

### Infrastructure Committee

11 September 2025

#### Report for Agenda Item | Rīpoata moto e Rāraki take [2]

**Department: Property & Infrastructure**

**Title | Taitara: Public EV Chargers**

#### Purpose of the Report | Te Take mō te Pūroko

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This report seeks endorsement from the Infrastructure Committee to initiate a market engagement process for the procurement of public electric vehicle (EV) charging infrastructure across identified sites around the Queenstown Lakes District as outlined in Attachment A.

In alignment with Council's Climate and Biodiversity Plan 2025-2028 and strategic objectives to promote sustainable transport solutions, this initiative proposes the deployment of a district-wide network of fast-charging EV stations. The infrastructure is intended to be delivered at no capital or operational cost to Council, under a commercial partnership model wherein the supplier will install, operate, and maintain the charging stations in exchange for long-term lease, licence-to-occupy (LTO) and revenue sharing arrangements.

The proposed procurement will be conducted via an open-market Request for Proposal (RFP) through the Government Electronic Tender Service (GETS), with the objective of securing a supplier capable of delivering suitable direct current (DC) charging capacity, with selected sites offering up to 300kw.

The Infrastructure Committee is requested to support the commencement of this procurement process and endorse the strategic direction outlined herein, enabling Council to proceed to market and secure a delivery partner for this infrastructure initiative.

#### Recommendation | Kā Tūtohu

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That the Infrastructure Committee:

1. **Note** the contents of this report;
2. **Endorse** the report and the initiative to engage with the market for delivery of district wide EV Charging infrastructure; and
3. **Delegate** the Chief Executive to enter subsequent site arrangements with the successful contractor for a lease or licence to occupy and revenue sharing agreement.

Prepared by:



**Name:** Stefan Amston

**Title:** Facilities & Fleet Manager

12 August 2025

Reviewed and authorised by:



**Name:** Tony Avery

**Title:** General Manager - Property &  
Infrastructure

19 August 2025

### Context | Horopaki

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1. The Queenstown Lakes District is experiencing sustained population growth and remains one of New Zealand's most prominent tourist destinations. This growth, coupled with the national and global transition toward low-emission transport, has led to a marked increase in the adoption of EVs by both residents and visitors. However, the current EV charging infrastructure within the district is limited in both scale and geographic coverage and is insufficient to meet existing and projected demand.
2. In response to this emerging need, Council officers have been approached by members of the Executive Leadership Team (ELT), Elected Members, members of the public and representatives of private entities, all of whom have conveyed strong community interest in the expansion of EV charging infrastructure. These stakeholders have emphasized the importance of the Council taking a leadership role in enabling this transition, particularly given its ownership of strategically located land assets across the district.
3. Council officers have received multiple unsolicited approaches from electric vehicle (EV) charging providers expressing interest in installing infrastructure across the Queenstown Lakes District. These proposals have varied in scope, location, and commercial terms, and while they reflect strong market interest and community demand, they also highlight the risk of fragmented delivery and inconsistent outcomes if pursued independently.
4. To ensure a coordinated, equitable, and strategically aligned approach, it is proposed that the Council consolidate these expressions of interest into a single, district-wide procurement process. This will enable the identification of a preferred supplier through an open-market RFP, ensuring consistency in infrastructure standards, equitable geographic coverage, and a financially beneficial outcome for ratepayers.
5. The Council is uniquely positioned to facilitate the delivery of a districtwide EV charging network by leveraging its landholdings to support infrastructure that is both publicly accessible and financially sustainable. The proposed delivery model involves engaging a commercial partner through an open-market RFP process. Under this model, the selected supplier will be responsible for the full installation, operation, and maintenance of the EV charging infrastructure at no cost to Council. In return, Council will offer long-term lease or LTO arrangements for identified sites, with the potential to generate revenue through ground leases and turnover-based rent.
6. This initiative supports Action 6.4 "Expand the EC Charging Network" within Council's Climate and Biodiversity Plan 2025-2028<sup>1</sup> as well as broader strategic objectives to promote sustainable transport, reduce emissions, and enhance the district's resilience. It also presents an opportunity to deliver a financially beneficial outcome for ratepayers, while addressing a critical infrastructure gap and supporting the district's long-term growth and environmental goals.

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<sup>1</sup> [https://climateaction.gldc.govt.nz/media/2lidsbxbp/gldc\\_climate-and-biodiversity-plan.pdf](https://climateaction.gldc.govt.nz/media/2lidsbxbp/gldc_climate-and-biodiversity-plan.pdf)

7. A preliminary assessment has identified approximately 10 potential sites across the Queenstown Lakes District (QLDC) as plausible locations for the installation of EV charging infrastructure. These sites have been selected based on strategic location, accessibility, existing land use, ownership, and alignment with community demand. However, it is acknowledged that further investigation is required to confirm the suitability of each site. This assessment will be undertaken by the successful contractor as part of the delivery process and will include:
- Compatibility with QLDC's existing land use policies, strategic plans, and infrastructure strategies.
  - Evaluation of electrical capacity, site access, and parking configurations.
  - Identification of any regulatory constraints, including zoning, reserve status, and heritage considerations.
  - Preparation and submission of any necessary resource consent applications, in accordance with the Resource Management Act 1991 and relevant District Plan provisions.
  - This approach ensures that infrastructure is delivered in a manner that is both technically feasible and strategically aligned, while maintaining compliance with the Council's statutory obligations and community expectations.

### Analysis and Advice | Tatāritaka me kā Tohutohu

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8. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.
9. Option 1: QLDC Owned and Delivered Infrastructure

QLDC funds, installs, operates, and maintains the EV charging infrastructure using internal resources or contracted services.

#### *Advantages:*

- Full control over infrastructure, pricing, and service standards.
- Ability to align directly with Council's strategic and climate goals.
- Potential long-term revenue retention.

#### *Disadvantages:*

- High upfront capital investment and ongoing operational costs.
- Requires technical expertise, staffing, and asset management capability.
- Exposure to financial, regulatory, and operational risks.
- Slower deployment due to internal procurement and delivery constraints.

#### 10. Option 2: Private Sector Delivery via Open-Market Procurement

QLDC issues an RFP to identify a commercial supplier who will deliver the infrastructure at no cost to Council, in exchange for long-term site access and revenue-sharing arrangements.

*Advantages:*

- No capital or operational cost to Council.
- Rapid deployment and access to private sector expertise.
  - Revenue generation through ground leases or turnover rent.
  - The private sector can react quicker to implement enhancements/changes to the already installed chargers when the market dictates.
  - Retain Council's Role as enabler and landowner.

*Disadvantages:*

- Less control over pricing and service standards.
- Requires robust contract management and enforcement.
- Risk of supplier underperformance or community dissatisfaction.

#### 11. Option 3: Public Private Partnership (PPP)

Council enters a long-term partnership with a private entity, sharing investment, risk, and governance.

*Advantages:*

- Shared risk and investment.
- Potential for innovation and co-branding.
- Long-term strategic alignment.

*Disadvantages:*

- Complex legal and financial structuring.
- May require Council contribution or guarantees.
- Slower to establish and manage.

#### 12. Option 4: Land Leasing to Multiple Operators

Council leases different sites to various EV charging providers.

*Advantages:*

- Encourages competition and innovation.
- Diversifies service offerings.

*Disadvantages:*

- Fragmented user experience.
- Complex site management and enforcement.
- Risk of inconsistent service quality.

### 13. Option 5: Do Nothing / Maintain Status Quo

The Council takes no action and relies on the private sector to expand organically.

*Advantages:*

- No financial or operational commitment.

*Disadvantages:*

- Fails to meet community demand.
- Missed opportunity for revenue and strategic leadership.
- Reputational risk and misalignment with climate goals.

14. This report recommends **Option 2** for addressing the matter because, based on the above assessment, QLDC should not directly deliver the EV charging infrastructure due to the financial, operational, and resource implications. Instead, the preferred and recommended option is to proceed with an open-market procurement process, enabling private sector delivery under a commercial partnership model that ensures community benefit, strategic alignment, and financial return to ratepayers.

## Consultation Process | Hātepe Matapaki

### **Significance and Engagement | Te Whakamahi i kā Whakaaro Hiraka**

15. This matter is of high significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because; the proposed district-wide EV charging infrastructure initiative represents a strategically aligned and community-supported project that is likely to meet the threshold for significance under Queenstown Lakes District Council's Significance and Engagement Policy 2024.

16. The project directly contributes to the social, environmental, and economic wellbeing of the district by enabling the transition to low-emission transport, supporting the Climate Action Plan, and responding to the increasing demand for EV infrastructure driven by population growth and tourism. It also leverages Council's ownership of strategically located land assets to deliver public benefit while generating a financial return for ratepayers.
17. Council officers have received clear indications of support from ELT, Elected Members, and representatives of public-private partnerships, all of whom have conveyed that this initiative is strongly desired by the community. This feedback reinforces the importance of the project and its alignment with community expectations and Council's strategic objectives.
18. Given the visibility of the infrastructure, its district-wide impact, and the long-term use of Council land, the project is likely to be considered significant under the policy. As such, it will require a proportionate level of engagement, including targeted consultation with mana whenua, community boards, and affected stakeholders. Public communication through Council's engagement platforms will also be essential to ensure transparency and build community trust.
19. The delivery model, wherein Council enables infrastructure through land access but does not bear capital or operational costs, ensures that the initiative is financially prudent and does not compromise Council's capacity to deliver other services. Moreover, the potential for revenue generation through lease arrangements and turnover rent supports a financially beneficial outcome for ratepayers.
20. In summary, the EV charging infrastructure project is consistent with the principles and thresholds outlined in the Significance and Engagement Policy 2024. It warrants a structured engagement approach and careful consideration of community, cultural, and strategic factors to ensure its successful delivery and enduring public value.

The persons who are affected by or interested in this matter are;

### **Local Communities**

- Community boards representing local interests and priorities.
- Elected Members who have expressed support and are accountable to constituents.

### **Private Sector Partners**

- EV charging providers interested in commercial opportunities.
- Potential bidders responding to the open-market RFP.

### **Regulatory and Utility Bodies**

- Electricity distribution companies (e.g. Aurora Energy) responsible for grid capacity and connection.

### **Council Departments**

- Property and legal teams managing lease and LTO agreements.



### Economic Development Teams

- Sustainability and climate teams ensuring alignment with the Climate Action Plan.
- Communications and Engagement team managing public consultation and messaging.

### Ratepayers

21. The Council, will given the strategic nature of the EV charging infrastructure initiative and its potential classification as a significant decision under Council policy, consider conducting a structured and transparent public engagement process. The level of engagement should be proportionate to the scale, impact, and public interest in the project.

### Māori Consultation | Iwi Rūnaka

22. The Council will, throughout the engagement outlined in Section 18 ensure Māori consultation has been considered.

### Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

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23. This matter relates to the Strategic/Political/Reputation risk category. It is associated with RISK10028 Ineffective procurement within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.
24. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved by initiating a structured and transparent open-market procurement process that consolidates unsolicited approaches into a single, competitive RFP. This process will ensure that all proposals are evaluated against consistent criteria, aligned with Council's strategic objectives, and subject to robust commercial, legal, and technical scrutiny. By doing so, Council mitigates the risk of fragmented delivery, inconsistent infrastructure standards, and suboptimal financial outcomes, while ensuring that the selected supplier meets performance expectations and complies with relevant policies, strategies, and statutory requirements.

### Financial Implications | Kā Riteka ā-Pūtea

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25. There are no immediate operational or capital expenditure requirements additional to existing approved budgets or the current Annual/Long Term Plans, as the recommended delivery model proposes that all infrastructure and installation costs be borne by the successful supplier. The Council will not be required to fund the procurement, construction, or maintenance of the EV charging infrastructure.
26. The decision to proceed with this initiative may result in moderate to medium internal resource requirements, including staff time for procurement management, legal review of lease/license agreements, and coordination of site assessments and consents. These costs are expected to be absorbed within existing departmental budgets.



27. Should any site-specific upgrades or enabling works to be required (e.g., minor civil works, signage, or regulatory enforcement infrastructure), these will be assessed on a case-by-case basis and may be subject to future budget considerations. Any such costs will be identified during the detailed site investigation phase and addressed through standard Council budgetary processes.
28. Overall, the financial model is designed to be cost-neutral to Council, with potential revenue generated through ground leases, license-to-occupy arrangements, and turnover-based rent, thereby delivering a financially beneficial outcome for ratepayers.

### Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

29. The following Council policies, strategies and bylaws were considered:

#### **Climate and Biodiversity Plan 2025-2028**

- The initiative directly supports Council's commitment to reducing greenhouse gas emissions and promoting low-emission transport alternatives.
- EV infrastructure is a key enabler of sustainable mobility across the district.

#### **Infrastructure Strategy (2024-2054)**

- Aligns with long-term planning for resilient, future-proofed infrastructure.
- Supports the strategic goal of enabling growth while maintaining environmental integrity.

#### **Long Term Plan (LTP) 2024-2034**

- The project is consistent with the LTP's focus on sustainability, innovation, and community wellbeing.
- Financial model aligns with Council's objective to deliver value without increasing rates.

#### **Significance and Engagement Policy 2024**

- The project meets the threshold for significance due to its district-wide impact, use of Council land, and strong public interest.
- Engagement requirements have been assessed and incorporated into the delivery plan.

#### **Vision Beyond 2050**

- Supports the "Zero Carbon Communities" and "Mobility" themes by enabling clean transport options and reducing reliance on fossil fuels.

#### **District Plan**

- Site selection and infrastructure deployment will be subject to zoning, land use, and consent requirements under the operative District Plan.
- Reserve land and heritage areas will require additional scrutiny and engagement.

### QLDC Procurement Policy

- The recommended open-market RFP process ensures transparency, fairness, and value for money.
- Consolidates unsolicited approaches into a single, strategic procurement pathway.

### Parking Strategy (Draft)

- The initiative considers the implications of EV charging on existing parking assets and aligns with the evolving direction of the draft parking strategy.

30. The recommended option is consistent with the principles set out in the named policies.

31. This matter is not included in the current Long Term Plan or Annual Plan as it has emerged in response to recent unsolicited approaches from electric vehicle (EV) charging providers and growing community demand for sustainable transport infrastructure. The initiative has developed outside of the standard planning cycle and reflects a timely opportunity for Council to respond to market interest and strategic alignment with the Climate Action Plan 2025.

### Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

32. There are legal considerations that must be addressed in the delivery of this initiative. The installation and operation of EV charging infrastructure on Council-owned land will require compliance with several legislative frameworks, including but not limited to:

- The **Local Government Act 2002**, particularly in relation to decision-making, significance, and engagement obligations.
- The **Resource Management Act 1991**, where resource consents may be required depending on site zoning, land status (e.g., reserves), and environmental effects.
- The **Reserves Act 1977**, for any sites located on designated reserve land, which may require public notification or Ministerial consent.
- The **Electricity Act 1992** and associated regulations governing the installation and operation of electrical infrastructure.

33. Legal advice will be sought at the preliminary stages of this project, particularly regarding the structure of lease and LTO arrangements, and the recommended delivery model is consistent with that advice. The proposed procurement and contractual framework will include provisions to ensure compliance with all relevant legislation, and further legal review will be undertaken prior to finalising agreements with the successful supplier.

### Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

34. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The proposed EV charging infrastructure initiative is consistent with

the purpose of local government as defined in Section 10 of the Local Government Act 2002. It enables democratic local decision-making by responding to unsolicited approaches from providers, feedback from elected members, and clear indications of community interest. The initiative reflects Council's role in acting on behalf of its communities to deliver infrastructure that meets emerging needs and supports long-term strategic goals.

35. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter 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.
  - The project enhances existing service offerings without displacing or diminishing current services. Council retains ownership of the land, with access granted through lease or licence-to-occupy arrangements, and no strategic assets are being transferred or divested as part of this initiative.

### Attachments | Kā Tāpirihaka

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A	Preliminary Site Locations
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## Attachment A: Preliminary Site Locations

### Public EV Chargers – Preliminary Site Locations.

Following initial scoping and strategic alignment assessments, the following locations have been identified as plausible candidates for the installation of electric vehicle (EV) charging infrastructure across the Queenstown Lakes District:

- 31/35 Mull Street, Glenorchy



- Athol Street, Queenstown (existing site – proposed upgrade)





- New Ballarat Street Carpark, Queenstown (resource consent and conduit infrastructure already in place)



- Wiltshire Street, Arrowtown



- 41 Sir Tim Wallis Drive, Wānaka



- Boundary Street Carpark, Queenstown



- Kent Street, Kingston



- Cardrona Valley Road, Cardrona





- Ardmore Street, Wānaka



- 33 Joe O'Connell Drive, Queenstown Event Centre



These sites have been selected based on their strategic location, accessibility, and alignment with Council's owned infrastructure. However, further investigation will be required by the successful contractor to confirm technical feasibility and compliance with relevant Council policies and statutory requirements.

Key considerations for further assessment include:

- Confirmation of transformer capacity and electrical supply availability
- Detailed site-specific design and layout planning



- Resource consent applications were required under the District Plan or Reserves Act
- Engagement with mana whenua and affected stakeholders
- Integration with existing parking and land use strategies

These locations represent a strong starting point for district-wide EV infrastructure deployment, subject to the outcomes of technical due diligence and regulatory review. Council officers will work closely with the selected supplier to ensure all necessary investigations and approvals are undertaken prior to installation. It's important that the successful contractor engages across all sites, ensuring we get a district wide coverage.

Stefan Amston

Facilities & Fleet Manager