

Minutes of a meeting of the Infrastructure Committee held in the Council Chambers, 10 Gorge Road, Queenstown on Thursday 23 November 2017 commencing at 10.00am

Present:

Councillors Forbes (Chairperson), Clark, Ferguson and MacDonald

In attendance:

Councillor Calum MacLeod, Councillor Quentin Smith, Mr Peter Hansby (General Manager, Property and Infrastructure), Mr Gareth Noble (Programme Director), Mr Rob Darby (Project Manager) and Ms Jane Robertson (Senior Governance Advisor); one member of the media

Apologies

An apology was received from Councillor McRobie.

On the motion of Councillors MacDonald and Ferguson it was resolved that the apology be accepted.

Declarations of Conflicts of Interest

No declarations were made.

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

The agenda was confirmed without addition or alteration.

Confirmation of Minutes

On the motion of Councillors MacDonald and Clark it was resolved that the Infrastructure Committee confirm the minutes of the Infrastructure Committee meeting held on 7 September 2017 as a true and correct record.

Councillor Clark asked if funding for the Arrowtown Lighting Master Plan was included in the 10-Year Plan. Mr Hansby undertook to check this point.

1. Bennetts Bluff Car Park and Viewing Area - Single Stage Business Case

A report from Gareth Noble (Programme Director) advised that Bennetts Bluff is an area adjacent to the Queenstown-Glenorchy Road which is a popular place for tourists and locals to pull off the road to view Lake Wakatipu. The report noted that it is on a curve in the road and unsafe because of reduced sight distances and inadequate parking capacity. Instead of undertaking remediation work at the current site, staff now recommended that an alternative location for the car park and viewing point be developed and recommended that the committee adopt this way forward.

Item 1 was presented by Mr Noble.

Councillor Clark asked whether the plans showed that drivers could not execute a right turn to return to Queenstown and if so, she questioned its workability. Mr Noble advised that this was the intention but he acknowledged it could be problematic. He undertook to include a resolution of this concern in the detailed design, provided that it still fulfilled the safety objectives.

It was noted that signage would be needed to indicate how to find the new look-out and to prevent vehicles from stopping at the current location. Mr Noble advised that the project would incur some additional costs as it was planned to incorporate accessibility in the design but all signage would be covered by existing budgets.

Staff reported that agreement had not yet been reached with the Department of Conservation ('DOC') about use of the land but the Glenorchy Community Association had held initial discussions with DOC about this use of the site.

Councillor Ferguson asked staff to keep the Glenorchy Community Association up to date with all plans going forward.

Councillor Smith thanked staff for making provision for accessibility in the design.

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

- 1. Note the contents of this report; and**
- 2. Direct the General Manager of Property and Infrastructure to proceed with Option 3: car park and viewing area at the alternative site.**

2. Lake Hawea Water Supply Review

A covering report from Gareth Noble (Programme Director) presented the findings of a 'lessons learnt forensic assessment' of the delivery of the Lake Hawea Water Supply Capex Project.

The report was presented by Mr Noble and Mr Glasner.

Mr Glasner explained the key matters that had gone wrong. He observed that the project had had a number of component projects as well as different consultants and contractors which had created unnecessary complexity. Staff had learned from this experience with a clearer model for governance now along with a Business Case approach. It was considered that such difficulties could no longer occur under the Better Business Case process.

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

- 1. Note the contents of this report; and**
 - 2. Accept the conclusions and recommendations of the 'lessons learnt forensic assessment'.**
- 3. Queenstown Central Business District Electric Vehicle Fast Charging Stations**

A report from Rob Darby (Project Manager) assessed whether the Council should grant a Licence to Occupy over Council-owned freehold land to Chargenet Ltd for the first electric vehicle (EV) fast charging stations in the Athol Street car park in the Queenstown Central Business District. The report recommended that the Licence to Occupy be approved subject to conditions.

The report was presented by Rob Darby. He advised that the Council acted as facilitator in relation to Electric Vehicle Fast Charging Stations and the installation was undertaken by service provider ChargeNet. It was noted that the initial term was five years and should use of Athol Street change during this period necessitating relocation of the carparks, this would be at Council's cost, however the risk and cost implications of this were relatively minor.

Members observed that because 'Pay and Display' parking charges did not apply to the charging spots it was importing to ensure that the vehicles using these parks were intending to use the charging facilities.

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

- 1. Note the contents of this report; and**
- 2. Approve a licence to occupy (LTO) for Chargenet Ltd to install, operate and maintain electric vehicle (EV) fast charging stations subject to the following conditions:**
 - a. The structure must not compromise roading or services maintenance activities.**
 - b. Ongoing maintenance of the structure is to be the responsibility of the Licensee along with any damage that may occur to the road reserve as a result of the structure.**

- 7. Approve that district wide EV car parking stalls will be subject to a 60 minute (P60) parking restriction for vehicles capable of being charged by the EV fast charging station, and subject to the operator of the vehicle intending to use the EV fast charging station.**
- 8. Approve that the Prohibited Parking infringement will apply district wide to vehicles using EV car parking stalls where either, the vehicle is not capable of being charged by the EV fast charging station, or where the operator of the vehicle is not intending to use the EV fast charging station.**
- 9. Note that legalisation of new electric vehicle parking signage, its implementation and enforcement and amendments to existing parking restrictions will be the subject of a review of the current parking by-law.**
- 10. Note that this report does not prescribe or predict the outcomes of the overarching Queenstown Town Centre Masterplan or other strategies or policies, in terms of promotion, facilitation and implementation of electric vehicles and the infrastructure supporting them.**

The meeting concluded at 10.31am.

CONFIRMED AS A TRUE AND CORRECT RECORD

CHAIRPERSON

DATE

Attachment A – Athol Street Car Park EV Fast Charging Station and Charging Stall Locations

