

Stanley Street Carparking

Carpark Layout Options

Infrastructure Committee Workshop 08 October 2024

Prepared for Council discussion purposes only.

Workshop Outcomes Sought

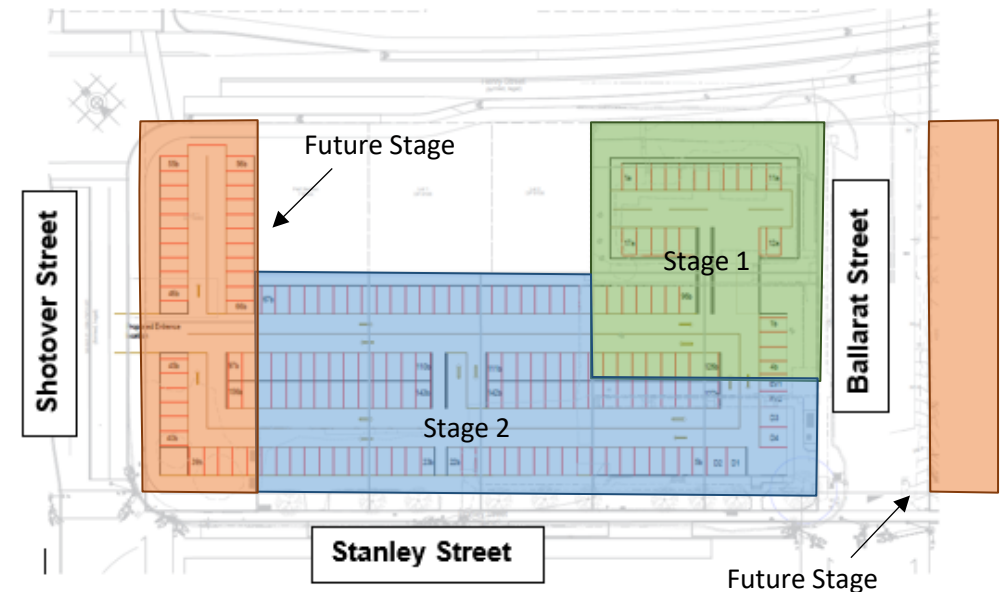
Gather feedback and direction on the preferred carpark layout options for the Stanley Street site; specifically the retention / removal of trees and cost benefit of parking configurations to maximise revenue against outlay cost.

Background & Status

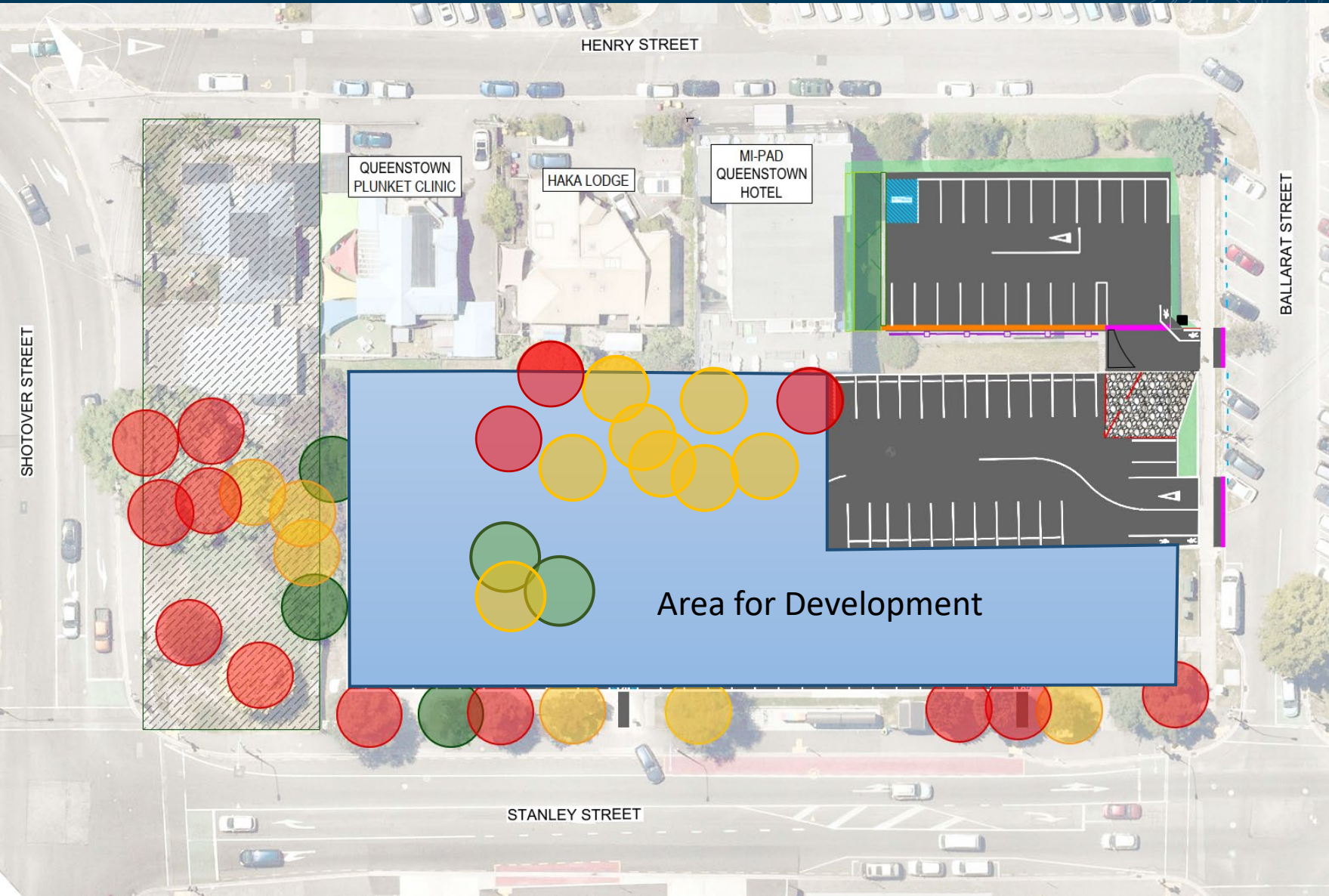
- Further to Council Workshop on 21 February 2023, additional feedback on parking options for the Stanley Street Carparking is required to inform the development strategy.
- Following the successful demolition, relocation and remediation of the former arts centre site, we are now in a position to develop additional carparking on the site, alleviating parking pressures for business and visitors in the Queenstown town centre.
- Resolution made at 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.
- A budget of \$5M has been brought forward through the LTP deliberations for the development of parking across the wider Stanley Street site. This funding includes stages 2-3 below.
- Today's discussion relates to **stage 2** of several stages of parking development outlined below:



Stage	Description	Status
1	Construction of Ballarat Street Carpark	Completed Dec 2022
2	Expansion of Stanley Street Carpark	Site clearance works completed August 2024 Design for rapid implementation complete and consent in progress Revised Concept Design complete for medium-term solution Pending agreement in this forum, design and construction will be progressed in coordination with Alliance works
Future	Carparking Expansion (Shotover Street and Alliance Compound)	Planning works in progress Awaiting handover of Alliance compound



Current Car Park

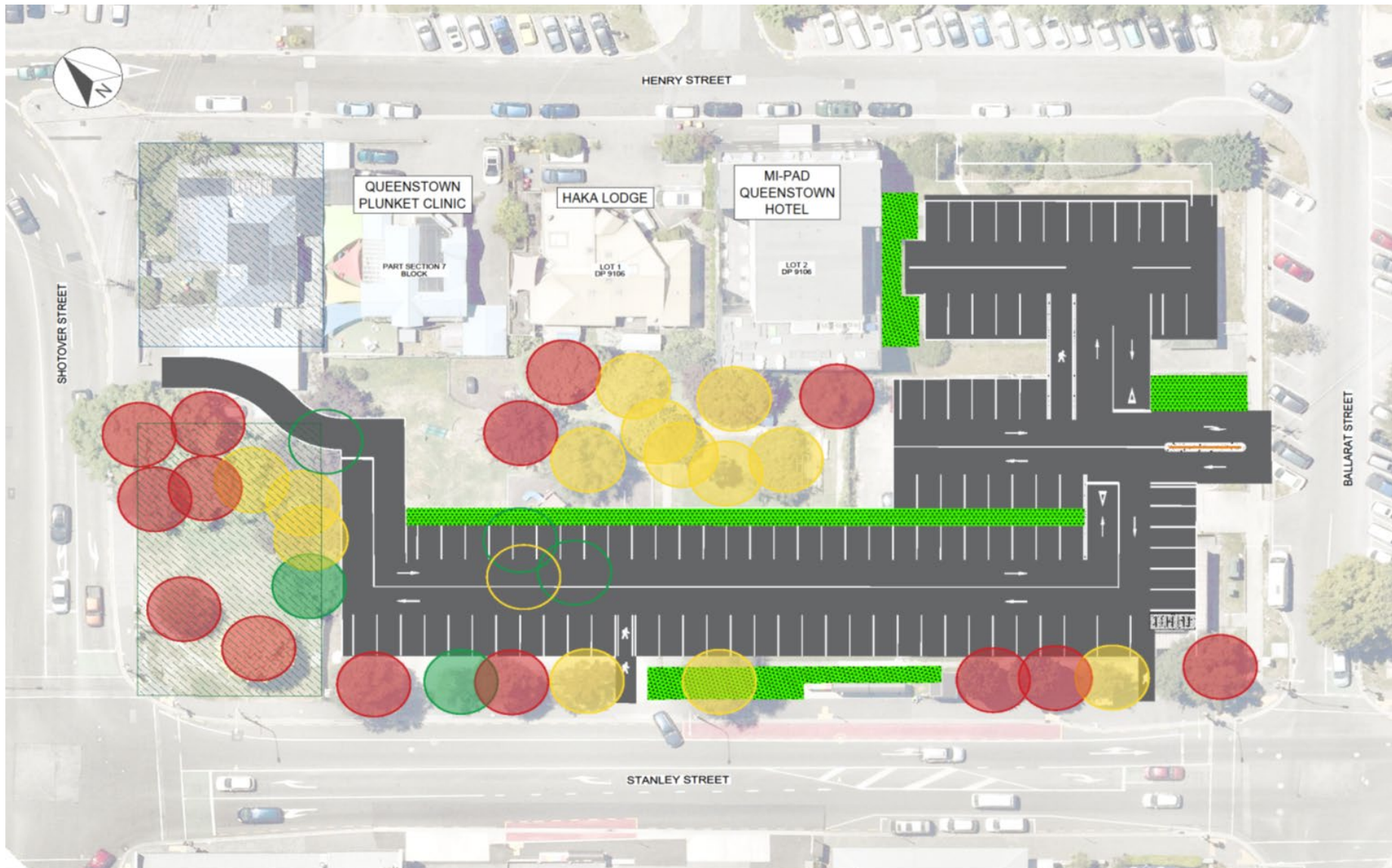


- **43** Carparks
- Entrance/exit from Ballarat Street

Tree Key:

- **Red:** high value
- **Orange:** medium value
- **Green:** low value

Previously Endorsed Design

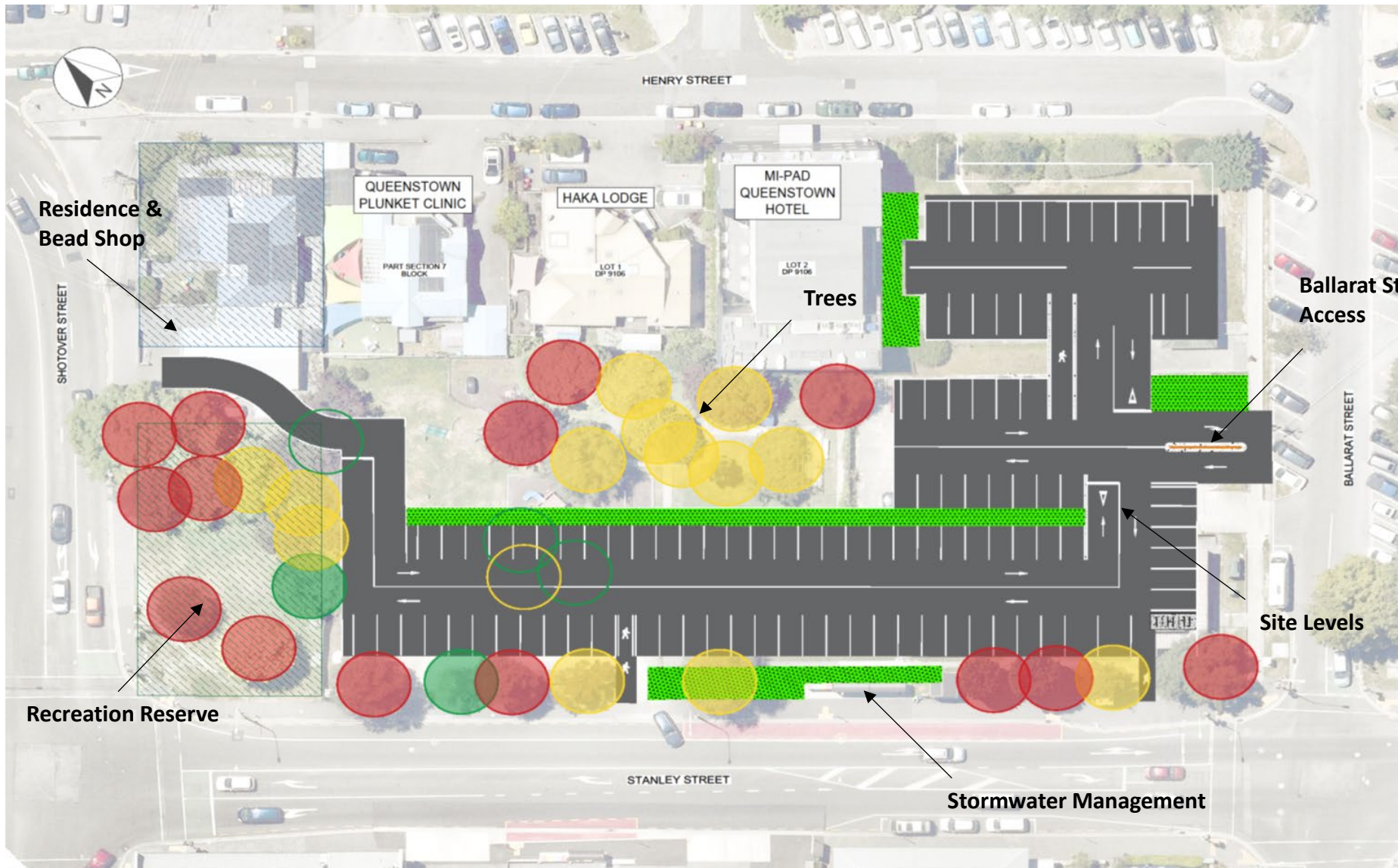


- **84** Carparks (41 new)
- Entrance only from Shotover Street
- Entrance/exit from Ballarat Street
- Option to retain existing house or transform into green space
- Further directive given to maximise parking numbers, driving further discussion

Tree Key:

- **Red:** high value
- **Orange:** medium value
- **Green:** low value 5

Updated Site Constraints

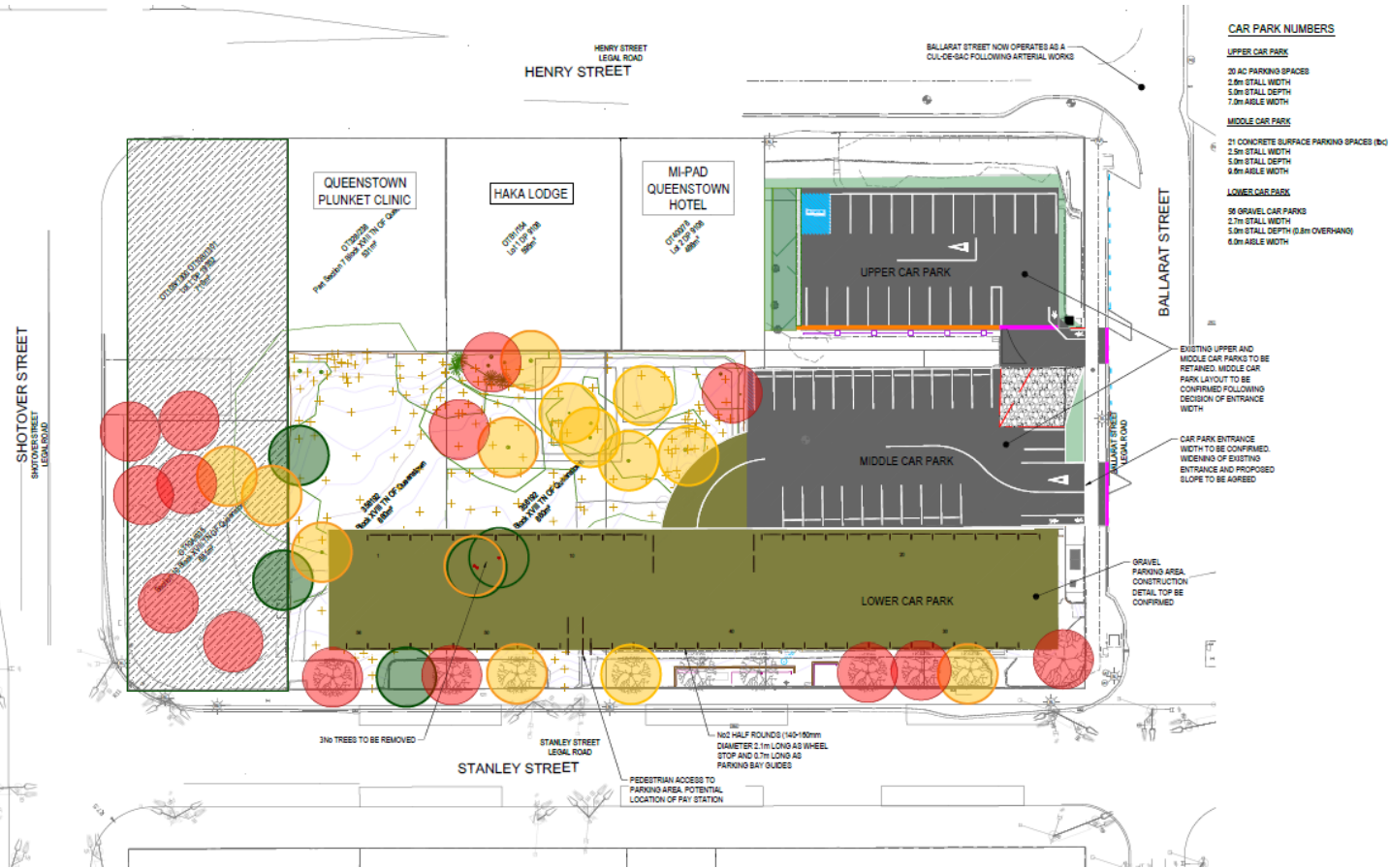


- Access from Shotover Street Requires demolition of Bead Shop
- Existing entrance/ exit from Ballarat Street
- Removal of Trees
- Retention of Rec Reserve
- Stormwater management
- Site Levels / Retaining / Ramps

Short Term Option

Interim Solution

- Additional parking required for the busy Christmas period (97 spaces proposed – 54 new).
- A temporary solution is proposed to provide parking from early December to Waitangi weekend as dictated by Alliance works and access to the site.
- Solution needs to involve minimal works.
- Similar in nature to parking established post-quake in Christchurch.
- Uses existing entrance/ exit from Ballarat Street.
- Consent application is currently being lodged for the temporary gravel carpark shown.
- Further construction works anticipated from February – April 2025, transforming interim solution into medium-term solution while Ballarat St / Stanley Street intersection is closed for Alliance SW works.
- Expedited construction opportunity through the Alliance to optimise works in the central town area.

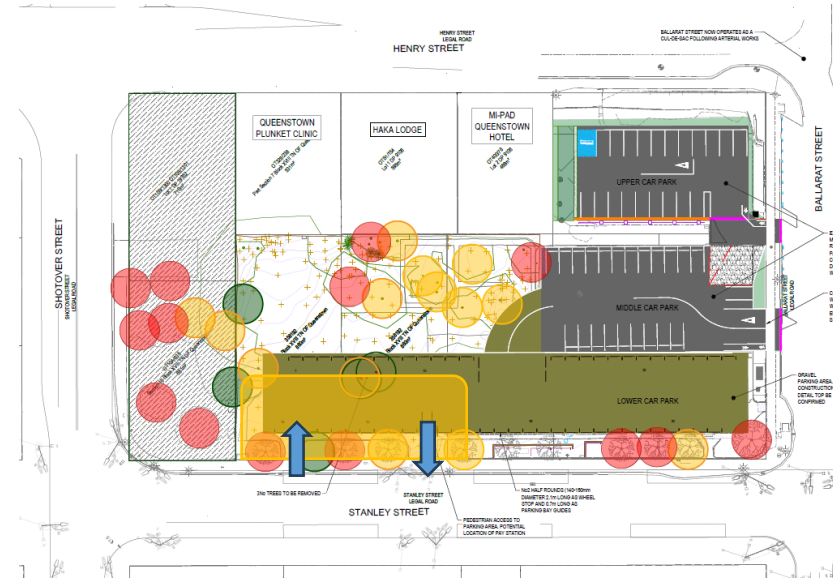
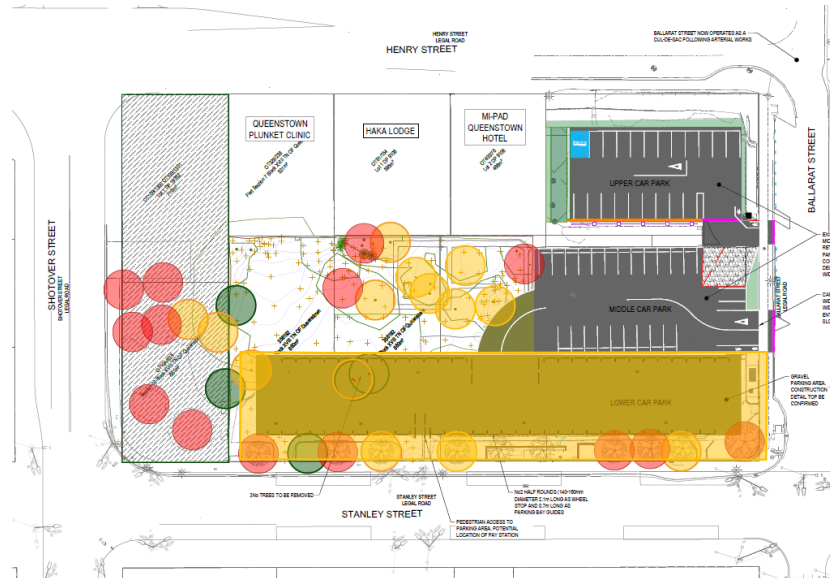


Typical temporary carpark surfacing and current surface of the site

Alliance Coach Loading Zone Opportunity

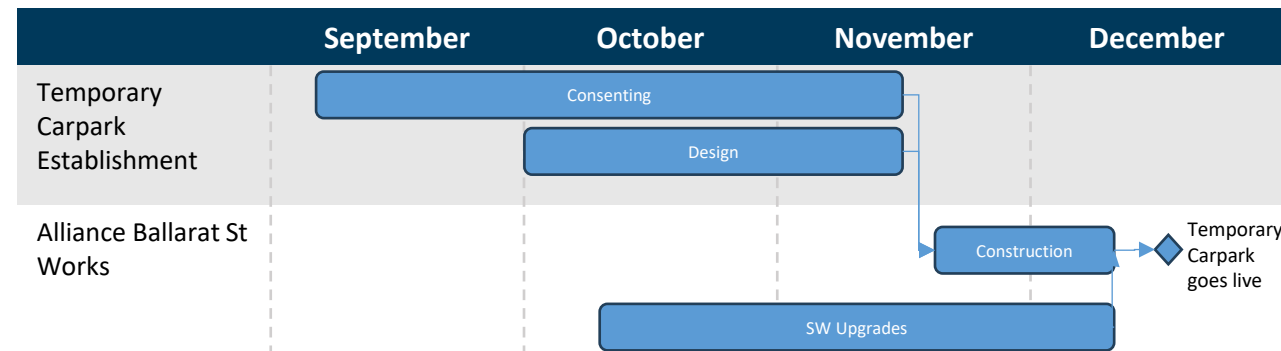
Coach Loading Layout

Site occupation during reinstatement and temporary carpark construction



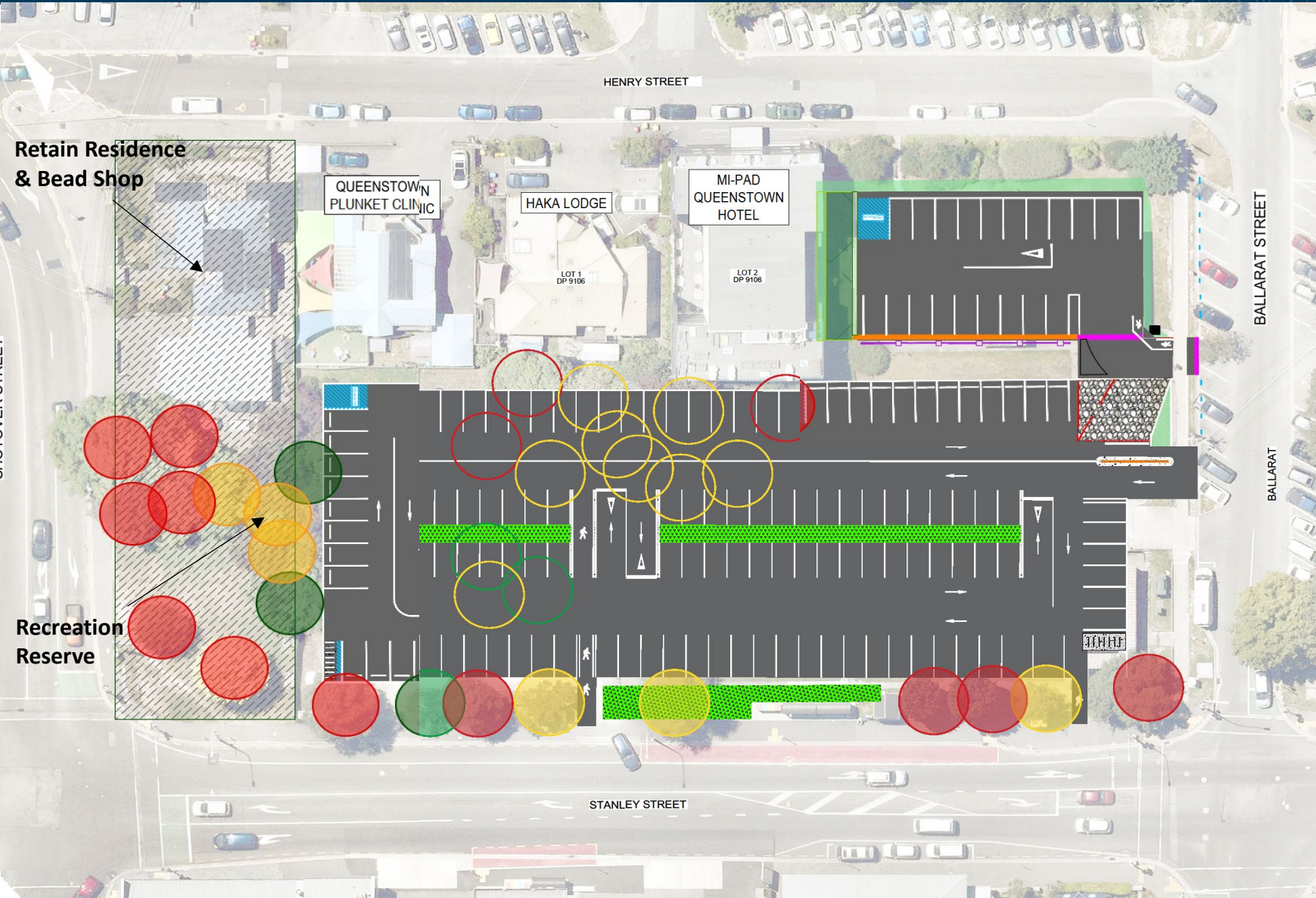
Site occupation during use for coach loading

- The area shown above has been requested to be used by the Alliance for coach loading while Athol St is closed for Ballarat St stormwater upgrades from 14 October – 20 December.
- Usage is for approx. 20 coaches per day primarily in the morning and afternoon/evening.
- As part of reinstating the site, the Alliance will complete the works required to instate this as a temporary carpark, thus rapidly implementing something ahead of the Christmas busy period.
- Handover of the site for parking will be the earliest of completion of the Alliance works or consent uplift for parking (wherein parking and coach loading will be operational at the same time for a period of a couple of weeks until works are complete).
- This use and reinstatement is mutually beneficial as it not only provides a temporary use for the site from October-December while consent is gained for temporary parking but also implements a gravelled surface faster than standard procurement would permit, while not compromising on parking potential through December/Christmas.



Medium Term Options

Option 1

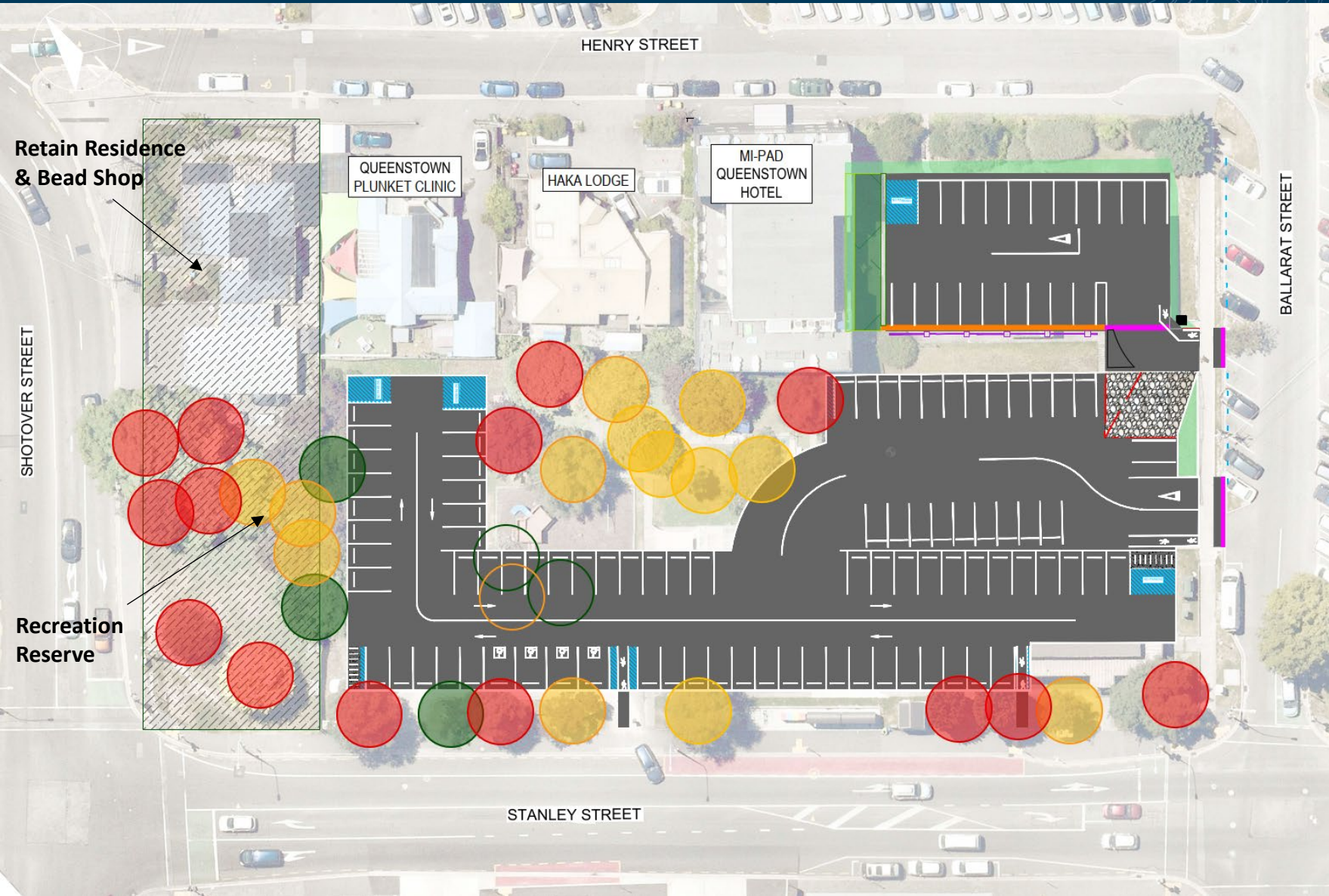


- **116** Carparks (73 new)
- Entrance/exit on Ballarat Street
- Removal of significant number of additional trees and green space
- Retain Residence, Bead Shop and Recreation Reserve
- Site Levelling Required
- Maximises Parking Spaces
- Works to be undertaken in Feb – Apr 2025 window

Tree Key:

- **Red:** high value
- **Orange:** medium value
- **Green:** low value

Option 2



- **104** Carparks (61 new)
- Best fit for current site constraints
- Entrance/exit only through Ballarat Street
- Removal of only three low/medium value trees
- Retain Residence, Bead Shop and Recreation Reserve
- Works to be undertaken in Feb – Apr 2025 window

Tree Key:

- **Red:** high value
- **Orange:** medium value
- **Green:** low value

Options Comparison

	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)	\$579,000	\$484,000
Payback period	2.7 years	2.5 years
Net Revenue at Year 5*	\$770,000	\$735,000
Benefits	<ul style="list-style-type: none"> • Optimised parking layout, maximises parking spaces • Increased capacity 	<ul style="list-style-type: none"> • Retained amenity / trees • Construction simplicity & programme
Risks /Challenges	<ul style="list-style-type: none"> • Loss in amenity / trees • Construction complexity & Programme 	<ul style="list-style-type: none"> • Constrained parking layout • Capacity reached sooner

Assumptions:

- Construction costs are order of magnitude only and inclusive of:
 - Construction
 - Professional Fees
 - Contingency
 - Interim parking solution pre-Christmas
- Parking fees are calculated at new rate of \$6/hr and occupancy based off QLDC Parking Revenue Analysis occupancy rates
- Design layouts are indicative only, to be detailed and parking numbers may deviate by a few spaces on final design
- *Net Revenue at Year 5 is a metric to assist in demonstrating the impact of revenue against outlay cost for both options and is calculated as (Total Revenue from years 2-5) – (Construction cost). This assumes construction occupies year 1 and therefore excludes any revenue in this year.

Questions / Discussion