

Full Council

24 October 2024

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

Department: Property & Infrastructure

Title | Taitara: Stanley Street Carparking Options Assessment

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to provide a summary of the options assessment in respect of the Stanley Street Carparking Site and outline the direction for confirming the optimal configuration, balancing the known site constraints.

Executive Summary | Whakarāpopototaka Matua

There is a current parking shortage within the Queenstown Town Centre affecting local businesses, visitors and residents.

A previous resolution was made at the Council meeting on 4 April 2024, to direct the Chief Executive to report to the Council regarding the options to provide the maximum number of public carparks at the Stanley Street site for the medium term.

Two options were presented at the Infrastructure Committee Workshop on 8 October 2024, seeking feedback and direction on the preferred carpark layout options for the Stanley Street site. That considered a number of alternative parking configurations to maximise occupancy whilst addressing issues or the cost vs. revenue implications and the impact on existing trees on the site.

This report outlines the options currently being considered and as presented at the Infrastructure Committee Workshop and details the direction and process for determining the optimal solution for the site for agreement/endorsement by Council.

Recommendation | Kā Tūtohuka

That the Council:

1. **Note** the contents of this report;
2. **Agree** that the vacant Council land at 47-49 and 53-61 Stanley Street be constructed and used as a carpark in the short to medium term, subject to obtaining resource consent;
3. **Note** that funding for physical works on the site is subject to Council agreeing to a proposal in the October reforecast to fund works to complete a carpark;

4. **Note** that an assessment of all trees on the site has been undertaken and that any proposed removal of trees in order to cater for additional carparks will be assessed in accordance with Council's Tree Policy; and
5. **Approve** the construction of Option 1, to maximise the number of carparks and to meet the requirements of the Council's Tree Policy to replace any trees removed on a two for one basis.

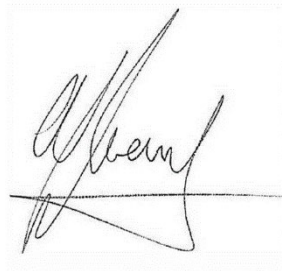
Prepared by:



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11 October 2024

Reviewed and Authorised by:



Name: Tony Avery
Title: General Manager, Property and
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14 October 2024

Context | Horopaki

1. As part of the Alliance works, 43 carparks were established on the wider Stanley Street site in December 2022.
2. Following the successful demolition, relocation and remediation of the former Arts Centre site, Council is now in a position to develop additional carparking on the site to assist in alleviating parking pressures for businesses and visitors in the Queenstown town centre.
3. Further to the Council Workshop on 21 February 2023, a resolution was made at the Council meeting on 4 April 2024 to direct the Chief Executive to report to the Council regarding the options to provide the maximum number of public carparks at the Stanley Street site for the medium term. Additional feedback on two options for the site was sought at the Infrastructure Committee Workshop on 8 October 2024.
4. The two options presented at the Infrastructure Committee Workshop on 8 October 2024 offered different configurations to balance the known site constraints. Both options are currently contemplated as a sealed surface, with final details to be confirmed in coordination with the Property and Infrastructure Engineering team and Planning team. Chipseal is currently the preferred approach given its lifespan and therefore whole of life cost efficiencies and environmental controls regarding dust and stormwater. While a gravel surface is cheaper to install, it is estimated that a chipseal surface may result in a whole of life saving for the project over a graveled option, which has higher maintenance costs over the medium term lifespan. Further information on these options can be found in Attachment A. All options considered intend to deal with stormwater on site, given there is not currently capacity within the adjacent infrastructure to capture the stormwater from the site.
5. A further assessment of the trees on the site has been completed by QLDC's arborist. The report categorises three of the trees with a low rating, five with a moderate rating and three trees with a high rating. No trees are identified as protected as per the protected trees schedule of the District Plan. Any trees removed will be replaced with two others in accordance with QLDC's Tree Policy. Further information regarding this assessment can be found in Attachment B.
6. While initially modelled as \$6/hour with an occupancy of 40%-50%, further discussion with the Transport Planning team has confirmed a revised charging scheme of \$3.10/hour to match the current charge on the site, with a target occupancy of 80% aligning more closely to the wider transport and parking strategies. This change in charging strategy, brings no considerable change to the overall payback period for the site's interim usage.
7. It is currently anticipated that in mid/late 2025 an additional ~150 carparks will be made available as a result of the handover of the Alliance laydown compound. At this point, the existing upper Ballarat Street will be the primary access to Town Centre parking areas.
8. The Alliance is currently using part of the Stanley Street site between mid-October to early December as a coach pick up and drop off zone. This has been prompted by the upcoming stormwater works that are due to close lower Ballarat Street, affecting the Athol Street area for coach use.

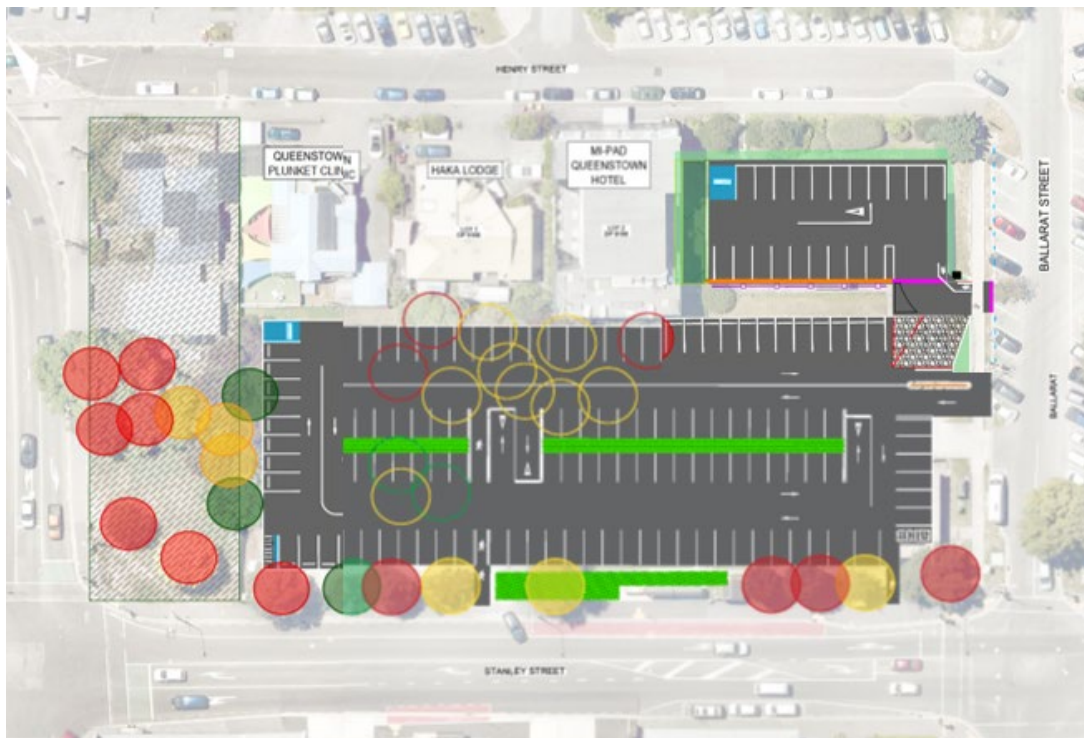
9. A resource consent has been lodged for a temporary carpark which is targeting opening in December 2024. This parking will be utilised until approximately Waitangi Day, when the site access will be impeded by future Alliance stormwater work at the intersection of Stanley and Ballarat Streets. At this point, it is anticipated the time that the carpark is not accessible, further works will be undertaken to transform the carpark from its temporary state into a medium term solution, which will commence from the end of March 2025.
10. It is understood the proposed options for the medium term solution align with the temporary site use in respect of projects Manawa and Connect. The two workstreams associated with these projects; being the master planning and land exchange planning, are able to proceed uninhibited and in line with the approved Long Term Plan (LTP). It is noted there remains a residual risk around the exact timing of Project Manawa and with the potential for this timeframe to elongate past the currently nominated year 7 of the LTP, the case for a medium term parking solution on this site is strengthened.

Analysis and Advice | Tatāritaka me kā Tohutohu

11. 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.

12. Option 1: Maximised Parking

This option seeks to establish a total of 116 carparks (73 new) as shown in the figure below, maximising the number of parking spaces within the development area nominated across the site. This option uses a sealed surface and onsite stormwater attenuation to manage environmental effects. It also requires the removal of 17 individual trees, denoted by 10 circles adjacent to the Plunket Clinic, Haka Lodge and Mi-Pad Hotel, making way for additional parking.



Advantages:

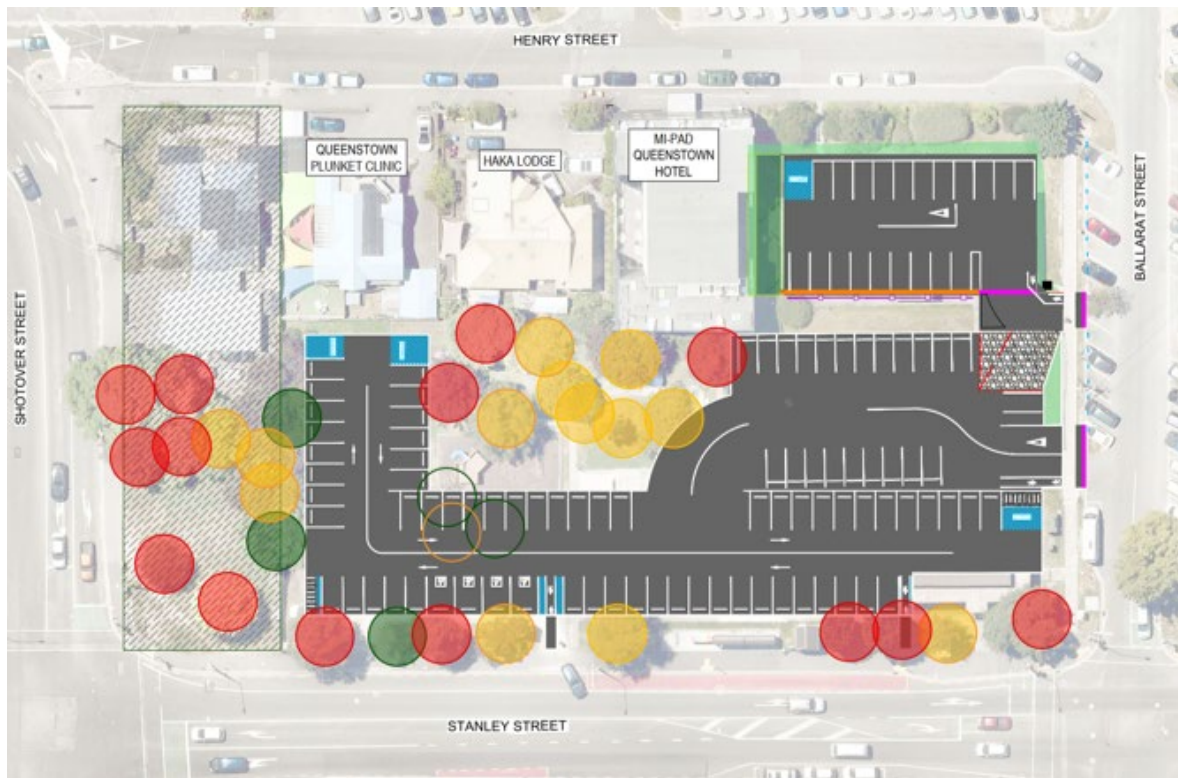
- More parks are provided
- Provides optimal vehicle circulation efficiency
- Improved visual appearance of a sealed and line-marked surface
- Maximises revenue received from parking for the medium term
- Manages stormwater runoff through onsite attenuation
- Removes dust generation from gravel surface
- Reduces whole of life cost through reducing maintenance requirements

Disadvantages:

- Removal and replacement of 17 trees with 34 new trees, under Council’s tree policy
- Site re-grading required and removal of existing retaining wall

13. Option 2: Reduced Parking

This option seeks to establish 104 carparks (61 new) as shown in the figure below, maximising the number of trees retained on the site, while still providing more carparking than currently enabled.



Advantages:

- Retention of 17 trees
- Reduced site re-grading and no removal of retaining wall required
- Improved visual appearance of a sealed and line marked surface
- Provides revenue received from parking for the medium term
- Manages stormwater runoff through onsite attenuation
- Removes dust generation from gravel surface
- Reduces whole of life cost through reducing maintenance requirements

Disadvantages:

- Fewer parks are provided, meaning parking capacity is reached sooner
- Compromised traffic flow and vehicle circulation

14. Option 3: Do Nothing

This solution would result in the Stanley Street site being left in an undeveloped state.

Advantages:

- Retention of 17 trees
- No physical works required

Disadvantages:

- No new parking available for businesses and visitors meaning no additional capacity to alleviate current shortfall
- No revenue received from parking for the medium term
- Dust generation from gravel surface during dry weather
- Risk of uncontrolled stormwater runoff from gravel surface
- Unsightly vacant gravel lot providing poor visual aesthetics and visitor experience

15. The table below provides a summary of the options outlined above inclusive of approximate costs and revenue generated:

	Option 1	Option 2
Total Parking Spaces	116 (73 additional)	104 (61 additional)
Construction Cost	\$1,500,000	\$1,200,000
Revenue from Additional Parking Spaces (GST excl. per annum)	\$530,000	\$440,000
Payback period	2.8 years	2.7 years
Tree Value Retained	\$153,000	\$256,000

16. This report recommends **Option 1**, to provide the maximum number of public carparks, as per the resolution at the Council meeting on 4 April 2024, and best balancing the known site constraints.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

17. This matter is of medium significance, as determined by reference to the Council’s Significance and Engagement Policy 2024 because of the community interest and impact to businesses and visitors to Queenstown Town Centre.

18. The persons who are affected by or interested in this matter are local businesses, visitors and residents.

19. The Council has tabled this item at many public workshops.

Māori Consultation | Iwi Rūnaka

20. No specific iwi consultation has been undertaken. Should an option that requires more significant earthwork be identified, consultation will be undertaken in accordance with the Heritage New Zealand Pouhere Taonga Act.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

21. This matter relates to the Strategic/Political/Reputation risk category. It is associated with RISK10056 Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.

Financial Implications | Kā Riteka ā-Pūtea

22. A bring forward of \$1.50M from 2033/34 into 2024/25 and 2025/26 has been proposed in the reforecast paper to this Council meeting (item 4). The proposed change will have no impact on the LTP ten-year total, but it will increase the first year (2024/25) by \$1.10M, and increase the second year (2025/26) by \$0.40M. Indicative analysis completed by officers estimates the upfront

\$1.50M capital investment will be offset by new parking revenue generated at the site within three years of being operational.

23. If Council decides to not bring forward the budget for this project, then no physical works will be able to be undertaken and the site would be left in its current vacant gravel lot state.

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

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

- Tree Policy 2024
- Revenue and Financing Policy
- Asset Management Policy
- QLDC Disability Policy
- Significance and Engagement Policy 2024

25. The recommended options are consistent with the principles set out in the named policies.

26. This matter is included in the Long Term Plan/Annual Plan (refer *Financial Implications* above).

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

27. Queenstown Lakes District Council has the authority to administer and regulate the use of public land within the District.

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

28. 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 options contemplated above will provide additional parking for businesses, visitors and residents. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.

29. The recommended option:

- Can be implemented through current funding under the LTP 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.

Attachments | Kā Tāpirihaka

A	Stanley Street Carparking - Layout Options - October 2024
B	Arborist's Summary – Stanley Street Carpark