

QLDC Council  
8 August 2019

### Report for Agenda Item | Rīpoata moto e Rāraki take: 4

Department: Property & Infrastructure

Title | Taitara Meads Road Legalisation

#### PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

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- 1 The purpose of this report is to consider a road acquisition and realignment concerning Meads Road, Lake Hawea and the Hunter Valley Station.

#### RECOMMENDATION | NGĀ TŪTOHUNGA

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That Council:

1. **Note** the contents of this report;
2. **Approve** initiation of the procedures of section 114, 116 117 & 120 of the Public Works Act 1981 to undertake road stopping and vesting as shown on the attached Paterson Pitts plan W5409 dated the 24/04/2019; and
3. **Approve** that any exchanges or disposals of land associate with the legalisation be undertaken at Nil consideration; and
4. **Agree** that the Council roading department update and replace the road signs to reflect that the correct naming should be Meads Road; and
5. **Agree** that Council's approval to undertake this process and any sale and purchase agreements relating to it shall be limited to a period of 5 years from the date of this resolution; and
6. **Delegate** final terms and conditions, along with any associated agreements and consent notices to facilitate the legalisation and to provide any approvals for the placing or removal of easements, minor alignment and area changes and signing authority, to the Chief Executive of Council.

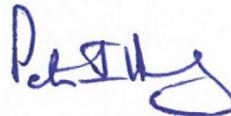
Prepared by:



Daniel Cruickshank  
Property Advisor

1/07/2019

Reviewed and Authorised by:



Peter Hansby  
GM Property & Infrastructure

5/07/2019

## CONTEXT | HORPOAKI

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- 2 The legalisation of Meads Road commenced in 1937 under the Vincent County Council who sought to make the road an official 'Settlement Road' to provide access to 'genuine settlers'. Historically there was a complete section of legal road around this part of Lake Hawea, however the legal road was stopped and acquired for water power development in 1962. It is understood that in 1972 only the section of legal road from Kidds bush to Terrace Creek was reinstated, and that the section from SH6 to Kidds bush was not, for unknown reasons. The road is understood to have been originally formed as a farm access track by the Mead family, who farmed the area from the early 1920's.
- 3 The formation of Meads Road commences at State Highway 6 near the Neck and leads around the edge of Lake Hawea, past the popular Kidds Bush camping area, to Terrace Creek. The formation of Meads Road from State Highway 6 to Kidds Bush is not supported by legal road. From Kidds Bush to Terrace Creek the formation of Meads Road is over legal road parcels. Beyond Terrace Creek the farm track is not legal road and access past Terrace Creek is subject to arrangement with the managers of Hunter Valley Station pastoral lease.
- 4 The land in the area is predominately comprised of Crown estate, with a pastoral lease issued by the Crown, Department of Conservation reserve, Contact Energy easement land associated with the hydro scheme, and Maori Freehold land.
- 5 The access road bisects a working farm with a number of pastoral fields which are currently unfenced from the access road.
- 6 In the past, access to the road has been problematic with a clash of rights and interests taking place between farming operations (in particular the need to close the road during the lambing season) and public access to this area of Lake Hawea. The legal road terminates at Terrace Creek, beyond which access is subject to a management agreement with the station managers. The Council has previously considered a number of options to maintain public access to this area, but no long-term solutions have been found.
- 7 The Council has historically paid for maintenance of the road, as it is a popular access point to the Kidds Bush camp site and the head of Lake Hawea. The maintenance has typically ended at the point of the Hunter Valley Station Homestead.
- 8 It has been identified that there is some confusion concerning the naming of the road, with Mead, Mead's and Meads Road all being used in various situations. To clarify the matter, the Council has commissioned a historical report on the road naming.

## ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

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### Overseas Investment Office

- 9 In 2017, the pastoral lease and assets of Hunter Valley Station were sold to Orange Lakes (NZ) Ltd, a company owned by Matt and Annette Lauer. This sale was subject to Overseas Investment Office (OIO) approval, which was granted subject to conditions on the 09

February 2017. In particular the OIO decision provided for the legalisation of the access road with the following condition:

- a. If QLDC seeks to complete the legalisation of any part of Meads Road from SH6 to Kidds Bush, the Consent Holder must actively and diligently support such legalisation at no cost to QLDC or the Crown (including but not limited to, executing all documentation required to legalise the road, meeting all and any legal and surveying costs, arranging all and any necessary consents, and forgoing any and all compensation payable to the Consent Holder); and
- b. Where it is found that any formed part of the vehicle track is not within the legal road alignment of Meads Road and QLDC seeks to acquire for road any part of the Leasehold Interest, the Consent Holder must agree to such acquisition (including executing all documentation required to legalise the road, and consenting to any other documentation or actions required, but without any liability for QLDC’s costs and expenses).

10 It should be noted that Orange Lakes (NZ) Ltd representatives and the farm managers have facilitated all Council requests concerning the road legalisation process following the 2017 decision.

**Survey of Road**

11 The Council commissioned a survey of the centre line of the current formed Meads Road in 2018 on the understanding that legal road needed to be created from SH6 at The Neck, to Kidds Bush, where there is a popular Department of Conservation camp site **(Attachments A & B)**.

12 The survey showed a number of land parcels needed to be acquired and vested as legal road, in addition to land exchanges in order to legalise the full extent of the road through to the Hunter Valley Station Homestead and the Crown estate beyond. The survey has been reviewed by Council engineers to confirm the suitability of its placements, and a further check of the pegged road will be carried out once that is complete. The survey confirmed that the existing legal road formation from the eastern side of Kidds Bush to Terrace Creek was formed within the legal road alignment.

13 The majority of land is to be acquired from Crown land administered by LINZ and subject to the Hunter Valley Station pastoral lease/ Also involved is Public Works Act land administered by LINZ and one area of Conservation Land administered by the Department of Conservation. The land areas are as follows:

14 Enter summary of acquisitions/disposals and areas:

<b>Schedule of Areas - Land to be Declared Road</b>			
<b>Shown</b>	<b>Legal Description</b>	<b>Owner - Fee Simple</b>	<b>Area (ha)</b>
1	Section 2 SO 345142	LINZ - Crown Land	0.8080
2	Part Run 579	LINZ - Crown Land	0.0440
3	Section 4 SO 24526	LINZ - Crown Land	0.6764

4	Section 5 SO 24526	LINZ - Crown Land	0.0963
6	Section 1 Blk I Mid Wanaka SD	LINZ - Crown Land	0.3280
7	Pt Run 798	LINZ - Crown Land	0.4050
8	Run 803	LINZ - Crown Land	0.0700
9	Run 803	LINZ - Crown Land	0.0185
10	Closed Road Blk I Mid Wanaka SD	LINZ - Public Works Act 1981	0.0070
11	Closed Road Blk I Mid Wanaka SD	LINZ - Crown Land	0.0015
12	Closed Road Blk I Mid Wanaka SD	LINZ - Public Works Act 1981	0.0435
14	Part Run 798	LINZ - Crown Land	0.2035
15	Hawea Lake Bed - Section 1 SO 24526	LINZ - Crown Land	0.0730
16	Run 803	LINZ - Crown Land	0.0285
17	Hawea Lake Bed - Section 1 SO 24526	LINZ - Crown Land	0.0330
18	Section 6 SO 24526	LINZ - Crown Land	0.3244
19	Run 803	LINZ - Crown Land	0.0340
20	Part Run 798	LINZ - Crown Land	0.4910
21	Run 803	LINZ - Crown Land	0.1055
22	Section 7 SO 24526	LINZ - Crown Land	0.5567
23	Part Run 798	LINZ - Crown Land	0.7950
24	Section 1 Blk I Mid Hawea SD	LINZ - Crown Land	0.0470
25	Pt Run 710	LINZ - Crown Land	3.9510
26	Section 1 Blk I Mid Hawea SD	LINZ - Crown Land	0.0470
27	Section 1 Blk I Mid Hawea SD	LINZ - Crown Land	0.1145
28	Section 1 Blk I Mid Hawea SD	LINZ - Crown Land	0.0185
29	Section 10 SO 408099	DOC	0.3945
32	Pt Run 798	LINZ - Crown Land	0.0490
33	Pt Closed Road Blk I Md Hawea SD	LINZ - PWA - Water Power Development	0.1036
<b>TOTAL</b>			<b>8.2432</b>

<b>Schedule of Areas - Road to be Stopped and Amalgamated with DOC Land</b>			
Shown	Legal Description	Owner - Fee Simple	Area (ha)
30	Legal Road	QLDC	0.4010

<b>Schedule of Areas - Severance to vest in DOC</b>			
Shown	Legal Description	Owner - Fee Simple	Area (ha)
5	Section 1 Blk I Mid Wanaka SD	LINZ - Crown Land	0.0172

<b>Schedule of Areas - LINZ Managed Exchange - Section 13 to Vest in QLDC as Road in Exchange for Section 31 and 34</b>			
Shown	Legal Description	Owner - Fee Simple	Area (ha)
13	Lot 2 DP 321020	Pitman, Home, Bradshaw, Wesley & Ellison	0.8850

31	Pt Run 798	LINZ - Crown Land	0.0795
34	Closed Road Blk I Mid Wanaka SD	LINZ - Public Works Act 1981	0.2850

The proposed LINZ exchange shown as sections 13, 31 and 34 in the above schedule relates to Crown and Maori Freehold land near the Neck which needs to be undertaken in order to complete the legalisation of the formed road. LINZ will manage this process, have agreement in principle with trustee of the Maori Freehold land, and once complete will result in boat launching access to the lake at the current formed location.

Should this exchange not be completed for some reason, the Council has provided for full legal road width on the north side of the formed road identified as Section 32.

### Contact Energy Operating Easement

- 15 The boundary of Lake Hawea has a Crown imposed hydro generation operating easement in favour of Contact Energy. The easement was placed over parcels of land adjacent to the lake, in order to protect the grantee from damage caused to land as a result of lake erosion and other potential issues.
- 16 In order to obtain all the approvals necessary to legalise the entire length of the road, the Council must gain consent from Contact Energy to the removal of this easement in certain locations.
- 17 Through discussions with Contact Energy and Land Information New Zealand (LINZ), LINZ has agreed to enter a separate Deed of Covenant with Contact Energy which maintains the indemnities provided for in the current easement. On this basis Contact Energy has agreed to the removal of the operating easement from the affected land being legalised by the Council.

### Road Naming

- 18 Please refer to the historical naming report commissioned by the Council with Susan Irvine (Attachment C). This report shows that historical record to be Meads Road.
- 19 Currently the LINZ geographical database shows the road naming to be Meads Road, whilst the road sign on SH6 reads Mead Road. LINZ policy is to not use apostrophes in road names as it indicates a possession. It is therefore recommended that the Council replace the existing road sign as Meads Road.
- 20 Option 1 Agree to carry out the proposed legalisations of Meads Road and to request the historical naming of the road be used.

#### *Advantages:*

- 21 Will provide long term permanent legal access to Meads Road from the Neck to Hunter Valley Station and the border of the Crown Estate.
- 22 Will provide certainty of road access and maintenance at the control of the Council.

23 Will clarify the historical naming of the road.

*Disadvantages:*

24 The Council would confirm its responsibility for maintenance and costs associated with the full length of the road.

25 Option 2 Agree to carry out the proposed legalisations of Meads Road only.

*Advantages:*

26 Will provide long term permanent legal access to Meads Road from the Neck to Hunter Valley Station and the border of the Crown Estate.

27 Will provide certainty of road access and maintenance at the control of the Council.

*Disadvantages:*

28 The Council would confirm its responsibility for maintenance and costs associated with the full length of the road.

29 Would not clarify the historical naming of the road.

30 Option 3 Agree to request the historical naming of the road be used only.

*Advantages:*

31 Will clarify the historical naming of the road.

32 The Council would not confirm its responsibility for maintenance and costs associated with the full length of the road.

*Disadvantages:*

33 Would not provide long term permanent legal access to Meads Road from the Neck to Hunter Valley Station and the border of the Crown Estate.

34 Would not provide certainty of road access and maintenance at the control of the Council.

35 Option 4 Decline carrying out the proposed legalisations of Meads Road and to request the historical naming of the road be used.

*Advantages:*

36 The Council would not confirm its responsibility for maintenance and costs associated with the full length of the road.

*Disadvantages:*

- 37 Would not provide long term permanent legal access to Meads Road from the Neck to Hunter Valley Station and the border of the Crown Estate.
- 38 Would not provide certainty of road access and maintenance at the control of the Council.
- 39 Would not clarify the historical naming of the road.
- 40 This report recommends **Option 1** for addressing the matter because it confirms legal access to Meads Road and clarifies the historical naming of the road.

**CONSULTATION PROCESS | HĀTEPE MATAPAKI:**

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**> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA**

- 41 This matter is of [medium] significance, as determined by reference to the Council's Significance and Engagement Policy because whilst it is not a strategic asset, the community interest in legalising the road and providing for permanent public access to the area is high.
- 42 The persons who are affected by or interested in this matter are the residents, ratepayers and visitors of the Queenstown Lakes district.
- 43 The Council has consulted with all affected land owners and interest holders affected by the road legalisation. In addition to this, the Council has sought feedback from the Upper Clutha Tracks Trust and the Walking Access Commission who are supportive of the legalisation as proposed.

**> MĀORI CONSULTATION | IWI RŪNANGA**

- 44 The Council has consulted with representatives of the Maori Freehold land adjoining the road legalisation and they are supportive of the proposal.

**RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA**

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- 45 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00009 within the QLDC Risk Register. This risk has been assessed as having a High inherent risk rating. This matter relates to this risk because the Council seeks a perpetual property right through the relocation and vesting of new legal road, and this risk needs to be highlighted when considering approving any roading action.
- 46 The approval of the recommended option will support the Council by allowing it to implement additional controls for this risk. This shall be achieved through the review and approval of any Public Works Act roading legalisation by affected land owners/interest holders, and the Minister of Lands.

**FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA**


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47 The Council will continue to incur costs periodically, associated with road maintenance and renewals of the legal road.

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


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

- Significance & Engagement Policy 2014.

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

50 This matter is included in the Ten Year Plan/Annual Plan through existing roading operational budget.

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


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51 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 providing secure long term legal access to Meads Road and the 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**


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A	Overview Plan
B	Survey/scheme Plan
C	Historical Naming Report by Susan Irvine

# Attachment A: Meads Road overview plan



Data sourced from LINZ data service and licenced for re-used under Creative Commons Attribution 4.0 NZ Licence.

Attachment B: Meads Road, Road Legalisation Plan



Meads Road formation within existing road corridor unless other wise shown. All road frontage boundaries have been calculated. Neighbouring parcel boundaries are not survey accurate

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**Orange Lakes (NZ) Limited**  
**Meads Road**

Purpose & Drawing Title:  
**Meads Road**  
**Road Legalisation**  
**Scheme Plan**

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Meads Road formation within existing road corridor unless other wise shown. All road frontage boundaries have been calculated. Neighbouring parcel boundaries are not survey accurate

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**Maori Freehold Land to be vested in QLDC as road in exchange for LINZ land**

**LINZ land to be exchanged with Maori Freehold Land**



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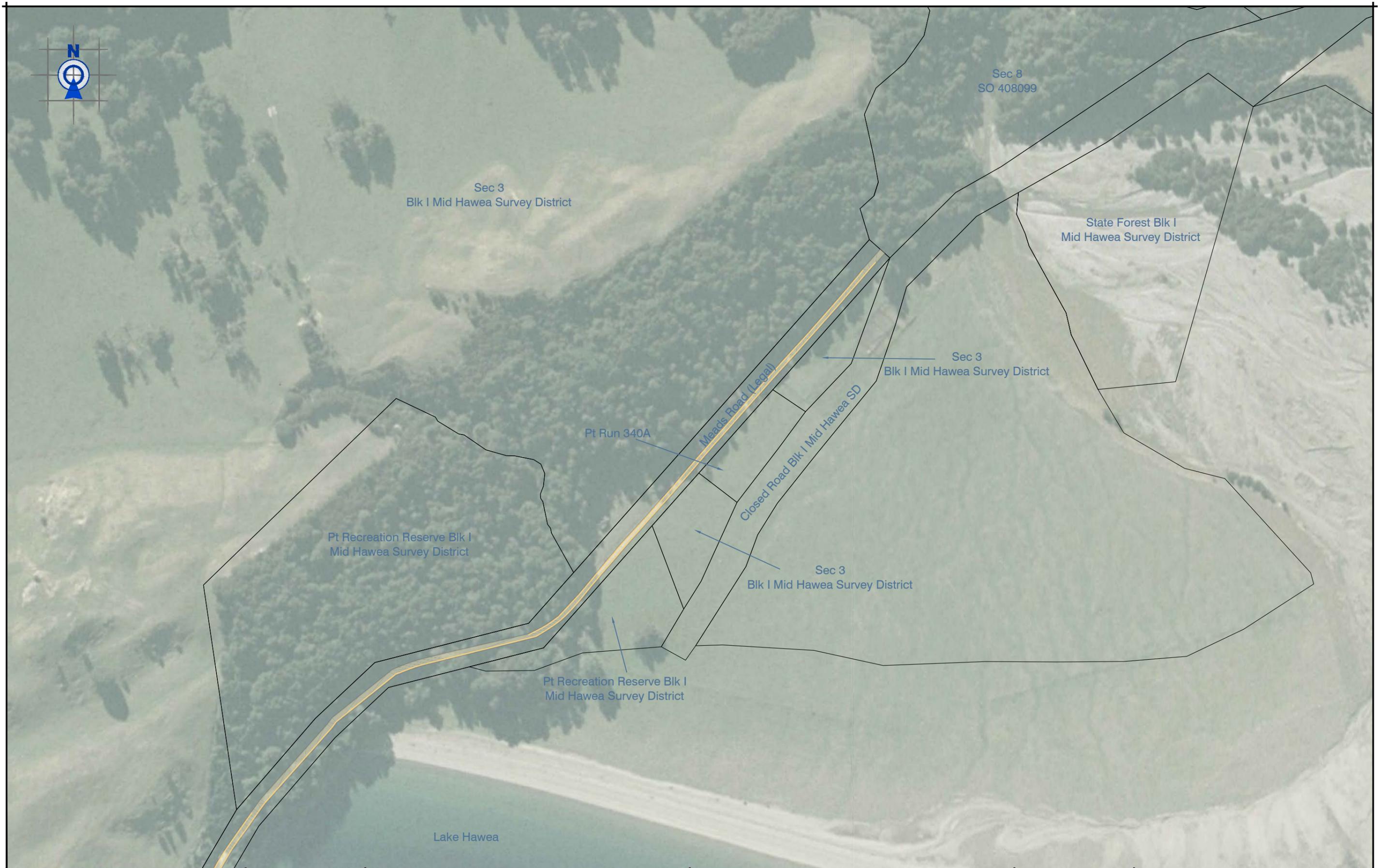
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# Report on the Accurate Naming of Mead/Meads Road, Lake Hawea

Susan Irvine

21 September 2018



'Meads Road' QuickMap v7.5.185

## Executive summary

Sources indicate the name of the road was officially named neither Mead nor Meads, but Mead's Road.

The subject road was historically governed by the Vincent County Council. A search of the Council's minutes showed that roads in the area were named after the property owners who were served by the new road. For example, Gawn's Road, Govan's Road, Drake's Road, Burdon's Road and, more unusually, Burnt Cottage Road. The minutes showed that some Council Secretaries were diligent in their use of apostrophes and the subject road was referred to as Mead's. Others were more haphazard and dispensed with the apostrophe, so it simply became Meads Road.<sup>1</sup> The majority of references, however, are to Mead's Road.

In 1937 the administrative work began to make Mead's Road, among others, an official 'Settlement Road' to provide access to 'genuine settlers'.<sup>2</sup> As a Settlement Road it was likely the Council would apply for government funding. This was indeed the case – a search in the *Appendices of the Journals of the House of Representatives* found a Public Works report for 1939-1940 which referred to Settlement Roads including 'Mead's Road', as it appeared in the list. Vincent County Council was subsidised on a pound for pound basis. The work cost £200 and was complete by March 1940.<sup>3</sup>

A search of newspapers supported the conclusion that the official name was Mead's Road. When the Vincent County Council advertised for public works contracts, they referred to contracts for 'Mead's Road'.<sup>4</sup>

The following appendices offer a more detailed picture of the history of the subject road. All available sources, as the appendices show, support the conclusion that Mead Road is not the official name. While Meads Road is close to the correct version, the name is properly spelt **Mead's Road**.

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<sup>1</sup> See Appendix I for details.

<sup>2</sup> Minutes, 27/5/1937. See Appendix I.

<sup>3</sup> See Appendix III.

<sup>4</sup> See Appendix II for details.

## Appendix I Vincent City Council, Minutes, Hocken Collections

The Mead family took ownership of the land in the early 1920s. This research, then, began in the 1920s and finished in 1951 with the last of the available minutes.

The spelling of the road is transcribed exactly from the Minutes and is indicated in bold.

Reference	Date	Extract
AG-616-001/009	1920s	Hawea Riding – just ‘tracks’ around Lake Hawea and a bridge. Few road works in Hawea. No reference to Mead/Meads Road
AG-616-001/012	27/8/1936	A.L. Mead wrote requesting bridge at The Neck be repaired. Ref to Gawn’s Rd & Burnt Cottage Rd
AG-616-001/012	3/12/1936	10 chains of <b>Meads</b> Road to be repaired
AG-616-001/012	22/2/37	Titled ‘ <b>Mead’s Track</b> ’. A.L. Mead wrote wouldn’t sign contract for construction of track from his home to Taylor’s because of the new maintenance clause which had appeared in the contract. He would sign the original contract. The Council asked the Engineer if that was acceptable, then Contract 887 with Mead could be signed.
AG-616-001/012	27/5/1937	Titled ‘Access road – <b>Mead’s</b> ’. Mead wrote requesting repairs to his access road from the Neck. ‘It was decided to apply for a Government grant, and to place the road on the list of unmetalled Settlement Roads’
AG-616-001/012	16/8/1937	District Public Works Engineer advised the metalling of Settlement Roads was under consideration to provide access to ‘genuine settlers’. ‘He required the name of the road, its length, the number of settlers served etc. The Engineer-Clerk read the list of roads proposed – approved.’ (The actual list, which likely included Mead’s Road, was not included in the minutes)
AG-616-001/012	16/8/37	Letter requesting progress payment of No.887 Meads to Taylor’s Track and an extension
AG-616-001/013	5/4/1938	<b>Mead’s</b> Road to be patch-gravelled
AG-616-001/013	3/2/1939	<b>Meads</b> Road to be graded when grader available
AG-616-001/013	25/5/1939	Letter from A.L. Mead asking Council for Government grant to gravel his access road from the Neck to his homestead at Lake Hawea. It was decided to apply on the forthcoming Public Work Estimates for a grant of £100, £1 for £1
AG-616-001/013	28/9/1939	<b>Mead’s</b> Road to be graded
AG-616-001/013	25/1/1940	Pot holes in <b>Meads</b> Road to be repaired
AG-616-001/013	7/3/1940	Tenders to be called for gravelling <b>Meads</b> Road under Government Grant
AG-616-001/013	26/4/1940	Resident Public Works Engineer ‘requesting to be advised whether <b>Meads</b> Road, Lake Hawea, was on a legal road line. The Engineer-Clerk stated that he had advised that the road had been shown as a dotted track on the survey lithograph. Resident Public Works Engineer advised that <b>Meads</b> Road could not be gravelled until the formation had been widened to 11 feet and the gravel spread to 9 feet wide. Decided to spend £50 widening formation
AG-616-001/013	23/5/1940	Resident Public Works Engineer decided to put the question of

		whether <b>Mead's</b> Road was a legal road to the Dunedin office
AG-616-001/013	24/10/1940	Resident Engineer Public Works Department approved extension of <b>Mead's</b> Road gravelling contract
AG-616-001/013	23/1/1941	<b>Mead's</b> Road widened
AG-616-001/014	29/10/1942	Damage at <b>Meads</b> Road
AG-616-001/014	29/10/1942	Damage from recent rains to <b>Meads</b> Road
AG-616-001/014	26/11/1942	Grading of <b>Meads</b> Road
AG-616-001/014	26/11/1942	Grading of roads including <b>Meads</b> Road
AG-616-001/015	28/6/1945	<b>Mead's</b> Road requires urgent attention
AG-616-001/015	27/9/1945	<b>Mead's</b> Road. Inspector to take matter up with Public Works Dept
AG-616-001/015	1/11/1945	Working on <b>Mead's</b> Road next week
AG-616-001/015	22/11/1945	<b>Mead's</b> Road repaired
AG-616-001/015	20/12/1945	Work on <b>Mead's</b> Road completed
AG-616-001/015	29/5/1946	<b>Mead's</b> Road tenders to be called for gravelling
AG-616-001/015	29/8/1946	<b>Mead's</b> Road damaged by flood
AG-616-001/015	31/10/1946	<b>Mead's</b> Road damaged
AG-616-001/016	24/6/1948	2 days work to be done on <b>Mead's</b> Road
AG-616-001/016	25/11/1948	Floods damage <b>Mead's</b> Road
AG-616-001/016	25/11/1948	Mrs J.A. Mead wrote concerning the stage of the bridge at Kidd's Creek
AG-616-001/016	22/1/1948	2 sets of pipes required for <b>Mead's</b> Road
AG-616-001/016	24/3/1949	Flood damage and bulldozer working on <b>Mead's</b> Road
AG-616-001/016	April 1948	Road Inspector's report – surfacing and scrub cutting required on <b>Mead's</b> Road
AG-616-001/016	27/10/1949	Considerable change to <b>Mead's</b> Road
AG-616-001/016	24/8/1950	On account of floods and frost work on <b>Mead's</b> Road held up
AG-616-001/016	28/9/1950	<b>Mead's</b> Road flooded. Reference to Burdon's Road
AG-616-001/016	26/10/1950	<b>Mead's</b> Road has been repaired. References to Govan's and Drake's Roads
AG-616-001/016	25/10/1951	About to repair bridge on <b>Mead's</b> Road

Appendix II Newspaper Reports

1. The Vincent County Council refers to **Mead's Road**. For example:

VINCENT COUNTY COUNCIL  
—  
TENDERS  
—

Sealed tenders, addressed to the Chairman and marked outside "Tender for Contract No. 913" will be received at the County Office, Clyde, up till Friday, 29th March, 1940, for the following work;

Contract No. 913: Supply, Delivery and Spreading of approx. 1000 cu. yds. screened gravel to approx 100 chains of Mead's **Road**, Lake Hawea, from Kidds Bush east.

Specifications may be obtained from the County Office, Clyde. Deposit with tender 5 per cent. The lowest or any tender not necessarily accepted.

E. W. GEORGE,  
County Engineer & Clerk.  
County Offices, Clyde,  
15th March, 1940.

*Alexandra Herald and Central Otago Gazette, 20 March 1940, p.2.*

to roads.

The resident engineer, Alexandra, wrote intimating that the matter of first gravelling Mead's **road**, and the question of the dotted track being considered a legal **road** had been submitted to the Dunedin office for a decision.—Received.

The resident engineer wrote

*Alexandra Herald and Central Otago Gazette, 29 May 1940, p.4.*

The inspector was instructed to have Mead's road, Lake Hawea, made passable. The lorry with a gang of four or

*Alexandra Herald and Central Otago Gazette, 4 Nov 1942, p.7.*

Hawea Riding— Mead's Road, considerable flood damage. Roads in bad order. Estimated £200 damage. Hospital Creek erosion.

*Alexandra Herald and Central Otago Gazette, 7 March 1945, p.5.*

2. The Commissioner of Crown Lands also refers to Mead's Road. For example:

The Commissioner of Crown Lands wrote re Mead's road, Lake Hawea, suggesting that application to cut trees be made to the Conservator of State Forests, at Invercargill, before proceeding with the work.

*Alexandra Herald and Central Otago Gazette, 12 Apr 1939, p.2.*

The Commissioner of Crown Lands wrote re Mead's road, Lake Hawea, and re permission to cut down trees for half a chain width from the neck to Mr Mead's Homestead. As far as the Department is concerned there would be no objection, so long as the trees were removed so as to minimise risk of fire. It is desired, however, that permission be obtained from the Conservator of State Forests.—A letter was also received from the Conservator giving the necessary permission. The roadman to carry out the work.

*Dunstan Times, 8 May 1939, p.5*

Appendix III

B-07-part04 PUBLIC WORKS ESTIMATES FOR THE YEAR ENDING 31st MARCH, 1940., p.69

Appendix to the Journals of the House of Representatives,

ENDING 31 MARCH, 1940.

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Public Works Fund.

CONSTRUCTION, IMPROVEMENT, ETC., OF SETTLEMENT ROADS, BRIDGES, ETC.—continued.

Item.	1939-40.		1938-39.		Estimated Cost of Work when authorized.	Total Expenditure to 31 March, 1939.	Estimated Amount required to complete Work.
	Estimated Amount required to be voted.	Amount voted.	Expended.	Expended.			
MINISTER OF PUBLIC WORKS—continued.							
VOTE No. —continued.							
ROADS, ETC.—continued.							
Dunedin Road District—continued.							
Taieri County.							
Bald Hill to Hummock Runs Road (£2 for £1) .. .. .	1,220	1,200	582	3,690	1,474	2,126	
Castle Hill (Sutton to Pukerangi Road), (£1 for £1) .. .. .	100	..	..	300	..	300	
Doughboy Creek Bridge (£2 for £1) .. .. .	200	..	..	300	..	300	
Outram to Hindon Road (£1 for £1) .. .. .	200	360	360	1,124	720	404	
Outram to Hindon via Machine Creek Road (£2 for £1) .. .. .	460	460	..	924	..	924	
Boyd's to Nichol's Rock Road (£1 for £1) .. .. .	..	450	450	..	..	..	
Castle Creek Crossing (£1 for £1) .. .. .	..	90	90	..	..	..	
Otokia to Kuri Bush Road .. .. .	..	385	379	..	..	..	
Tuapeka County.							
Beaumont Station Road (£2 for £1) .. .. .	160	..	23	723	34	650	
Breakneck Road (£1 for £1) .. .. .	130	225	204	2,060	740	1,320	
Cockleshell Road (£1 for £1) .. .. .	90	85	78	2,188	1,164	1,022	
Fraiddburn Bridge (£1 for £1) .. .. .	415	415	..	820	..	820	
Haugh's (Mill Road) Bridge (£1 for £1) .. .. .	175	..	..	350	..	350	
Herbert (Parkhill) Bridge (£1 for £1) .. .. .	250	250	..	500	..	500	
Heriot to Roxburgh Road (£1 for £1) .. .. .	175	..	..	682	..	682	
Lee Flat (McDonald's) Road (£2 for £1) .. .. .	30	165	136	1,100	205	895	
Lee Flat to Black Rock Road (£2 for £1) .. .. .	100	150	150	2,364	1,096	1,268	
McCoskery's Road (£2 for £1) .. .. .	50	..	..	100	..	100	
Old Switzer's Road (£1 for £1) .. .. .	100	480	460	1,280	920	360	
Oven Hill Road (£3 for £1) .. .. .	75	..	..	100	..	100	
Pomahaka River Stock Bridge (£1 for £1) .. .. .	200	..	..	400	..	400	
Road's (Rowlatt Road), (£1 for £1) .. .. .	90	..	2	360	4	356	
Smith's Road (£2 for £1) .. .. .	110	120	13	180	20	160	
Spylaw Creek Bridge (£2 for £1) .. .. .	440	440	..	660	..	660	
Teviot Soldiers' Settlement (Timsburn) Road (£2 for £1) .. .. .	100	220	221	1,460	1,310	150	
Waikata Bush Road (£2 for £1) .. .. .	190	150	58	4,000	87	3,913	
Waitahuna to Waipori Road (£1 for £1) .. .. .	125	180	56	600	352	248	
Winter's Road (Haugh), (£1 for £1) .. .. .	140	75	8	935	614	321	
Avonal Road (Davidson's), (£1 for £1) .. .. .	..	125	..	..	..	..	
Commonage Creek Bridge (Waipori to Outram Road), (£1 for £1) .. .. .	..	235	220	..	..	..	
Duncan's Road (£1 for £1) .. .. .	..	105	103	..	..	..	
Knobbie's Road (£1 for £1) .. .. .	..	60	60	..	..	..	
Lake Onslow to Serpentine Road .. .. .	..	50	46	..	..	..	
McDonald's Road (£1 for £1) .. .. .	..	150	150	..	..	..	
Reserve Road (£1 for £1) .. .. .	..	55	55	..	..	..	
Teviot Soldiers' Settlement (Wright's Road), (£2 for £1) .. .. .	..	100	100	..	..	..	
Webster's (Waitahuna West) Road (£1 for £1) .. .. .	..	75	75	..	..	..	
Wilden Runs Road (£3 for £1) .. .. .	..	600	600	..	..	..	
Vincent County.							
Blackman's Road (£1 for £1) .. .. .	90	90	..	180	..	180	
Black's Racecourse Road (£1 for £1) .. .. .	100	..	..	200	..	200	
Drybread to Lauder Road (£1 for £1) .. .. .	200	..	..	400	..	400	
Fraser Dam Road .. .. .	300	300	..	300	..	300	
Hawca Back Road (£1 for £1) .. .. .	60	60	..	120	..	120	
Makarora to Haast Road .. .. .	60,000	60,075	54,338	250,000	123,270	126,730	
Mead's Road (£1 for £1) .. .. .	100	..	..	200	..	200	
Moutere to Disputed Spur Road (£1 for £1) .. .. .	200	200	..	640	..	640	
Nicholson's Road (£1 for £1) .. .. .	60	60	..	120	..	120	
Noone's Road (£1 for £1) .. .. .	200	60	..	400	..	400	
Poofburn Back Road to Sullivan's (£1 for £1) .. .. .	120	120	..	240	..	240	
Poofburn Bridge (Nicholson's Road), (£1 for £1) .. .. .	250	250	..	500	..	500	
Turnas to Ardour Road (£1 for £1) .. .. .	40	40	..	80	..	80	
Wilson's Road (£1 for £1) .. .. .	160	100	..	400	..	400	
Boundary Road to Poofburn (£1 for £1) .. .. .	..	80	..	..	..	..	
Burnt Cottage Road (£1 for £1) .. .. .	..	100	..	..	..	..	
Chapman's Gully Road (£1 for £1) .. .. .	..	100	98	..	..	..	
Clouston's Road (£1 for £1) .. .. .	..	45	..	..	..	..	

URL: <https://paperspast.natlib.govt.nz/parliamentary/AJHR1939-1.2.1.3.13/4?phrase=2&query=+mead%27s+road+>, accessed 16 Sept 2018.