give this a little more project structure to support your needs in seeing a plan.

Nancy is new to DOC, and our ways of working. So I took some time to take Nancy through the Project Management Framework (PMF) so she could see the documents we have ready for her to use to give this some shape. As a works officer, Nancy is also reaching out to other AMU peers to give her some advice on how to quickly stand things up and pull together a plan for immediate and short term actions/milestones. I have also encouraged Nancy to reach to yourself Aaron to get clarity on the scope of the work once the geotechnical reports have been received. I also advised Nancy to reach out to confirm your preferred governance and communication approach, so if you haven't heard from Nancy already you soon will.

I have also got one of my Senior Project Managers who works in the same office as Nancy, Peter McGrouther, who will give her some project delivery guidance as needed face to face.

I'll stay in touch with Nancy and Peter over coming weeks to answer any questions they might have. Please let me know if you have any other questions.

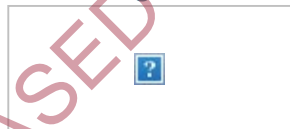
Kalyn de Castro

Projects Delivery Practice Manager

Rangiora Office

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From: Shan Baththana <sbaththana@doc.govt.nz>

Sent: Wednesday, 19 March 2025 3:34 pm

To: Ila Hema <ihema@doc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>

Cc: Kalyn de Castro <kdecastro@doc.govt.nz>

Subject: RE: Tunnel Beach

Thanks Ila and Kalyn

Shan Baththana

Director Asset Management

Department of Conservation | Te Papa Atawhai

Christchurch | Ōtautahi

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From: Ila Hema <ihema@doc.govt.nz>

Sent: Wednesday, 19 March 2025 3:15 pm

To: Aaron Fleming <afleming@doc.govt.nz>; Shan Baththana <sbaththana@doc.govt.nz>

Cc: Kalyn de Castro <kdecastro@doc.govt.nz>

Subject: RE: Tunnel Beach

Hi both,

I have asked Kalyn to reach out to provide support here.

Ngā mihi,

Ila Hema

National Enterprise Portfolio Manager

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From: Aaron Fleming <afleming@doc.govt.nz>

Sent: Wednesday, 19 March 2025 1:59 pm

To: Shan Baththana <sbaththana@doc.govt.nz>; Ila Hema <ihema@doc.govt.nz>

Subject: RE: Tunnel Beach

Thanks, I gave Gabe a heads up yesterday and he was most thankful for this support



Aaron Fleming MNZM (ia/he/him)

Kaihautū Matarautaki Director Operations – Southern South Island

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Kaiawhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

From: Shan Baththana <sbaththana@doc.govt.nz>
Sent: Wednesday, 19 March 2025 1:54 pm
To: Aaron Fleming <afleming@doc.govt.nz>; Ila Hema <ihema@doc.govt.nz>
Subject: RE: Tunnel Beach

Hi Aaron,

As per chat yesterday, the EPMO team is going to help bring some structure and governance to the project, so we know we have the right controls in place to manage it through to completion. Ila will get one of her team to reach out Gabe Davies as a starter to get moving. Can you please given Gabe a heads-up. In addition, I have made sure Fraser in my team continues to provide support to the project from a guidance and advice perspective.

[@Ila Hema](#) - As per discussion, could you please help with getting one of you team to reach out to Gabe Davies the OM to understand the context and help setting up the right structure for the project. Further context of the project below.

Shan Baththana

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From: Aaron Fleming <afleming@doc.govt.nz>
Sent: Friday, 14 March 2025 12:34 pm
To: Shan Baththana <sbaththana@doc.govt.nz>
Subject: RE: Tunnel Beach

Thanks Shan, I am concerned the project is at risk of failure.

The critical issue we have is HT understand what the highest priority capital projects are for AMU/SWO involvement? And whether this makes the cut given it is vulnerable. Projects of a similar scale such as Cathedral Cover has had different support applied.

OM Gabe has tried to create a high-level summary of the Tunnel Beach work below to provide greater context for consideration and prioritisation discussions:

TUNNEL BEACH - Painting the picture:

out of scope

out of scope

- Reactive: indicative costs ~9(2)(i), 9(2)(j)
 - Just DOC staff time to date but indicative geotechnical costs are ~\$20k-\$40k & remedial works based on existing track alignment are ~9(2)(i), 9(2)(j)
- IVL opex: \$60,500 (to be spent this FY)

Key factors:

- The approval of this project was based on partnership contributions from DCC & MBIE.
- Neighbours – Resource consent conditions to be met. Ongoing neighbour relation management.
- Cultural Investment for interpretation – partnered with mana whenua
- Visitor numbers: ~200,000 visitors / year – approximately 70% international 30% local
- (NZ) based on 23/24 Summer Ranger data, but my guess is percentage of international visitors is trending upwards.
- Project was approved while Coastal Otago was part of ESI & pre-SAP. Difficulty tracking expenses pre-2022. DFA transferred to SSI in Sept 2024 but no formal handover.
- Decision by ESI Regional planning Manager Maurice not to undertake independent Geotech survey before track construction despite concerns raised by Nick & Shay. Geotech report completed by Beca for DCC for carpark.
- Issues with track battering were identified after contract sign off – unknown whether this had

any impact on flood damage.

Overall, where we are at currently?

Capital project:

- Track realignment was completed Dec 2023 (has been capitalised)
- Right of way was repaired in Feb 2024 after being damaged by contractors during track construction (not planned work – MAF completed)
- Furniture & tohu whenua – materials ordered, ready to be fabricated – awaiting final artwork from Aukaha
- Signage – orientation panel in final draft with creative services – awaiting feedback from Aukaha
- Interpretation – content in final draft – consultants finalising design elements
- Planting – only screening plants in first section before Nest 1 completed – awaiting Geotechnical advice – remaining screening plants needed to meet resource consent obligations – plants ordered - contract variation to be completed.
- Pā harakeke – plants to be translocated by Glen's team from peninsula (or internal) – to follow tikaka. Interp to be included on Nest 1 sign. Additional fabrication of metal numbers from SiteWeld.

Reactive capital / remedial project:

- Request for quotes for geotechnical reports have been sent
- Geotechnical work to commence mid- April – reports expected Mid-May
- Decision will be required whether to remediate new track alignment or look at alternative options. **Clear timeline unknown currently.**

IVL funded work:

- Plants and sandbags to be ordered – planted Winter 2026.
- Plan still tbc to fix driveway near 50 Tunnel Beach Road

Critical Issues:

- HT ensure remediation is sustainable and affordable
 - HT futureproof for future weather events
 - HT ensure funding is available
 - HT ensure track is meeting standards for predominant visitor group
 - HT ensure issues from initial DBC are being address (or does this need to be re-assessed?)
- HT ensure all projects are successfully completed (i.e procurement process, incl capitalisations & closure report)
- HT record learnings for future projects
- HT continue to manage closures (status quo or change closure arrangement with DCC)
 - HT manage reputational risk (DCC & DOC) while track remains closed
 - Public & neighbours

Summary:

Uncompleted capital project with weather event and damage requiring reassessment

Need for a clear understanding of timeframe for project completion and appropriate PPM



Aaron Fleming MNZM (ia/he/him)

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Kaiawhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

From: Shan Baththana <sbaththana@doc.govt.nz>

Sent: Thursday, 13 March 2025 3:45 pm

To: Aaron Fleming <afleming@doc.govt.nz>

Subject: RE: Tunnel Beach

Hi Aaron,

I had a chat to the team. Seems like Anthony and Fraser is already onto this and supporting Nancy and leaning in with support and guidance. In talking with Anthony, he thinks this will help heaps in getting things back on track, Fraser will continue to act as a “mentor” and support to guide the project and monitor to get back to green. From initial feedback, it seems like knowledge gap, which Fraser can help with.

Are you happy we monitor this in the short term and intervene if you are not seeing the results? Right now, the only way we can resource fully is if we decide to de-prioritise another project, so trying to not to do that given the other projects underway in the region.

Shan Baththana

Director Asset Management

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From: Aaron Fleming <afleming@doc.govt.nz>

Sent: Tuesday, 11 March 2025 10:38 pm

To: Shan Baththana <sbaththana@doc.govt.nz>

Subject: Tunnel Beach

Hey Shan,

Tunnel Beach in Coastal Otago district has a capital project impacted by a weather event last year. This is a highly frequented visitor site, comparable to Cathedral Cove or Hooker Valley. The weather impact has caused many complications to the work, and its stalling. There is community pressure,

and it is in need of some strong project management support that is beyond Reg Ops.

I understand Cathedral Cove and Hooker have/had EPMO support, and I'm wondering if we need to do the same here to keep Tunnel Beach moving. Its becoming high risk.

Can you please consider and get back to me on how we can progress this forward together. I expect it will need some form of local governance to keep it on track too.

Aaron



Aaron Fleming MNZM (ia/he/him)

Kaihautū Matarautaki *Director Operations – Southern South Island*

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