

Project Name: Transport and 3-Waters infrastructure to supply development in Ladies Mile

Long-list Options Assessment

Description of Option:	Scope Options (What)																	
	Location (Refer to map)											Level of service (zoned density)						
	SC-1	SC-2	SC-3	SC-4	SC-5	SC-6	SC-7	SC-8	SC-9	SC-10	SC-11	SC-12	SC-13	SC-14	SC-15	SC-16	SC-17	
	Status Quo - no change	Area A	Area B	Area C (No access from the SH)	Area D1	Area D2	Area B + D2	Area A + B + C	Area A + B + C + D2	Area A + B + D2	All areas	Status Quo - As currently zoned	Low Density Residential	Medium Density Residential	High Density Residential < 1500 lots	High Density Residential > 1500	Mixed Use (Res and Comm)	
Investment Objectives																		
Objective 1 - Efficient infrastructure that enables housing development	No	No - cost > than \$40k per lot	Yes - See metrics on accompanying table	No - Cost > \$17k per lot	Partial - Cost \$13k per lot	No - Cost > \$22k per lot	Partial - yield is for low density.	Partial	Partial	Partial	Yes - See metrics on accompanying table	No	Partial - Greater than \$10k per lot	Yes - This is what the current efficiency and effectiveness calcs are based on.	Yes	No - Will require new Shotover bridge to be built and 4-laning to Frankton	Partial - If reduces car journeys across the bridge by placing origins and destinations close to each other	
Objective 2 - To increase the the supply of developable land (effectiveness).	No	Partial - increases supply, but less than annual demand	Partial - increases supply, but less than annual demand	Partial - increases supply, but less than annual demand	Yes - See metrics on accompanying table	Yes - See metrics on accompanying table	Yes - See metrics on accompanying table	Yes - See metrics on accompanying table	Yes - See metrics on accompanying table	Yes - See metrics on accompanying table	Yes - See metrics on accompanying table	No	Partial - increases supply, but less than annual demand	Yes - This is what the current efficiency and effectiveness calcs are based on.	Yes	Yes	Yes	
Critical Success Factors (as these CSFs are crucial (not desirable) any options that score a 'no' are automatically discounted from further analysis)																		
Strategic fit and business needs - QLDC transport and 3-waters levels of service for current and future communities. SH level of service. Alignment with District Plan, 30yr Infrastructure Strategy & Regional Plans. SHA's. NPS. Passenger Transport Growth, Walking, Cycling, Housing Affordability)	does not align with NPS on UDC Check this	No - does not align with NPS on UDC	Yes - Adjacent to SHA	Yes - Adjacent to SHA	Partial - May not align with QLDC DP but would align with NPS on UDC	Partial - May not align with QLDC DP but would align with NPS on UDC	Partial - May not align with QLDC DP but would align with NPS on UDC	Partial - May not align with QLDC DP but would align with NPS on UDC	Partial - May not align with QLDC DP but would align with NPS on UDC	Partial - May not align with QLDC DP but would align with NPS on UDC	Yes - Adjacent to SHA	Partial - May not align with QLDC DP but would align with NPS on UDC	Yes	Partial - Would not align with NPS on UDC, not facilitate PT or other modes.	Partial - Will not align with QLDC DP but would align with NPS on UDC	Partial - Will not align with QLDC DP, likely impact to TTR without PT, but would align with NPS on UDC	Partial - Will not align with QLDC DP, likely impact to TTR without PT, but would align with NPS on UDC	Partial - Will not align with QLDC DP, less impact to TTR, but would align with NPS on UDC
Potential value for money - right solution, right time at the right price			Yes	No	No	No	Partial	Partial	Partial	Partial	No - Will require new Shotover bridge to be built and 4-laning to Frankton	No - A limited supply of viable land is available in the Wakatipu basin.	Partial - Commercial demand is for low density housing.	Yes - More efficient use of a increasingly limited land resource	Yes - More efficient use of a increasingly limited land resource	No - Will require new Shotover bridge to be built and 4-laning to Frankton	Partial - More efficient use of a increasingly limited land resource	
Supplier capacity and capability - There are contractors/suppliers that can deliver.												Yes	Yes	Partial - no precedent in QLDC of commercially viable units	Partial - no precedent in QLDC of commercially viable units	Partial - no precedent in QLDC of commercially viable units	Partial - no precedent in QLDC of commercially viable units	
Potential affordability - funding is available			Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Yes	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	
Potential achievability - QLDC has got the skills and capacity to deliver.			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Summary of Advantages and Disadvantages:																		
Overall Assessment:	Continued for VFM	Discount	Possible	Discount	Discount	Discount	Possible	Preferred	Possible	Possible	Discount	Continued for VFM	Possible	Preferred	Possible	Possible	Possible	
Short-listed options:																		
Status Quo option	Status Quo - no change											Status Quo - As currently zoned						
Do Minimum Option			Area B													Low Density Residential		
Less Ambitious							Area B + D2											
Preferred										Area A + B + D2								
More Ambitious														Medium Density Residential				

Service Solution Options (How)								Service Delivery Options (Who)			Implementation Options (When)				Funding Options			
Roading				3 Waters Infrastructure														
SS-1	SS-2	SS-3	SS-4	SS-5	SS-6	SS-7	SS-8	SD-1	SD-2	SD-3	IM-1	IM-2	IM-3	IM-4	FU-1	FU-2	FU-3	FU-4
SQ - Do nothing	Access to Local Roads only	Access to SH	SS-6 plus local road access	SS-7 plus all modes (PT, W&C)	Reticulate trunk mains from existing scheme	Dedicated pressure zone / catchment and rising main	New scheme	Status Quo - QLDC provide access and headworks to development boundary.	QLDC provides access, headworks and retic to property boundary.	SD-2 + NZTA	Status Quo - Timing determined by developer	Short Term 0-5 years from today	Medium Term 5-10 years	Long Term > 10 years	Status Quo - vested by developer	Developer + QLDC	Developer + QLDC + NZTA	Developer + QLDC + NZTA and HIF
No	Yes - Utilise existing built infrastructure	Partial	Partial	Partial	Yes - Utilises existing built infrastructure	Partial - Preference for existing headworks and sources if possible	No - Duplication of existing headworks and sources	Yes - minimal outlay ahead of demand	Partial - More investment by Council but no increase in cost to end user	Partial - More investment by Council but no increase in cost to end user	Yes	Yes	Yes - Known demand means efficient timing, scoping and recovery of investment	Yes - Known demand means efficient timing, scoping and recovery of investment	Yes	Yes	Yes	Yes
No	Partial - Does not limit, nor stimulate supply	Partial - Does not limit, nor stimulate supply	Yes - leading infrastructure, removes barriers for development	Yes - leading infrastructure, removes barriers for development	Partial - Does not limit, nor stimulate supply	Partial - Does not limit, nor stimulate supply	Partial - Does not limit, nor stimulate supply	No - does not specifically stimulate supply of developable land	Yes - likely to stimulate supply of developable land	Yes - likely to stimulate supply of developable land	Partial - Does not limit, nor stimulate supply based on current growth rates.	Partial - Does not limit, nor stimulate supply based on current growth rates.	No - Does not enable supply based on current growth rates.	No - Does not enable supply based on current growth rates.	No - current level of commercially viable capacity is less than anticipated.	Partial	Partial	Partial
No	Partial - LoS into Local roads compromised, insufficient	Yes - existing intersection at LoS necessary, improved performance of existing intersection with SH.	Yes - existing intersection at LoS necessary, improved performance of existing intersection with SH.	Yes - existing intersection at LoS necessary, improved performance of existing intersection with SH.	Partial - LoS impacts.	Yes - Good LoS.	No - 30 yr strategy states consolidation of existing inf.	Partial - SH6 LoS may be compromised at bridge and Frankton	Partial - SH6 LoS may be compromised at bridge and Frankton	Yes - More likely to maintain necessary LoS on SH6.	No - Currently a housing and affordability problem.	Yes	No - Housing growth imminent. Leads to no core services for more the 5 years	No - Housing growth imminent. Leads to no core services for more the 10 years	Yes	Yes	Yes	Yes
	Yes	Yes	Yes - All built at once under one project	Yes - All built at once under one project	Yes	Partial - Preference for existing headworks and sources if possible	No - Duplication of existing headworks and sources	Yes	Partial - QLDC and NZTA carry timing risk and rely on developer to recover investment.	Partial - QLDC and NZTA carry timing risk and rely on developer to recover investment.	Yes	Yes	No - Adhoc development leads to inefficient core service delivery	No - Adhoc development leads to inefficient core service delivery	Partial	Partial - cost sharing arrangement may reduce QLDC costs	Partial - cost sharing arrangement may reduce QLDC costs	Yes - Through access to interest free capital.
	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partial - Higher risk for developer	Partial - QLDC have existing capital and operating ratios under the LGRA.	Yes - Greater access to funding	Yes -
	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Yes	Partial - Not planned for in current LTP	Partial - Not planned for in current LTP	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partial - Not planned for in current LTP	Partial - Not planned for in current NLTP	Partial - HIF funds still treated as debt for QLDC.
	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Continued for VFM	Possible	Possible	Possible	Possible	Preferred	Discount	Discount	Discount	Possible	Preferred	Continued for VFM	Preferred	Discount	Discount	Continued for VFM	Possible	Possible	Preferred
								SQ - QLDC provide access and headworks to development boundary.			Status Quo - Timing determined by developer				Status Quo - vested by developer			
	Access to Local Roads only				Reticulate trunk mains from existing scheme				QLDC provides access, headworks and retic to property boundary.							Developer + QLDC		
		Access to SH															Developer + QLDC + NZTA	
			SH plus local road access							QLDC and NZTA provides access, headworks and retic to property boundary.			Short Term 0-5 years from today					
				SH, local road access plus all modes (PT, W&C)														Developer + QLDC + NZTA and HIF