

Minutes of a Council Workshop

Tuesday 14 July 2026
in the Council Chambers, 10 Gorge Road, Queenstown
commencing at 11.00am

A recording of this workshop can be found on the QLDC website.

Present:	Mayor John Glover (from 11.45am)	Councillor Niki Gladding*
	Councillor Melissa White	Councillor Jon Mitchell
	Councillor Samuel 'Q' Belk	Councillor Cody Tucker*
	Councillor Gavin Bartlett	Deputy Mayor Quentin Smith
Apologies:	Councillor Stephen Brent (on medical leave)	Councillor Nicola King (on leave)
	Councillor Heath Copland (on leave)	Councillor Matt Wong (on leave)
In attendance:	Katherine Harbrow	Pennie Pearce
	Tony Avery	Anita Vanstone
	Ian Dunbar	Catriona Lamont
	Ross Copland (Southern Infrastructure)	Anita Dawe* (Otago Regional Council)
	Ben Sherriff (Resolve Group)	Priya Bhuller
	Roger Davidson	Aaron Burt
	Alayna Ra* (WSP New Zealand)	Jane Robertson
Media	One member of the media	
Public	Three members of NZTA staff (from previous session)	

*online

No.	Agenda Item	Actions
1.	<u>Transport Strategy Update</u> The purpose of this workshop was to update elected members about various transport workstreams, including external programmes and to clarify overlaps between the Otago Central Lakes Transport Network Plan and the NZTA Strategic Network Plan. Tony Pickard (Strategy Planning Manager – Transport), Pennie Pearce (General Manager, Strategy & Policy – Acting) presented the item and spoke to Attachment A. It was noted that:	Staff to respond to the following requests. - Present the implications of both the Progressive and Aggressive pathway scenarios, including key trade-offs, costs, and outcomes. - Evaluate pathway options against

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	- The Transport Network Plan is being developed to consolidate existing transport planning across QLDC, CODC, ORC and NZTA and establish a coordinated programme of transport interventions. It is expected to be complete by August–September 2026. - Significant transport investment is required due to: - Faster-than-anticipated growth; intensification of development; and delayed delivery of previously identified transport projects, leaving a large transport infrastructure deficit that has accumulated over the past decade. Discussion in response to the presentation raised the following main points: - Alternative funding mechanisms needed to be developed and included development contributions/levies, time-of-use charging, parking charges and tolls. - LTP discussions needed to consider whether Council was willing to fully fund projects that do not receive external funding. - There was emerging public transport work occurring in the Upper Clutha and through the Queenstown–Central Otago corridor. - Major town Queenstown Town Centre projects included further stages of the Arterial route, development of a public transport interchange, street upgrades and investment in new parking infrastructure. <i>The Mayor entered the workshop at 11.45am.</i> - There needed to be stronger evidence of the economic benefits and return on investment before Council could support developments involving major expenditure. - There was strong support for early investment in active travel and transport improvements in Wānaka. - Members noted the benefit of implementing transport interventions ahead of growth to embed new travel behaviours.	delivery feasibility, implementation constraints, and organisational capacity. - Ensure key Wānaka interventions remain incorporated and visible within future pathway development. - Suggested further analysis of the business case and cost-benefit assumptions for Queenstown Town Centre interventions. - Suggested exploration of opportunities to improve programme visualisation and demonstrate integration across the wider transport network. - Suggested consideration of options to further develop the vulnerable roads programme, including scope, funding provision and integration with the wider LTP programme. - Suggested exploration of a broader, multi-modal approach to park and ride, including future demand and capacity considerations.

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	- The three investment pathways were <u>reactive</u> (minimal intervention beyond key commitments), <u>progressive</u> (prioritises early intervention) and <u>aggressive</u> (brings forward planning and preparation for major projects). - Members generally agreed that the district's transport deficit required a <u>proactive</u> response (rather than the <u>reactive</u> option) but there was some support for taking an <u>aggressive</u> approach. Further detail about project benefits, delivery capacity, funding sources and affordability was needed before the Council could select a preferred pathway. <u>Attachments</u> <i>Attachment A: Transforming Transport – Transport Planning and Investment (Part A); Infrastructure Strategy (Part B)</i> <i>The meeting adjourned at 12.35pm and reconvened at 1.00pm.</i>					
2.	<u>Southern Infrastructure Options Discussion</u> PUBLIC EXCLUDED: It is recommended that this subject matter is discussed while the public is excluded. This recommendation is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows: <table><tr><th><i>Section and Grounds</i></th><th><i>Reason for this recommendation</i></th></tr><tr><td>7(2)(b)(ii) to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</td><td> The developer wishes to brief the Council about the project to install a cable car in Queenstown. The discussion will include details about the developer’s plans and funding arrangements and making these public would prejudice the developer’s commercial position. There is clear public interest in the development, but this is outweighed by need to hold these discussions with the public excluded in order to ensure that the developer keeps detailed project plans private. </td></tr></table> <i>Conditions under this publicly excluded material will be proactively released:</i> Material related to this workshop will need to remain public excluded until the funding stream for this project has been finalised and final plans are confirmed and released.	<i>Section and Grounds</i>	<i>Reason for this recommendation</i>	7(2)(b)(ii) to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	The developer wishes to brief the Council about the project to install a cable car in Queenstown. The discussion will include details about the developer’s plans and funding arrangements and making these public would prejudice the developer’s commercial position. There is clear public interest in the development, but this is outweighed by need to hold these discussions with the public excluded in order to ensure that the developer keeps detailed project plans private.	
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	<i>The meeting resumed in public at 2.10pm.</i>	
3.	<u>Shotover Wastewater Treatment Plan Long Term Disposal Solution</u> The purpose of this workshop was to detail the strategic approach to respond to the March 2026 Council resolution, which requests a report and final decision in March 2027 on a long term disposal solution for the Shotover Wastewater Treatment Plant (WWTP) discharge. Alayna Ra (WSP New Zealand) presented and spoke to a PowerPoint on a proposed engagement and review process. Elected members generally supported the proposed engagement framework, stating that it was comprehensive, inclusive and seemed achievable within the available timeframe. <i>Councillor White left the workshop at 2.33pm.</i> General discussion followed: • Discussion highlighted the need to test assumptions relating to land availability, ownership and potential disposal opportunities. • Members supported joint future-thinking workshops involving both Council and the CCO and it was suggested that a local infrastructure and environmental experts group should be established. • Members emphasised the importance of meaningful community poll questions informed by the review process. • In response to a question, it was clarified that WSP will facilitate and challenge the process, while any additional technical assessment would be undertaken by GHD and Council staff. • Members noted that the process needed to remain flexible enough to identify and assess additional practicable options, if required. <u>Attachments</u>	Staff actions in response to the presentation: 1. Include land ownership and baseline land information in the business case review. 2. Identify baseline land and property information available for engagement participants. 3. Develop a methodology for establishing a local infrastructure and environmental experts group, including: • Skills matrix • Selection process • Appointment approach • Remuneration framework 4. Continue developing the community deliberative poll methodology and report back through the Asset and Infrastructure Committee. 5. Finalise and provide Council with a detailed engagement work programme.

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	<i>Attachment A: Shotover WWTP Disposal Options</i> <i>Independent engagement facilitation</i>	6. Circulate workshop and engagement timelines with the final programme.

The workshop concluded at 3.11pm.