

Minutes of a meeting of the Infrastructure Committee held in the Council Chambers, 10 Gorge Road, Queenstown on Thursday 13 February 2020 commencing at 10.00am

Present:

Councillor Quentin Smith (Chair); Councillor Penny Clark, Councillor Heath Copland, Councillor Craig Ferguson, Councillor Niki Gladding and Councillor Glyn Lewers

In attendance:

Mr Peter Hansby (General Manager, Property and Infrastructure), Mr Ben Greenwood (Roading Operations and Contracts Manager), Ms Polly Lambert (Policy and Performance Programme Manager) Ms Jendi Paterson (Consultant, ZQN7 Ltd) and Ms Jane Robertson (Senior Governance Advisor); one member of the media

Apologies

There were no apologies.

Declarations of Conflicts of Interest

There were no conflicts notified.

Matters Lying on the Table

There were no matters lying on the table.

Public Forum

There were no speakers in the Public Forum.

Confirmation of Agenda

On the motion of Councillors Lewers and Copland the Infrastructure Committee resolved that the agenda be confirmed without addition or alteration.

1. Options to address large cracks in Meads Road that are currently preventing access into Hunter Valley beyond 'the Homestead'.

A report from Ben Greenwood (Roading Operations and Contracts Manager) detailed serious cracking on Meads Road (Lake Hāwea) and assessed the options for repairing the cracking. The report concluded that the most cost effective and resilient option was to realign the road.

Mr Greenwood and Ms Moogan presented the report. They detailed the history of the roadway and the areas that had been historically maintained by the Council and those areas that were not.

Mr Greenwood advised that a communication had been received the previous evening from Graeme Todd, a director of Orange Lakes (NZ) Ltd, the company which held the pastoral lease to the Crown estate at this location. Mr Todd had advised that he was unable to appear at the meeting but wished to convey the view of himself and his co-director that their preferred option was to repair the legal road on its current alignment. Mr Greenwood further advised that Mr Todd did not view the lakeside option as a viable option and did not believe it was likely to gain Contact Energy's approval. In addition, he not favour the higher alternative route because it would encroach an area that was actively farmed and was not acceptable from a stock management perspective.

Ms Moogan confirmed that the Council had not undertaken any historic maintenance of the road beyond the homestead. However, because it provided access to the conservation estate and had some public use, the Council had a minimal level of service expectation to ensure access was safe.

The committee observed that Mr Todd's position was contrary to the report recommendation but was helpful because it indicated the company's negotiating position. Despite the indications given in Mr Todd's communication, the committee considered there was a risk of losing the road at its current alignment and trying to save the road at this location was not financially advantageous.

Mr Hansby noted that further budget may ultimately be needed from Council to complete the realignment but this was the most effective and cost efficient option.

On the motion of Councillors Clark and Lewers it was resolved that the Infrastructure Committee:

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

2. Temporary Proposed Speed Limit Changes in Arrowtown Town Centre, Wānaka and surrounding areas

A report from Polly Lambert (Policy and Performance Programme Manager) presented proposals to make permanent speed limit reductions in the Arrowtown town centre, the unsealed section of Beacon Point Road, a section of Mount Aspiring Road (near Roy's Peak carpark), a section of Cemetery Road and Ballantyne Road (following the speed management review completed by Council in 2019) and recommended public engagement on these proposals. The report also considered extending the Wanaka 'Urban Traffic Area' (UTA) to reflect recent property development and the

township's growth, to ensure consistency in the approach to UTAs across the district and recommended that this also be subject to public engagement.

Ms Lambert and Ms Paterson presented the report.

Members asked if two weeks' consultation was acceptable. Ms Lambert advised that legal advice was that this an acceptable timeframe. She noted that the speed limits had also been previously subject to a consultation period lasting 6 weeks during the original Speed Limits Bylaw consultation. The objective was to meet the scheduled 12 March Council meeting and to have any new speed limit signage installed by 30 June 2020.

On the motion of Councillors Clark and Ferguson it was resolved that the Infrastructure Committee:

- 1. Notes the contents of this report;**
- 2. Adopt the contents of the report and the following proposed permanent speed limited reductions for further community engagement:**

Area	Current Permanent Speed Limit (km/h)	Recommended Permanent Speed Limit (km/h)
Arrowtown Town Centre	40	30
Ballantyne Road (Riverbank to State Highway 8)	80	60
Ballantyne Road (Golfcourse Road to Riverbank Road)	70	50
Beacon Point Road (unsealed section)	50	20
Cemetery Road, Wanaka	100	80
Mt Aspiring Road (area by Roy's Peak Carpark)	100	50
Wanaka Urban Area Boundaries	40	40

- 3. Approve the consultation material with any minor amendments to be at the discretion of the General Manager, Property and Infrastructure.**

The meeting concluded at 10.28am.

CONFIRMED AS A TRUE AND CORRECT RECORD:

CHAIRPERSON

DATE
