



Order Paper for the Meeting of the

WANAKA COMMUNITY BOARD

Thursday, 11 May 2017

commencing at 10.00am

In the Armstrong Room,

Lake Wanaka Centre, Wanaka

9.12 ITEMS OF BUSINESS NOT ON THE AGENDA WHICH CANNOT BE DELAYED

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with the item and the Chairperson provides the following information during the public part of the meeting:

- (a) the reason the item is not on the agenda; and
- (b) the reason why the discussion of the item cannot be delayed until a subsequent meeting.

s. 46A (7), LGOIMA

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson.

Please note that nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA 2002 with regard to consultation and decision-making.

9.13 DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

REFERENCE:

Queenstown Lakes District Council Standing Orders adopted on 15 December 2016.

Agenda for a meeting of the Wanaka Community Board to be held in the Armstrong Room, Lake Wanaka Centre, Wanaka on Thursday 11 May 2017 commencing at 10.00am.

Item	Page Number	Report/ Item Title
		Karakia/Prayer
		Apologies/Leave of Absence Requests An apology has been received from Councillor McRobie
		Public Forum
		Declarations of Conflict of Interest
		Matters Lying on the Table
		Confirmation of Agenda
	4	Confirmation of Minutes 30 March 2017
1	12	Wanaka Electric Vehicle Fast Charging Stations
2	32	New lease for Wanaka Arts Centre Trust
3	40	Licence to Place Tables & Chairs in a Public Space – Boaboa Food Company
4	50	Chair's Report

Wanaka Community Board 30 March 2017

Minutes of a meeting of the Wanaka Community Board held in the Meeting Room, Wanaka Fire Station, Ballantyne Road, Wanaka on Thursday 30 March 2017 beginning at 10am

Present:

Ms Rachel Brown (Chair), Ms Ruth Harrison, Councillor Ella Lawton, Councillor Calum MacLeod, Councillor Ross McRobie, Mr Quentin Smith and Mr Ed Taylor

In attendance:

Mr Stewart Burns (General Manager, Finance and Regulatory), Mr Aaron Burt (Senior Planner, Parks and Reserves), Mr Dan Cruickshank (Property Advisor, APL Property Ltd), Mr Rob Darby (Senior Project Manager, Property and Infrastructure) and Ms Jane Robertson (Senior Governance Advisor); 4 members of the public and 3 members of the media

Opening

The meeting commenced with a karakia from the Chair.

Apologies

Councillor MacLeod requested a leave of absence from 15 May to 14 June 2017.

On the motion of Councillor Lawton and Mr Smith the Wanaka Community Board resolved that the request for leave of absence be granted.

Public Forum

1. Beverley Young

Ms Young addressed the Board about the future of Wanaka Library, its possible expansion and changing use. She considered that too much space in the library was for visitors using the wifi but they were not actually using the library services and she asked whether they could be located elsewhere. By freeing up space she suggested that the young adult area could move and the children's area expanded.

Parking to go to the library was a big issue and she described in greater detail the parking challenges. She stressed that it was often difficult to find a park in the vicinity of the library of sufficiently long duration and it was especially challenging with young children.

Ms Brown advised that she would pass these comments on to the Wanaka Public Libraries Association which was holding a special general meeting later that day.

2. Barbara Chinn

Mrs Chinn advised that she had first become aware when she had called for an ambulance in 2012 that the area at the south-east corner of Lake Hawea, commonly known as John's Creek or John Creek, was identified as 'Gladstone' on topographical maps. She had addressed the Hawea Community Association about this and the meeting had voted to support the name 'John Creek'. This was a reference to the John family who had farmed in the area during its early years of settlement.

She had sought advice from the Geographical Board about changing the name, and this had revealed that the name 'Gladstone' had never been gazetted. She had been advised to provide documentary evidence of consultation with the territorial local authority in order to progress the name change and this was the purpose of her address to the Board.

The Chair advised that she would include the issue in her report to the next Community Board meeting which would allow the Board to discuss Mrs Chinn's request for support and to form a view.

Special Announcements

Councillor Lawton advised that she was required to resign from the Council and Wanaka Community Board to stand as a candidate for the Otago Regional Council. She intended to submit her resignation on 21 April and today would be her final Wanaka Community Board meeting. She commented on some of the Board projects in which she had been involved and commended the Board's strong governance relationship with the Council. She expressed thanks for the personal support received and highlighted her wishes for effective collaboration between the Regional Council, QLDC and the Board into the future.

Councillor Lawton's comments were acknowledged with a waiata from Ms Brown and Ms Harrison.

Declarations of Conflicts of Interest

No declarations were made.

Confirmation of Agenda

The agenda was confirmed without addition or alteration.

Confirmation of Minutes

On the motion of Ms Harrison and Mr Taylor the Wanaka Community Board resolved that the minutes of the Wanaka Community Board meeting held on 16 February 2017 be confirmed as a true and correct record.

Councillors Lawton and MacLeod abstained from voting because they were not at the meeting.

1. **Lease Variation for Pisa Alpine Charitable Trust ('PACT')**

A report from Dan Cruickshank (Property Advisor, APL Property Ltd) advised that the Pisa Alpine Charitable Trust sought a lease term extension of 33 years, bringing it to a total term of 99 years and for the requirement to pay rates to be removed. The report noted that extending the lease term under the Reserves Act 1977 required the intention to grant the lease to be re-notified calling for submissions, and the report recommended that the Board approve notification of the intention to grant a further lease term of 33 years. The report also recommended that the requirement to pay rates be removed as the Trust was a non-profit community group which was an unusual scenario under the Ratings Act that makes it part rateable.

This report and the two following were presented by Mr Cruickshank and Mr Burt.

The Board expressed its thanks to Mr Cruickshank for initiating the recent site visit.

Mr Cruickshank was asked to comment further on whether granting the lease for 99 years would create a precedent. He noted that a 99 year term was longer than what the Council would normally approve, adding that the previous Council had determined that the longest ground lease on Council land would be 33 years with no right of renewal. He believed however that PACT represented an exceptional circumstance with a substantial community contribution and ongoing involvement.

On the motion of Councillor McRobie and Mr Taylor it was resolved that the Wanaka Community Board:

- 1. Note the contents of this report;**
- 2. Approve notification of the intention to grant a further lease term of 33 years to Pisa Alpine Charitable Trust and call for submissions;**
- 3. Appoint Community Board members Rachel Brown, Quentin Smith and Ed Taylor (any two of whom can form a hearing panel) to hear any submissions and make a recommendation to Council; and**
- 4. Approve a variation of the lease to remove the requirement to pay rates.**

2. **Glendhu Adventures – Licence to Occupy Recreation Reserve**

A report from Dan Cruickshank (Property Advisor, APL Property Ltd) advised of an application for a Licence to Occupy ['LTO'] from Glendhu Adventures Ltd from which it would provide kayak and stand up paddle board rental, lessons and guided tours. The report noted that the application required public notification in accordance with the Reserves Act 1977 and recommended that the Board approve this course of action.

In reply to a question, Mr Cruickshank advised that the proposed lease condition specifying a maximum number of craft had been offered by the applicant and was in line with the resource consent. Mr Smith suggested that there needed to be capacity for the business to grow and asked Mr Cruickshank to ascertain from the applicant if additional numbers were needed.

Members observed that the area over which a LTO was sought was very small and asked whether there was any limit on the number of commercial operators permitted in the area. Mr Cruickshank undertook to clarify before any hearing on the LTO application was held whether the Reserve Management Plan placed any limits on the number of commercial operators.

On the motion of Ms Harrison and Councillor McRobie it was resolved that the Wanaka Community Board:

- 1. Note the contents of this report;**
- 2. Approve notification of the intention to grant a licence over Section 14 SO 347712, Wanaka-Mount Aspiring Road, Wanaka, classified as Recreation Reserve to Glendhu Adventure Ltd for conducting commercial kayak and stand up paddle board rental, lessons and guided tours on Lake Wanaka, subject to the following terms and conditions:**

Commencement	TBC
Term	5 years
Renewal	One further term of 5 years by agreement of both parties
Rent	Base rent of \$500, or 7.5% of gross turnover, whichever is greater
Reviews	2.5 yearly
Operating Hours	8.30 am – 7.00 pm
Maximum Craft	No more than 8 stand up paddle boards and no more than 5 sit on top kayaks for hire at any one time.
Insurance	Requirement to have public liability insurance of \$2 million
Safety/Suspension	Council to retain ability to suspend the licence for safety purposes or to avoid large public events.
Other	Licensee must ensure they hold a valid resource consent for the purpose of commercial kayak and stand up paddle board rental, lessons and guided tours.

3. **Appoint Community Board members Rachel Brown, Quentin Smith and Ed Taylor (any two of which can form a hearing panel) to hear any submissions and make a recommendation to Council.**

3. **Change of Lease Area and Affected Person's Approval for Upper Clutha Sawmill and Wanaka Firewood Ltd**

A report from Joanne Conroy (Property Advisor, APL Property Ltd) assessed an application from Upper Clutha Sawmill and Wanaka Firewood Ltd to alter the lease area to include the earth bund which was needed to screen the property. The report recommended that the Board agree to the proposed amended area and recommend to Council that this be approved and also approve the Affected Person's Approval for the resource consent.

Mr Cruickshank confirmed that the activity was currently progressing through the resource consent process and the proposed rental had been determined by tender.

On the motion of Councillor McRobie and Councillor MacLeod it was resolved that the Wanaka Community Board:

1. **Note the contents of this report;**
2. **Agree to the proposed amended area [as shown in Attachment A to these minutes] for the lease to be granted to Wanaka Firewood on Section 37 Block III Lower Wanaka SD;**
3. **Recommend to Council that the proposed amended area be granted;**
4. **Approve the Affected Person's Approval for the resource consent for Wanaka Firewood; and**
5. **Delegate execution of the Affected Person's Approval to the General Manager, Property and Infrastructure.**

4. **Wanaka Chair's Report**

A report from the Chair updated the Board on the following matters:

- Otago Regional Council – tribute to Councillor Maggie Lawton
- Licence to Occupy 42-50 Brownston Street (item from previous meeting)
- Wanaka Recreation Reserve ('Showgrounds') Reserve Management Plan (item from previous meeting)
- Hawea Unformed Legal Roads
- Wanaka Airport Governance Options
- New Reserve Management Plan for Lismore Park, Allenby Park, Kelly's Flat and Faulks Terrace Recreation Reserves
- Community Boards Conference 2017

- Wanaka Community Pool
 - Projects Summary – Property and Infrastructure; Parks and Reserves
- a. Licence to Occupy 42-50 Brownston Street
The Chair noted that the applicant was currently deciding what to do and she undertook to keep the Board updated on progress.
 - b. Community Boards Conference
It was agreed that Rachel Brown, Ruth Harrison and Quentin Smith would attend the conference as the Board's representatives. A formal report back to the Board following the conference was requested.
 - c. Wanaka Community Pool
There was further discussion about progress with fundraising for the pool. Mr Burns observed that fundraising was now close to or had exceeded the original target and the focus was now on legacy sponsorship for operational costs. Councillor McRobie stated that he had referred a local business wishing to contribute considerable sponsorship funding to the Sports and Recreation Manager as he could not assist directly with fundraising due to a conflict of interest. The Chairperson expressed the view that the Sport and Recreation Manager was the most appropriate person to drive fundraising efforts. Mr Smith also noted that he was happy to act as liaison for pool fundraising but could not take the lead on it.

Mr Darby joined the table for discussion of the Property and Infrastructure projects.

- d. Property and Infrastructure Project Report
 - It was noted that the proposed borefields near the Wanaka Yacht Club had been abandoned completely and other avenues were now being actively pursued.
 - Mr Darby clarified the work being undertaken as part of Mt Aspiring Road widening. In the current year \$300,000 was allocated to work on the area relating to the Department of Conservation carpark. In the following year there was additional budget to look at the bigger picture and plans included a footpath from the Mt Roy Carpark through to Damper Bay.
 - Mr Darby was asked to clarify why the timetable for the Wanaka Airport water reticulation would not be achieved.
- e. Community Reports
 - It was suggested that Department of Conservation be contacted to address the proliferation of carp in the Albert Town Lagoon.
 - Mr Taylor advised that the Mt Barker Residents Association was disappointed that no work on the dangerous corners on Mt Barker Road would be undertaken this year. The Chair noted that related to this, John O'Neill was preparing a report on the dust suppression programme and Otta Seal treatment.

- Mr Smith advised that contrary to what had been signalled at the previous meeting, the Wanaka Residents' Association had agreed to continue, however its focus would return to being one of a beautification society.
- It was noted that Council funding for events was currently open for application. Councillor Lawton expressed the hope that her replacement on the Event Funding Panel would be a representative from Wanaka.
- The Chair noted that the Upper Clutha Tracks Trust's project to develop a link track over the Hawea unformed legal roads was currently on hold pending the Council signing the agreement.
- The Chair reported that the Hawea Community Association ['HCA'] had expressed concern about the Council's plans to permanently chlorinate the Hawea water supply. She noted that the HCA wanted more discussion and information before a final decision was made.
- Councillor MacLeod observed that an APA should have been sought from the Luggate Community Association for the Albion Cricket Club's new toilet block and asked for this to be addressed.
- There was discussion about the Wanaka Chamber of Commerce's intention to update the Town Centre Strategy. Members suggested that this should be undertaken in tandem with the Board. It was also noted that there were plans for the Mayor and Chief Executive to meet with the Chamber when Council meetings were held in Wanaka. Councillor Lawton suggested that Lake Wanaka Tourism should also be included in these meetings.
- The Chair advised that she had attended a meeting involving DOC and Dublin Bay residents who were concerned about the state of trees in the area and their overall management. She noted that further discussion about heritage trees and their status in the District Plan was needed.

On the motion of Ms Brown and Ms Harrison it was resolved that the Wanaka Community Board

- 1. Note the contents of this report; and**
- 2. Agree that Ms Brown, Ms Harrison and Mr Smith shall attend the New Zealand Community Boards Conference as representatives of the Wanaka Community Board.**

The meeting concluded at 11.54am.

Confirmed as a true and correct record:

Chairperson

11 May 2017

**Wanaka Community Board
11 May 2017**

Report for Agenda Item: 1

Department: Property & Infrastructure

Wanaka Electric Vehicle Fast Charging Stations

Purpose

The purpose of this report is to consider granting a Licence to Occupy Road Reserve to Chargenet Ltd, for the first electric vehicle fast charging stations in Wanaka.

Recommendation

That the Wanaka Community Board:

1. **Note** the contents of this report;
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;
 - c. A fee may be applicable for the use of this area in the future following implementation of a proposed Council Licence to Occupy Policy. Any future fee if applicable will be required to be paid or the area shall be vacated;
 - d. Any other requirements of the future Licence to Occupy Policy are to be adhered to;
 - e. Located on the Ardmore Street build-out adjacent to the internal boundary between 38 and 42 Ardmore Street;
 - f. Any works within the road reserve to be undertaken to the specification and approval of Council's Engineers; and
 - g. Licence to be for an initial term of 5 years.
3. **Delegate** signing authority to the General Manager Property and Infrastructure;

4. **Authorise** the General Manager Property and Infrastructure to reallocate \$10,000 of uncommitted Wanaka unsubsidised transportation budget to a new project to facilitate EV fast charging station installation;
5. **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 and a separate report to the Board; and
6. **Note** that this report does not prescribe or predict the outcomes of the overarching Wanaka town centre strategy, or other strategies or policies, in terms of promotion, facilitation and implementation of electric vehicles and the infrastructure supporting them.

Prepared by:



Rob Darby
Project Manager

24/04/2017

Reviewed and Authorised by:



Peter Hansby
General Manager, Property &
Infrastructure

26/04/2017

Background

- 1 Hybrid petrol/electric and diesel/electric vehicles have been around for some time but this technology is mostly now obsolete.
- 2 Current production fully electric vehicles (EV) are normally capable of being both slow charged and fast charged using a specific fast charging station. Fast charging stations are relatively expensive and require a 3 phase 80A supply and are therefore unlikely to be used in a domestic application. Depending on the size of the vehicle's batteries, a fast charge can take 20-40 minutes.
- 3 Chargenet Ltd is providing a nationwide roll out of electric vehicle (EV) fast charging stations and is offering to cover the cost of supply and installation of these stations. Chargenet operates the stations remotely and handles billing for the service. A smart phone application directs the client to the station location and advises when it is available. Chargenet services are being delivered in conjunction with BMW and the NZ Government. Chargenet's introductory publication is Attachment B to this report.
- 4 Chargenet considers Wanaka strategically important in terms of a nationwide network and has indicated that it is keen to see a fast charging station installed as soon as is practicable. In the short term Chargenet's appetite for investment is likely to be limited to one fast charging station in Wanaka.
- 5 Currently the closest EV fast charging unit is in Dunedin, however Central Otago District Council has recently approved installation of Chargenet units in Alexandra, Tarras and Ranfurly.

- 6 The main reasons given for acquiring an EV are significant reductions in pollution, fuel costs and carbon emissions. An EV also has considerably less moving parts and does not require oil and water like a conventional vehicle. Consequently it is claimed that the overall upkeep and maintenance of an EV is considerably less than a conventional vehicle.
- 7 According to the local EV club there are approximately 14 fully electric private EVs in Wanaka. Currently these vehicles will be slow charged for 4-10 hours at home using a domestic 240v supply. The club has indicated it is likely that Wanaka based EV owners would use a fast charging station on occasion if one was available. Of wider benefit to the community is that a fast charging station would attract visitors to Wanaka who own, or have hired, an EV.
- 8 According to the club there are no commercial EVs in Wanaka. The likely reason for this is that commercial vehicles generally need to be available all day, or at short notice, i.e. taxis, courier and trade vans. Having a vehicle on slow charge does not compliment the commercial vehicle general mode of use. Conversely a fast charger should allow a commercial vehicle to be available for use for more than 23 hours per day depending on the total daily mileage of the vehicle. It follows that a fast charging facility in Wanaka would allow local businesses to adopt the latest EV technology.
- 9 The club contends that New Zealand is behind parts of North America and Europe on the uptake of EVs and the infrastructure required to support them. It follows that there will be an expectation to have EVs available for hire by overseas visitors. Not having EVs and their supporting infrastructure available may well lead to reputational damage.

Comment

- 10 Modern EVs have either the European (SAE) or Japanese (CHAdeMO) fast charging sockets. To address this Chargenet units have two charging cables, one with a European plug and one with a Japanese plug. However, the unit can only charge one vehicle at a time. Importantly the Chargenet unit is only a rapid charger and cannot slow charge vehicles. This highlights that EV technology has advanced from the hybrid type and will continue to advance and develop with competition in the market. The risks associated with changes in technology rest with Chargenet. In addition, the agreement with Chargenet will be for no more than a 5 year term.
- 11 There is variation in the location of charging sockets on vehicles. There are three main locations; centre front of the vehicle, or behind either the left or right rear passenger door. This complicates finding a suitable location for the charging unit. The ideal location is in the middle of 90° parking stalls where vehicles can enter either forward or reverse to minimise the reach required of the charging cables. Parallel parking stalls can work but their use is complicated by the direction of traffic flow and the requirement to park in the same direction. Angle parks where entry can only be in one direction are normally avoided. Extracts from Chargenet's installation manual are Attachment C to this report.
- 12 The two recently installed build-outs in Ardmore Street offer an alternative solution where a charging station can be located between angle park stalls rather

than at the head of the stall. This means the charging station is equidistant between the potential socket locations. This solution still requires longer than normal cables (which Chargenet are happy to provide) and EV drivers need to be mindful of the side that a rear mounted socket is on (similar to conventional fuel refilling at a petrol station.) These build-outs are close to a suitable 3 phase power supply. The charging stations will be several metres from the footpath and the build-outs are not pedestrian crossing points so conflict between pedestrians and cables will be minimal. This location is described further in Attachment A to this report.

- 13 The number of car park stalls in central Wanaka is limited, therefore as part of Council facilitating installation of the charging stations it is recommended that:
- a. Three additional car parks are created, see attachment A. However this will need to be deferred until the purchaser of the redundant fire station confirms the existing vehicle crossing is no longer required.
 - b. Council maintains authority over parking restrictions around the charging units.
 - c. The car parks immediately beside both build-outs are designated for EV vehicles but otherwise the P60 restriction is maintained. The stalls would likely be painted blue or green with 'EV' written on them.

14 The Ardmore Street build-out locations are adjacent to Council's offices. Chargenet have indicated that the charging units could be branded in QLDC livery which would clearly emphasise Council's involvement in the project. Examples of branded livery are shown in Attachment D to this report.

Options

15 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.

16 Option 1 Do Nothing

Advantages:

17 No further expenditure by Council, or use of Council resources.

Disadvantages:

18 Potential reputational damage – Council not being seen as proactive or having commitment to sustainable energy and the reduction of carbon emissions.

19 Option 2 Install alternative charging units, either slow or fast charge, owned by and administered by Council, or another third party.

Advantages:

- 20 Slow and fast chargers in road reserve may become commonplace in New Zealand as it is in North America and Europe. Council could have control over all charging and parking of EVs.

Disadvantages:

- 21 High capital expense, unknown financial viability and risk that the technology develops further and detracts from Council's investment.

- 22 Option 3 Install Chargenet charging units in alternative locations.

Advantages:

- 23 Potentially 90° parking stalls could be developed for EV charging.

Disadvantages:

- 24 Wanaka's 90' parking is within reserve areas. Legalisation processes would markedly increase the cost and time taken to secure a location with no surety of success.

- 25 Option 4 Enter into an agreement with Chargenet Ltd for the installation, operation and maintenance of a fast charging station on the northern Ardmore Street build-out location.

Advantages:

- 26 Minimal capital and operational expenditure by Council. Minimal risk to Council as agreement limited to 5 years. Demonstrates Council's commitment to provide for the current and future needs of communities for good-quality local infrastructure. Two car park stalls can be designated for EV charging.

Disadvantages:

- 27 Potential negative response from local conventional vehicle owners who perceive an overall reduction in car park stall numbers and little value in EV uptake.

- 28 Option 5 Enter into an agreement with Chargenet Ltd for the installation, operation and maintenance of a fast charging station on the southern Ardmore Street build-out location.

Advantages:

- 29 Minimal capital and operational expenditure by Council. Minimal risk to Council as agreement limited to 5 years. Demonstrates Council's commitment to provide for the current and future needs of communities for good-quality local infrastructure. Only one car park stall can be designated for EV charging. Marking the second designated EV charging stall would be subject to the purchaser of the redundant fire station confirming that the existing vehicle crossing is no longer required.

Disadvantages:

30 Potential negative response from local conventional vehicle owners who perceive an overall reduction in car park stall numbers and little value in EV uptake.

31 This report recommends **Option 4** for addressing the matter because it offers Council the least risk whilst facilitating the introduction of EV fast charging to the district and does not preclude Council developing alternative solutions in the future.

Significance and Engagement

32 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy as it relates to Council's roading network which is identified as a significant asset.

Risk

33 This matter relates to the strategic risk SR3 Management Practice – working within legislation, as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because a variety of operational risks (such as meeting levels of service, regulatory compliance and the health and safety risks associated with parties using roads) are triggered when the Council considers whether or not to grant the licence to occupy.

34 This matter also relates to strategic risk SR6a – assets critical to service delivery (infrastructure assets), with the risk classified as low. This is because the impact of the occupation is minimal for the public and does not have a significant permanent impact on Council's infrastructure.

35 In addition, this matter relates to operational risk SR27 levels of service, as documented in the Council's risk register. This risk is classed as moderate. This matter relates to this risk as it requires a decision from the Wanaka Community Board for a private activity.

36 The recommended option treats the risks by ensuring conditions are included in any licence and/or associated agreement which ensures measures are in place which directly impacts the risk.

Financial Implications

37 Although Chargetnet covers the cost of supply and installation of the fast charging units there will likely be Council costs associated with facilitating the installation, consultation, new parking signage development and bespoke livery. It is recommended that \$10,000 of unallocated Wanaka unsubsidised transport budget be transferred to a new project to facilitate the installation of the fast charging units.

38 Council is currently in the process of drafting a Licence To Occupy Roading Policy. The draft policy considers that in situations such as this, where a public park is being used for commercial gain, the licensee will be charged market rent for the use of the park. It is understood that in the interests of supporting this

fledgling green industry, that rent will be waived for the term of the licence of 5 years.

Council Policies, Strategies and Bylaws

39 The following Council policies, strategies and bylaws were considered:

- Significance and Engagement Policy 2014 – providing clarity on Council’s decision making processes and assessing the extent to which individuals, organisations, groups and sectors in the community are affected by the Council’s decisions.
- Long Term Plan – this consideration to grant or otherwise a Licence to Occupy in line with the terms of reference of the Wanaka Community Board and is considered part of the Council’s ‘Regulatory Services’ outlined in the Plan.

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

41 This matter is not currently included in the 10-Year Plan/Annual Plan. The majority of costs associated with this project will be met by Chargenet. Council’s costs will be limited to facilitating installation, acquiring knowledge and developing processes to administer EV charging. It is likely that the knowledge and processes will assist Council in developing its long term policies on the matter.

Local Government Act 2002 Purpose Provisions

42 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by establishing a service that is commonplace in North America and Europe with minimal cost to the community;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council’s plans and policies; and
- Would not alter significantly 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.

Consultation: Community Views and Preferences

43 The persons who are affected by or interested in this matter are the NZ Fire Service, Chargenet, local ratepayers, EV owners and suppliers and Aurora the electrical reticulation provider.

44 The Council has consulted with Chargenet which is keen to be involved, Aurora which has confirmed suitability of electrical supply and local EV owners and suppliers.

- 45 A drop-in session was held on site on Friday 21 April 2017 to allow visitors, ratepayers, residents and business owners to discuss the proposed installation of the fast charging station. Council officers, Wanaka Community Board members and Chargenet representatives were present. The drop-in session was advised through social media, local and national press and by mail drop and post to adjacent property owners and businesses.
- 46 Council has engaged with the NZ Fire Service. The Fire Service is currently in the process of disposing of the redundant fire station at 45 Ardmore Street. At this time it is unclear how or when the property might be redeveloped by a new owner. Consequently the Fire Service has indicated that they wish to maintain the property's vehicle crossing. Without creating an additional car park stall outside the redundant fire station the proposed fast charging station on the southern side of Ardmore Street would be limited to the existing car park stall to the west of the build-out.

Attachments

- A Ardmore Street build-out charging unit locations
- B Chargenet's introductory publication
- C Extracts from Chargenet's installation manual
- D Examples of branded livery

Attachment A - Ardmore St build-out charging station locations



COMPANY INTRODUCTION



charge.net.nz

Electric Vehicle Charging Network

The Company

Founded by Steve West as CEO and cornerstone investor, Charge Net NZ is committed to installing a nationwide network of Electric Vehicle DC Fast Charging stations throughout New Zealand. The primary goal of the enterprise is to promote and accelerate the uptake of electric vehicles in New Zealand. Additionally, electric vehicles are an avenue to energy independence and a cleaner, greener New Zealand..

The Network

A nation-wide network of 100 Fast DC charging stations is planned for installation over the next 3 years in a phased rollout. Installations will initially be in areas of high population density and also in support of key fleet users such as local authorities and car share businesses. In addition to the areas of highest population density and EV ownership, the rollout is targeting the most highly trafficked routes between towns and cities.

These differing needs compete, such that there is no predetermined order of deployment. In practice, the order of installation is determined by the level of support in any given area. This support can be from the local distribution company, local EV owners, or perhaps because a location is strategically important to enable a popular route.

The spacing of stations is optimised so that an EV with a 120km range can reliably reach the next station with an 80% charge, and DC Charging stations are most efficient charging to this level.

There are a certain criteria to qualify each charger location. These include:

- 24 / 7 accessible parking space
- Close to Distribution Transformer with sufficient capacity
- Other facilities close by eg. food, restrooms etc
- Possibility to expand to more parking spaces later
- Supportive host, local government etc

The Charge Net NZ Goal

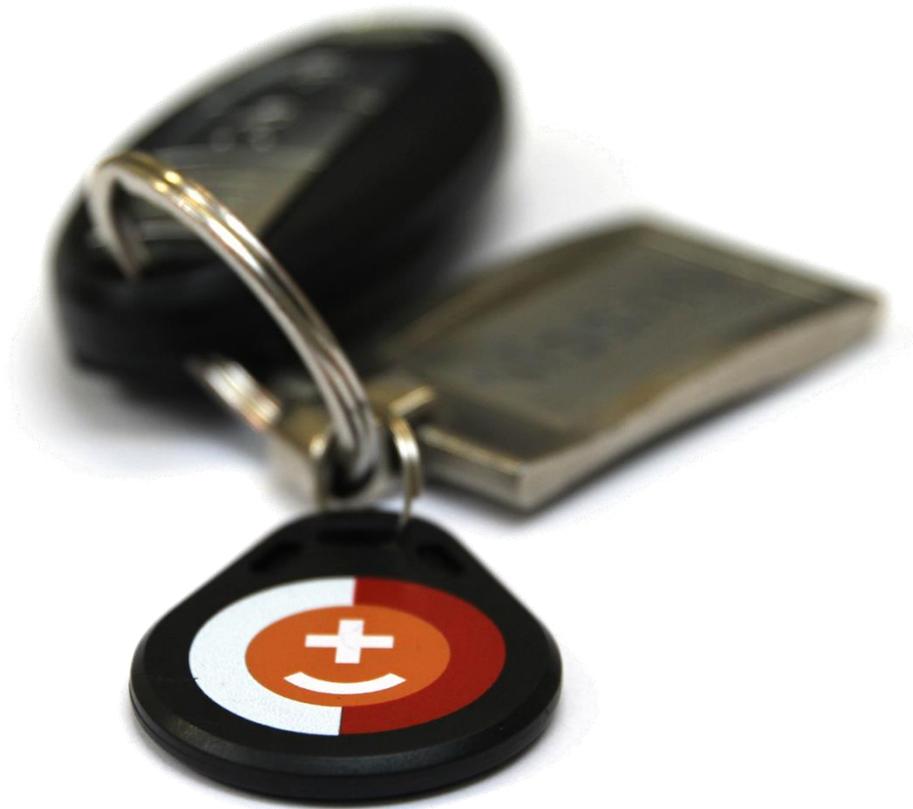
New Zealand is the perfect market for Electric Vehicles:

- Electricity is generated from 80% renewable resources
- Off street parking is almost universal
- Fossil fuels are imported, retail cost is high
- Average daily commute is low (30-40km)
- EVs are ¼ the cost per kilometer to fuel

However, potential EV customers are scared off by perceived limitations:

- How to drive long distance?
- What if I forget to charge overnight?
- What if I have to make unexpected trips during the day?

Charge Net NZ was founded with the goal of removing these objections, thereby increasing the uptake of Electric Vehicles in New Zealand. Our solution is to provide Fast DC charging stations in cities and towns, and along all major highway networks.



Our Offering

In short, Charge Net NZ offers partners the opportunity to host an Electric Vehicle Fast Charge station at no cost.



Who pays?

Charge Net NZ typically meets all costs for the equipment, installation, car park marking and ongoing expenses such as electricity, maintenance and mobile communication costs.

The unit has its own meter and power connection to the nearest power lines or transformer.

To recover capital and operating costs we bill drivers for the use of the station, charging for the electricity use (25c/kWh) and time on the machine (25c/min). A charging session would generally cost the driver less than \$10. Users sign up to Charge Net Payment and register a credit card. Usage is billed monthly and there are no other fees. The most convenient way to activate a station is via an RFID key fob but users can alternatively activate a charge session using the "PlugShare" smartphone app, via txt message, via the Charge Net website, or even remotely started by calling our 0800 help line.

Hosting

We view the relationship with the hosts as mutually beneficial. The charge station will attract EV drivers to the location and in return the host business is seen to be providing an essential service to the Electric Vehicle community, at no cost to themselves and with very little inconvenience.

Typically our hosts have recognised the benefit of the unit and have provided the location either free of charge or at some very nominal cost (i.e. \$2 per annum).

The units suit short stay business models such as cafés, mini market etc. Occupation of the parking space for long periods of time is not envisaged to be a problem as it can be with EV slow charging installations. A typical fast DC charge would be only 15-25min duration.

The Stations

Charge Net NZ have selected the Veefil from Tritium in Australia. It is dual headed, supporting both the Japanese CHAdeMO standard and the newer Type-1 CCS standard. It has a compact footprint (700mm x 330mm) allowing for easy installation behind existing car parks.



At 165kg it is one of the lightest units available, reducing installation complexity and allowing for easy relocation if necessary. Despite its size and weight, it is rated to deliver 50kW continuous DC output. At full power it requires 55kVA of transformer capacity (ie 80A @ 400V). The unit is 2m tall and 0.7m wide (about the size of a door) and approximately 300mm thick. As can be seen in the image (Kaiwaka, north of Auckland), they are relatively attractive units:



Maintenance and Service

Charge Net NZ operates a 24/7 Helpline 0800 2 CHARGE (0800 224 274). Customer queries and operational issues are handled through this contact number.

The units have heavy duty plastic covers over a substantial aluminium chassis. Should the shells be damaged or defaced they can be quickly and easily replaced and repaired offsite. If the unit is subject to more severe damage (car impact for instance) the units can be replaced entirely in a reasonable short timeframe as the installation is very simple.

The units are very low maintenance in service and will generally only require periodic checking of the radiator panel to remove debris and dust build up. The operation of the units is continually monitored via GSM data connection and most faults can be addressed remotely. In rare circumstances it will be necessary to restart the units which will require a site visit by a Charge Net representative.

All maintenance management and costs are met by Charge Net as operational expenses.

Liability

Charge Net NZ maintains insurance policies covering damage and third party liability on a station by station basis.

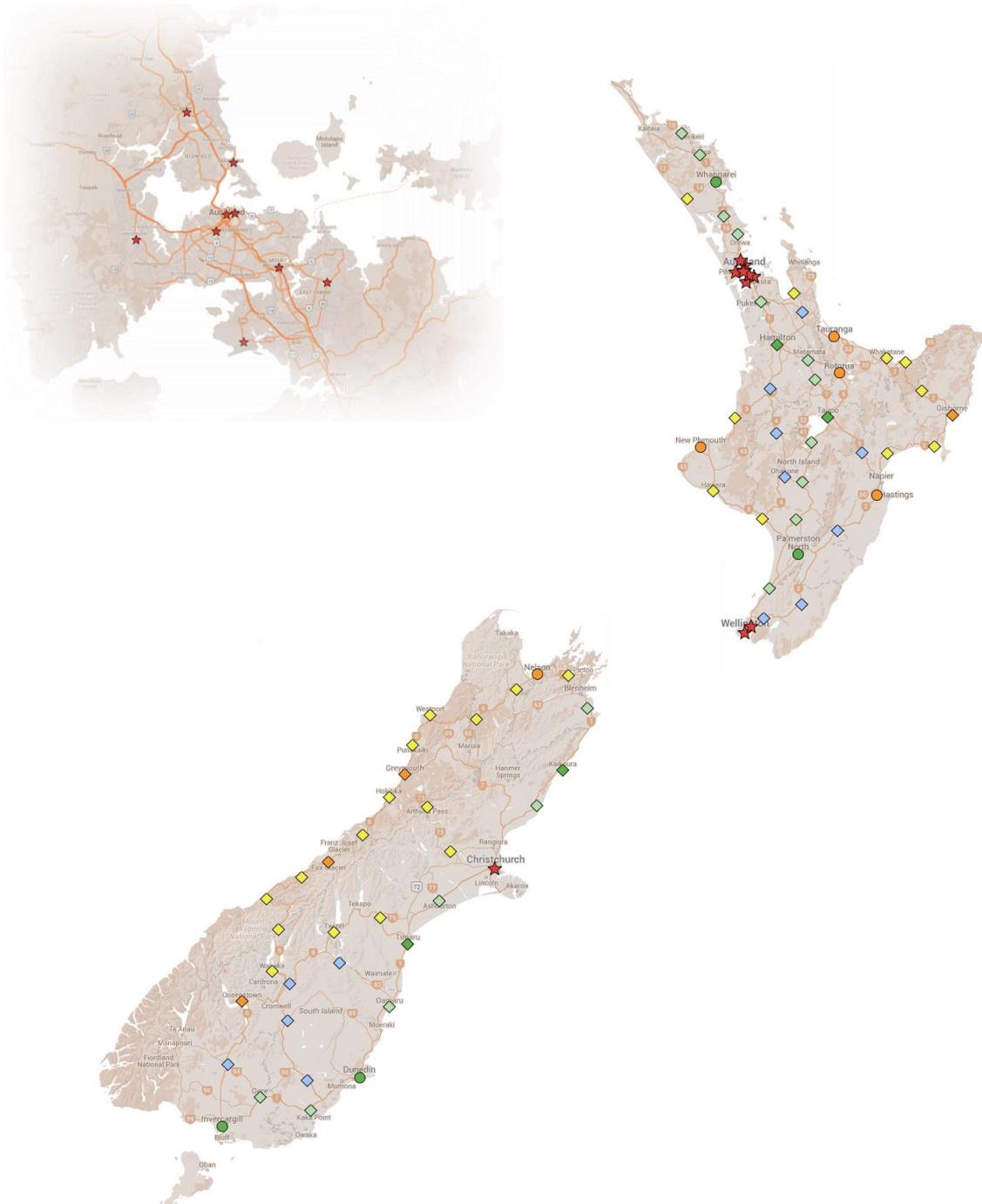
Coverage for total loss of charge unit.

\$5M public liability insurance

Deployment Map

In this map we disclose the planned locations of the charging stations. Diamonds indicate towns whereas Circles indicate cities (pop > 50k). The colours indicate the priority of a route, in order of importance from green, blue, then yellow. Darker shaded locations indicate a hypothetical spacing required for a later generation EV with a much greater range. These would be most suitable for multiple bays / next generation high power stations.

<https://charge.net.nz/charging-map/>



Management Team

An experienced team of business people and enthusiastic Electric Vehicle supporters has been brought together to ensure the Charge Net NZ is a lean but highly efficient business.



Steve West, CEO and Founder

Steve's fascination with Electric Vehicles began as a child, inspired by books painting a future of elegantly simple and efficient personal transportation. Charge.Net.NZ is borne of Steve's frustration at waiting for that future to arrive in New Zealand. He owns three Teslas in New Zealand, P85+, P85D and the only Tesla Roadster.



Nick Smith, Operations

Nick has made a successful career of mechanical design engineering, specializing in consulting to the New Zealand manufacturing sector. In his spare time he is converting a Mazda MX5 to AC electric drive.



Tom Parker, IT Systems

Whether it's reverse engineering a communications protocol, designing a database schema, building secure software or programming a microcontroller, Tom is comfortable negotiating IT systems from the highest overview down to the bit level.



Carl Barlev, board member

Carl is an Electrical Engineer with a strong passion for Sustainability. His career in the power industry started in New Zealand in 2004 before moving to Norway shortly thereafter. In 2013 he took a role with Tesla Motors' managing the installation of Norway's first supercharger stations, and later he continued with Tesla helping with their European expansion into 2014.



Mark Yates, board member

As New Zealand's longest established supplier of EV charging equipment, Mark has taken JuicePoint from strength to strength. In addition he is involved in Wind Farming and Electricity Retailing.

Partners

To improve the efficiency of site selection, we have partnered with nationwide retail chains to host the stations in the most suitable locations to match a 15 – 25 minute charge time. Currently these partners are:

- [Foodstuffs North Island](#)
 - o New World - 99 stores
 - o Pak'n Save – 42 store
 - o Four Square – 203 owner operated locations
- [Z Energy](#)
 - o Fuel retailer, \$2.64B market cap
 - o 200 Service stations
 - o 90 Truck stops
- [BMW NZ](#)
 - o Linked to the Charge Now network
 - o Charging locations 'pushed' to in-car navigation system

Web

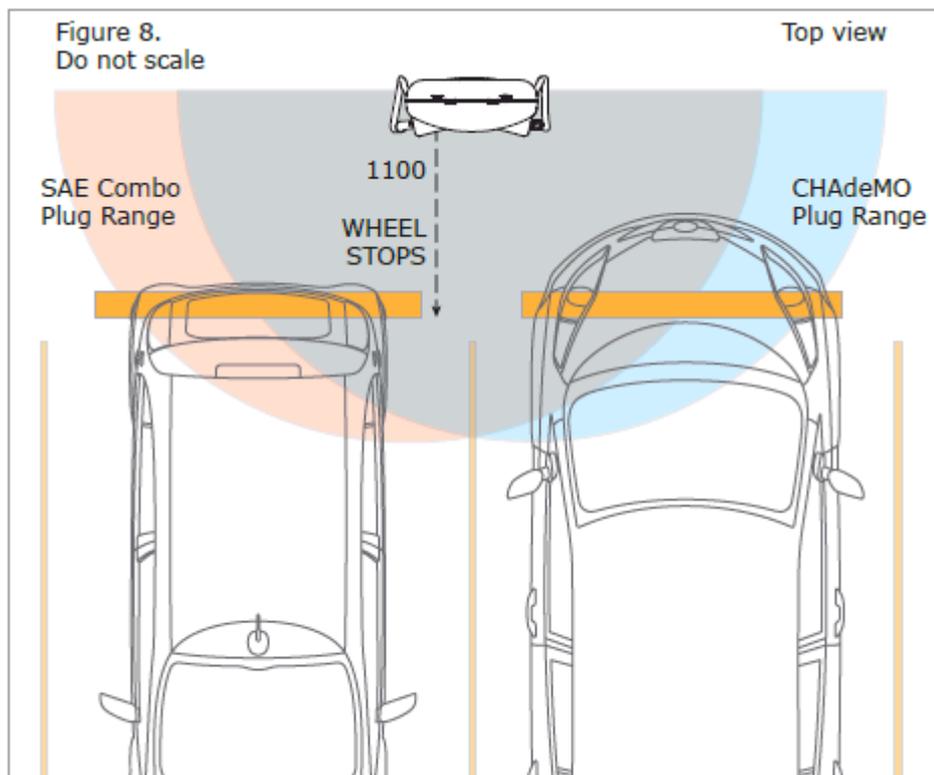
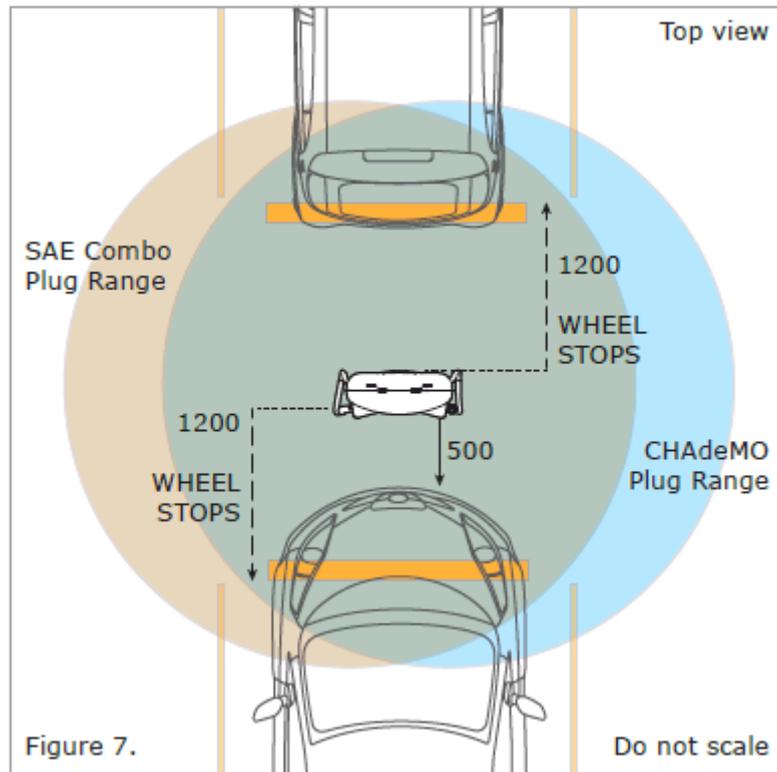
www.charge.net.nz

www.facebook.com/charge.net.nz/

Primary Contacts

Chief Executive	Steve West	steve.west@charge.net.nz	+64 21 450 444
Operations	Nick Smith	nick.smith@charge.net.nz	+64 21 487 982
Stakeholder Relations	Rebekah Rennell	rebekah.rennell@charge.net.nz	+64 21 968 748
Admin	Rachelle	accounts@charge.net.nz	+64 21 968 744

Attachment C - Extracts from Chargenet's installation manual





**Wanaka Community Board
11 May 2017****Report for Agenda Item: 2****Department: Property & Infrastructure****New lease for Wanaka Arts Centre Trust****Purpose**

The purpose of this report is to consider recommending to Council that a new lease be granted to Wanaka Arts Centre Trust for the Council owned building they occupy at Lot 1 DP 25900, Block XII, Town of Wanaka.

Recommendation

That the Wanaka Community Board:

1. **Note** the contents of this report; and
2. **Recommend to Council** that a new lease be granted to Wanaka Art Centre Trust for the building they occupy on Lot 1 DP 25900, Block XII Town of Wanaka subject to the following terms and conditions:

Commencement	1 July 2017
Term	3 Years
Renewals	A further 3 years at Council's absolute discretion.
Rent	Pursuant to Community Facility Funding Policy
Reviews	At renewal or if the Funding Policy is reviewed
Termination	With 12 months' notice
Use	Visual and performing arts, craft, education, community groups and associated activities
Subleases	With Lessor's approval
Assignment	Not permitted

Prepared by:



Joanne Conroy
Property Advisor - APL

26/04/2017

Reviewed and Authorised by:



Peter Hansby
General Manager, Property
and Infrastructure

26/04/2017

Background

- 1 The Wanaka Art Centre Trust have occupied the Council owned building located at 17-19 Brownston Street (also known as Bullock Creek Lane) being Lot 1 DP 25900 Block XII Town of Wanaka since 2000 with several licences having been granted. The most recent licence commenced 1 July 2013 and is due to expire 30 June 2017.
- 2 The Arts Centre Trust is a non-profit organisation. They sub-lease individual rooms in the building to a range of artists, clubs and tutors, and there is also a meeting room available for community groups, lessons and the like. The issue of whether or not the sub-lessees are community or commercially based is a complex one which is discussed in the Community Facility Funding Policy. By requiring subleases to have Lessor's approval, Council will have a better understanding of the type of sub-lessees and an ability to veto them if they are not fulfilling any community, educational or arts function.
- 3 A new lease would be subject to the Community Facility Funding Policy. The commencement rent would be \$1885 plus GST per annum. They have been paying this amount of rent since 2010.
- 6 It should be noted that the land upon which the Art Centre Building is located is freehold land that Council purchased a number of years ago, and could be used for a wide variety of purposes if the site was redeveloped.

Comment

- 7 The proposal is to lease the building to the Wanaka Arts Centre Trust for a relatively short term, with a renewal at Council's discretion for a further three years. It should be noted that the building is quite old and will have a limited useful life, or potentially require significant costs for upgrade in the medium term.
- 8 There is no known alternative use for the building at this stage and while not granting a lease is an option, it would leave the Arts Centre Trust with no facility. The land upon which the building is located is part of a site including the Library and Lake Wanaka Centre.
- 9 The proposed terms of a new lease are as follows:

Commencement	1 July 2017
Term	3 Years
Renewals	A further 3 years at Council's absolute discretion.
Rent	Pursuant to Community Facility Funding Policy
Reviews	At renewal or if the Funding Policy is reviewed
Termination	With 12 months' notice
Use	Visual and performing arts, craft, education, community groups and associated activities
Subleases	With Lessor's approval
Assignment	Not permitted

- 10 Given that the building is reaching the end of its economic life and because of the freehold status of the land, Council should give consideration to the future of the land and building. However, this will take time and granting a relatively short-term lease in the meantime will not affect Council's ability to plan for a different use in the future.

Options

- 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 To recommend to Council that a new lease is granted to the Wanaka Arts Centre Trust for the building they occupy on Lot 1 DP 25900 Block XII Town of Wanaka subject to the terms and conditions recommended above.

Advantages:

- 13 Will enable the Wanaka Arts Centre Trust to continue for some years and have the opportunity to plan for a future relocation.
- 14 Is for a relatively short period and includes a termination provision giving Council some flexibility.

Disadvantages:

- 15 May delay Council's ability to do something else with the site.
- 16 Does not give any long term certainty to the Trust.
- 17 Option 2 To recommend to Council that a new lease is granted to the Wanaka Arts Centre Trust for the building they occupy on Lot 1 DP 25900 Block XII Town of Wanaka subject to different terms and conditions from those recommended above.

Advantages:

18 As above.

Disadvantages:

19 As above.

20 Option 3 To recommend to Council that a new lease to the Wanaka Arts Centre Trust is declined and other uses for the land and/or building be investigated.

Advantages:

21 May result in a more beneficial use of the land and/or building.

Disadvantages:

22 The Wanaka Arts Centre Trust will not have a facility from which to operate.

23 This report recommends **Option1** for addressing the matter because there is no immediate alternative use for the site and it will give the Trust sufficient time to seek an alternative site when this lease expires. It also allows Council an opportunity to terminate the lease with twelve months' notice if circumstances change during the lease term.

Significance and Engagement

24 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because it relates to a public asset but the asset is not significant, it does not affect the level of services or impact on Council's ability to achieve its strategic objectives.

Risk

25 This matter related to the operational risk OR11, "Decision Making" as documented in the Council's risk register. The risk is classed as low. This matter relates to this risk because the recommendation will result in a timely and legitimate process.

Financial Implications

26 The lease provides income that covers the building costs. There is a risk that maintenance costs will increase over the term of the lease, but if these costs are significant, Council can opt to terminate the lease.

Council Policies, Strategies and Bylaws

27 The following Council policies, strategies and bylaws were considered:

- Community Facility Funding Policy.

28 The recommended option is consistent with the principles set out in the named policy/policies.

29 This matter is not included in the 10-Year Plan/Annual Plan but will not have any effect on it.

Local Government Act 2002 Purpose Provisions

30 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by enabling a community group to occupy a Council building at a reasonable cost;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly 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.

Consultation: Community Views and Preferences

31 The persons who are affected by or interested in this matter are residents of the district.

32 No consultation is anticipated as the land is not reserve, and because the Trust already occupy the building and therefore the impact on any group or individual is minimal.

Attachments

- A Aerial photograph of the building
- B Photographs of the building

Attachment A: Aerial photograph of the building



The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Queenstown Lakes District Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented by the GIS data. While reasonable use is permitted and encouraged, all data is copyright reserved by Queenstown Lakes District Council. Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED

Attachment B - Wanaka Arts Centre



Wanaka Art Centre (above and below)





Kitchen in common room

**Wanaka Community Board
11 May 2017**

Report for Agenda Item: 3

Department: Property & Infrastructure

Licence to Place Tables & Chairs in a Public Space – Boaboa Food Company

Purpose

The purpose of this report is to consider granting a Licence to Place Tables and Chairs to Boaboa Food Company for an area of road reserve on Ardmore St, Wanaka.

Recommendation

That the Wanaka Community Board:

1. **Note** the contents of this report;
2. **Agree** to grant a Licence to Boaboa Food Company to enable them to place tables and chairs on Ardmore Street Road Reserve in accordance with the Tables and Chairs in Public Space Policy of 2006; and
3. **Delegate** signing authority for the licence to the Principal RM Engineer.

Prepared by:



Blake Hoger
Property Advisor

7/04/2017

Reviewed and Authorised by:



David Wallace
Manager – RM Engineering
Queenstown Lakes District
Council
11/04/2017

Background

- 1 Boaboa Food Company (“the applicant”) has applied to the Queenstown Lakes District Council for a licence to place tables and chairs adjacent to their takeaway restaurant on Ardmore Street, Wanaka.
- 2 The applicant is seeking use of the footpath for the placement of tables and chairs to enable their customers to either wait for their orders or enjoy their meals.

- 3 The area requested is 27.17m² and is currently paved footpath which is otherwise unused aside for a lamp post and a set of bins. An Occupation Plan is attached.
- 4 The applicant is seeking to install 2 steel framed tables with timber tops. Affixed to the table are 2 bench seats either side. Images of the furniture are attached.
- 5 The proposed licence area is directly in front of the applicant's restaurant at 135 Ardmore Street, Wanaka.

Comment

- 6 The Queenstown Lakes District Council oversees a number of *Licences to Place Tables and Chairs in a Public Space* (herein called the "Licence") throughout the district. These licences are in place to encourage al fresco dining, and provide an active street frontage that is vibrant, dynamic, comfortable and attractive.
- 7 Licences are granted and administered in accordance with QLDC's Tables and Chairs in Public Space Policy 2006 (herein called the "policy").
- 8 The proposed furniture meets the design guidelines of the policy.
- 9 Section 5.2 of the policy requires tables and chairs to "generally be sited in front of the adjoining food premises" which is the case in this application.
- 10 The layout does not completely comply with Section 5.4 of the policy which states a minimum pedestrian width of 1.5m will be maintained and no chair will back on to the road with less than 800mm clearance. While the pedestrian width will exceed the requirement at 2.7m, it is proposed that only a 500mm clearance be provided from the bench seat to the road.
- 11 As noted in the policy, the intention of the rule around an 800mm clearance is "to prevent diners from pushing their chairs into traffic when standing up." As the bench seats are affixed to the table, there is no risk of a diner pushing the seat into traffic and as such 500mm is deemed to be an appropriate gap.
- 12 The policy sets out an annual rental fee of \$50.00 plus GST per square metre for Wanaka Waterfront Pavements. The fee is reviewed periodically. This equates to an annual rental fee of \$1,358.50 plus GST for this licence should it be approved.

Options

- 13 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.
- 14 Option 1 Agree to grant a licence to place tables and chairs in a public space.

Advantages:

- 15 A section of Wanaka's pavements is improved through increased vibrancy of the surrounding area.

16 Council will be consistent in its decision-making around table and chair licences.

17 Council will receive an income of \$1,358.50 plus GST per annum for the licence area.

Disadvantages:

18 Dining on the road reserve has the potential to affect the cleanliness of the site though all licences contain specific conditions to address this risk.

19 Option 2 Decline the granting of a licence to place tables and chairs in a public space.

Advantages:

20 There is no risk to the cleanliness of the site due to al fresco dining.

Disadvantages:

21 A section of Wanaka's pavements will miss the opportunity to enhance its attractiveness and vibrancy.

22 Council may be seen to be inconsistent around decision-making for table and chair licences.

23 Council would not earn a rental income for the licence area.

24 Option 3 Agree to grant a licence but for alternative furniture or an alternative location.

Advantages:

25 The advantages are similar to those for Option 1 however Council may see a benefit in recommending alternative furniture or a different location.

Disadvantages:

26 The disadvantages are similar to those for Option 1 however there is also a risk that the applicant may not agree and choose not to proceed.

27 This report recommends **Option 1** for addressing the matter as the application has been made largely in accordance with Council's policy for tables and chairs in public spaces and will increase the vibrancy of Ardmore Street without any impact to pedestrian flow.

Significance and Engagement

28 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy as it relates to Council's roading network which is identified as a significant asset.

Risk

29 This matter related to the operational risk OR11 decision making – working within legislation, as documented in the Council’s risk register. The risk is classed as low. The matter relates to this risk because the options highlighted require the Council to follow a regulatory process in order to grant a licence. A variety of operational risks (such as meeting levels of service, regulatory compliance and the health and safety risks associated with parties using reserves land) are triggered when the Council considers whether or not to grant the licence requested. This report therefore recommends that risk OR11 is tolerated.

Financial Implications

30 An annual rental fee calculated at \$1,358.50 plus GST will be charged. The fee will cover the administration of the licence in addition to any costs associated with the monitoring of the terms of the licence, regulatory compliance and health & safety risk.

Council Policies, Strategies and Bylaws

31 The following Council policies, strategies and bylaws were considered:

- Tables and Chairs in Public Space Policy 2006.

32 The recommended option is consistent with the principles set out in the named policy other than Section 5.4 due to a reduced clearance between the chairs and the road.

33 This matter is not included in the 10-Year Plan/Annual Plan

- Rental income derived by this licence will contribute to existing property budget provisions.

Local Government Act 2002 Purpose Provisions

34 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by improving the vibrancy and attractiveness of a section of Ardmore Street;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly 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.

Consultation: Community Views and Preferences

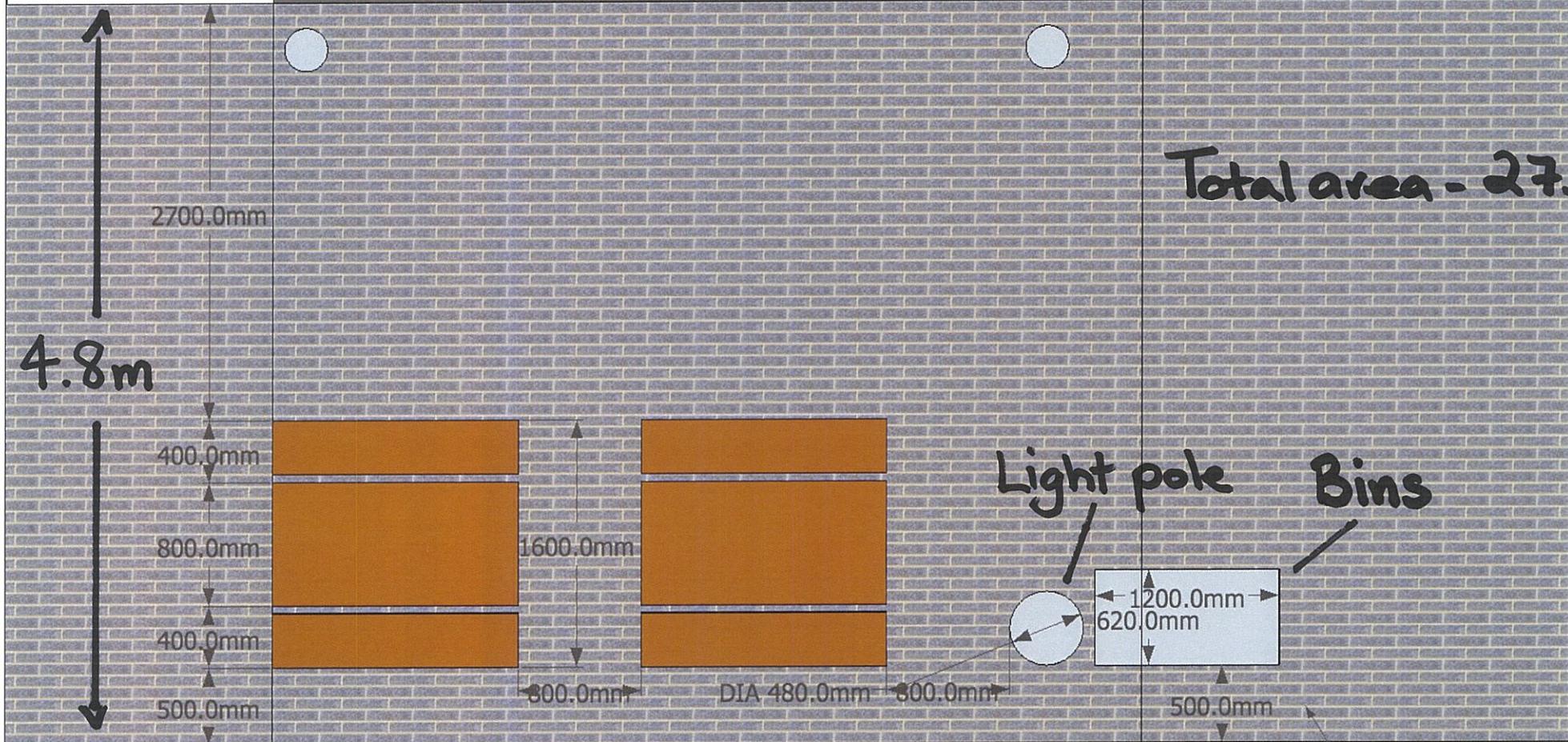
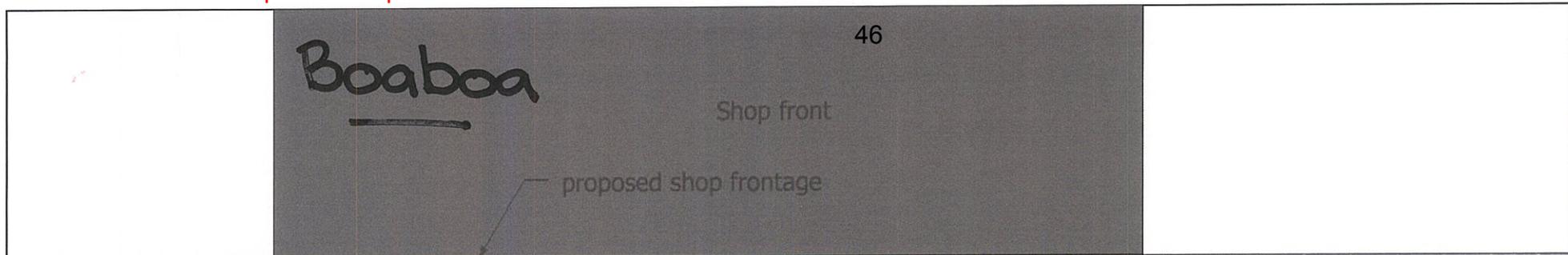
35 As the proposed licence area is not in front of any other premises, no consultation is envisaged.

Attachments

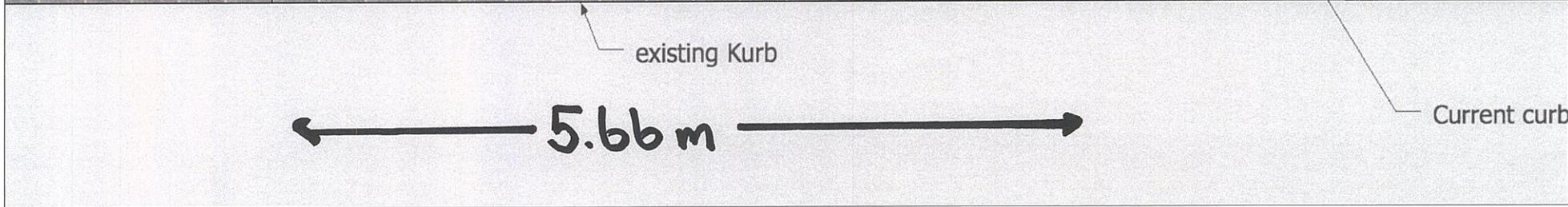
- A Site Plan
- B Public Space Occupation Plan
- C Images of Public Space
- D Images and details of furniture



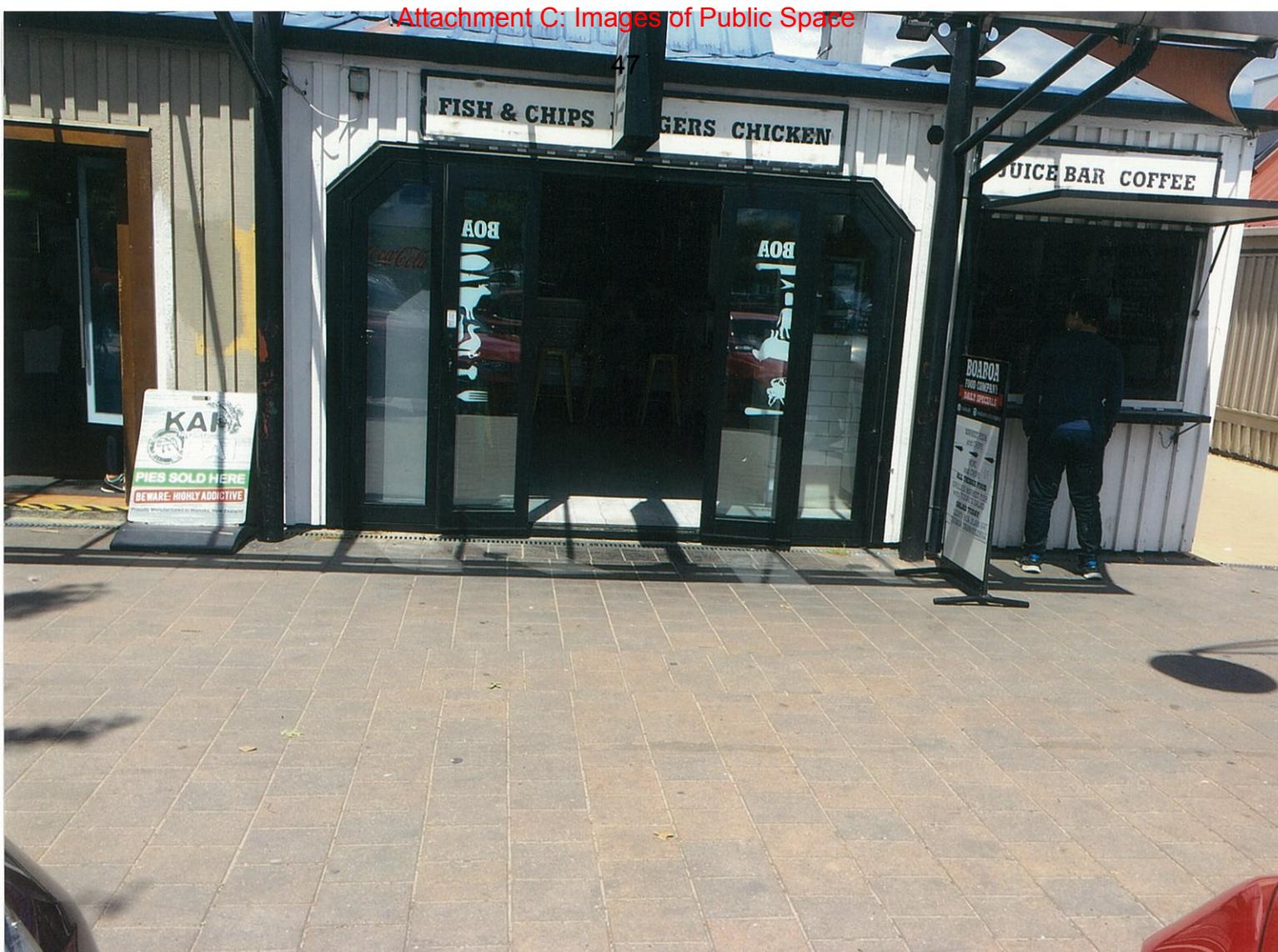
The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Queenstown Lakes District Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented by the GIS data. While reasonable use is permitted and encouraged, all data is copyright reserved by Queenstown Lakes District Council. Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED



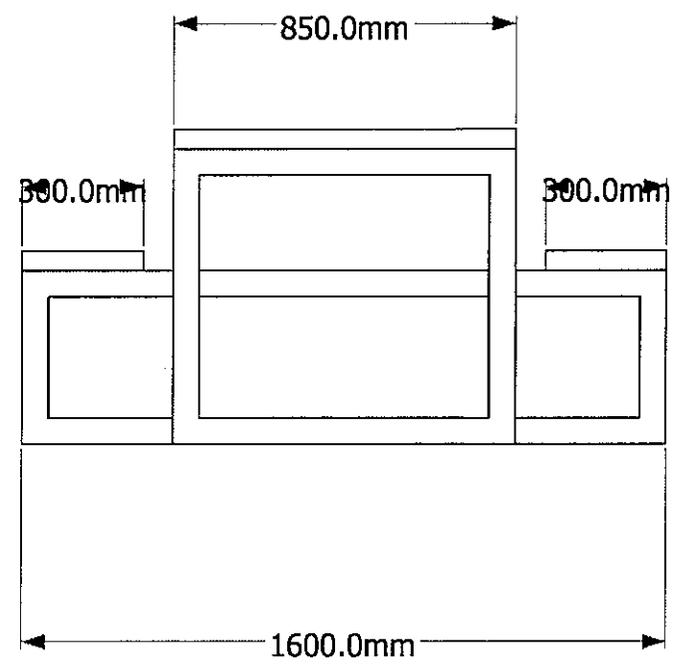
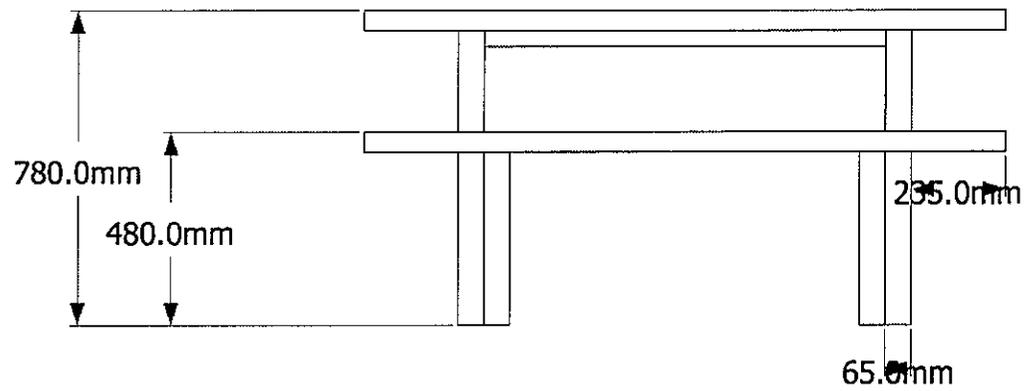
Total area - 27.17 m²



47







Wanaka Community Board**11 May 2017****Report for Agenda Item: 4****Chair's Report****Purpose**

To present a report from the Wanaka Community Board Chair.

Recommendation

That the Wanaka Community Board:

1. **Note** the report.

Prepared by: Rachel Brown



Chair, Wanaka Community Board
16/3/2016

Licence to Occupy ('LTO') 42-50 Brownston Street (item from February meeting)

1. Since the February Board meeting at which this application was considered, the applicant has liaised with the Board in regards to realigning the wall (and its subsequent foundations) to ensure that future widening of the footpath will be possible, if necessary. This satisfied the board's concerns and the licence has recently been issued to the applicant. It is still subject to the conditions originally agreed at the time of its initial consideration.

Wanaka Airport Governance Options

2. The recommendation of the hearings panel which heard submissions on Wanaka Airport Governance Options was considered at the Council meeting on 20 April. The recommendation was that the future governance and management of the Wanaka Airport be under a long term lease to the Queenstown Airport Corporation ('QAC').
3. This general intent was supported by the Council, although members stressed the importance of protecting the interests of existing Wanaka Airport users and of QAC maintaining a strong partnership with the community. It was agreed that these issues should be addressed in the lease terms and further supported by the Statement of Intent, in which as QAC's major shareholder, the Council could have a significant influence every year. This was reflected in the resolution which

delegated to the Mayor, Chief Executive, Councillor Hill and Councillor MacLeod the power to negotiate and execute the lease, and to engage with QAC to make any changes necessary to the QAC Statement of Intent to incorporate the Council's expectations of governance of Wanaka Airport.

Notice of Intention to Grant Licence Over Parts of Recreation Reserve Glendhu Adventure Ltd and Notice of Intention to Grant Extension of Lease Over Recreation Reserve Pisa Alpine Charitable Trust

4. In accordance with the resolutions made at the last Board meeting, the intention to grant a licence to Glendhu Adventure Ltd to use part of the reserve at Glendhu Bay for paddle board and kayak tours and the intention to extend the lease period for the Pisa Alpine Charitable Trust have both been publicly notified. Submissions for both close on 13 May 2017. As at the date of writing no submissions have been received but a verbal update will be provided at the Board meeting if submissions arrive in the interim.

New Reserve Management Plan

5. Informal feedback on the intention to develop a Reserve Management Plan ('RMP') to cover Lismore Park, Allenby Park, Kelly's Flat, Faulks Terrace, Kennedy Crescent and Domini Park Recreation Reserves closed on 18 April. Six responses for consideration were received via this process.
6. Staff intend to undertake further pre-consultation with sports and other special interest groups and to workshop a draft RMP with the Board before it is formally presented as a draft for the Board to adopt for public consultation.

Change of Lease Area: Upper Clutha Sawmill and Wanaka Firewood Ltd

7. The change of the lease area considered at the last Board meeting was approved at the Council meeting held on 20 April 2017.

Annual Plan Drop-in Sessions

8. Three Annual Plan 'Drop-in Sessions' were held in the Upper Clutha area, namely, Luggate (on 10 April), Wanaka (18 April) and Hawea (20 April). All were well supported by their local communities, with large numbers of people attending the Luggate and Hawea meetings in particular to express opposition to permanent chlorination of their water supplies.
9. Thanks are extended to the staff who supported the meetings, especially Shelley Dawson (Senior Governance Advisor) for initiating and managing them and Ulrich Glasner (Chief Engineer) who attended many of the meetings to answer questions about the proposal to chlorinate water supplies permanently. I would also like to acknowledge good levels of attendance at all the meetings held in this area by all members of the Wanaka Community Board.

Wanaka Community Pool

10. A separate project report is attached [Attachment A].

Projects Summary

11. See Attachment B for the Property and Infrastructure Department's summary of projects currently underway and Attachment C for the project summary for Parks and Reserves.

Reports from Liaison Positions, Community Associations and recent Council meetings

12. Members are invited to report on the Board-related activities they have been involved in since the date of the last meeting and Councillors are asked to comment on any matters of interest to the Board from recent Council meetings.

Attachments

- A Wanaka Community Pool project report
- B Property and Infrastructure Team Summary Report
- C Parks Summary Report



INFRASTRUCTURE TEAM SUMMARY REPORT

REPORT ISSUED ON: Wednesday, 19 April 2017

dd/mm/yy	Due in next 2 wks	On Track
dd/mm/yy	On Hold	At Risk
dd/mm/yy	Overdue	Complete N/A

PROJECT	CATEGORY	ACTIVITY TYPE	PROJECT MANAGER	CONCEPT DESIGN GATEWAY	DETAILED DESIGN GATEWAY	CONSTRUCTION GATEWAY	PRACTICAL COMPLETION	POST HANDOVER GATEWAY	H&S STATUS	FINANCIAL STATUS	RISK/ISSUE STATUS	PROJECT HEALTH STATUS	FY 15/16 BUDGET	FORECAST	SPENT TO DATE
Wanaka Transportation - Minor Improvements, Non-Sub	Renewals	Transportation - Non Sub	John O	20/07/16	20/07/16	31/08/16	6/06/17	25/08/17					475,398	475,398	250,000
Crown Range SPR - Minor Improvements	Renewals	Transportation - NZTA	John O	13/02/16	9/04/16	30/07/16	30/06/17	22/09/17					123,300		
Wanaka Wastewater - Golf Course Rd	New Capital	Sewerage	Rob Darby	1/06/17	10/03/17	30/06/17	22/09/17	15/12/17					150,384	147,000	110,473
Edgewater Gravity Sewer Upgrade - Seperable Portion 3 and 4	New Capital	Sewerage	Rob Darby			15/02/17	18/05/17	11/08/17					395,906	394,500	152,595
DISTRICT WIDE RESEALS	Renewals	Transportation - NZTA	John O	25/03/16	17/06/16	1/10/17	3/03/17	2/06/17					1,705,000	1,705,000	1,234,577
CAMP HILL ROAD - Sealed Road Pavement Rehab - RP: 1510 to 3200	Renewals	Transportation - NZTA	Rob Darby	15/10/16	15/10/16	15/02/17	15/04/17	16/06/17					534,100	447,000	247,006
Ardmore St Build Outs	New Capital	Transportation - NZTA	Rob Darby			7/11/16	21/12/16	18/01/17					45,000	44,745	44,745
Cardrona New Water Supply Scheme	New Capital	Water Supply	Rob Darby	25/03/16	20/05/16								367,296	360,000	41,903
Wanaka Airport Pump Station - BBC	New Capital	Sewerage	Deborah - BBC	1/06/17	30/06/17	25/08/17	22/09/17	15/12/17							
Water Supply - Renewals - Wanaka	Renewals	Water Supply	Simon Leary	29/02/16	25/04/16	15/08/16	30/06/17	22/09/17					257,600	257,600	245,989
Wanaka Water Supply, Anderson Road Extension	Renewals	Water Supply	Rob Darby	6/05/16	1/07/16	15/02/17	30/05/17	30/06/17					299,200	545,000	8,862
Wanaka Airport water supply reticulation - BBC	Renewals	Water Supply	Deborah - BBC	1/06/17	30/06/17	25/08/17	22/09/17	15/12/17							
Beacon Point Road - Project	Renewals	Stormwater	Simon Leary	18/01/16	14/03/16	4/07/16	30/09/16	10/02/17					490,000	497,500	497,500
Wastewater - Renewals - Wanaka	Renewals	Sewerage	Simon Leary	25/04/16	23/05/16	15/08/16	30/06/17	22/09/17					75,900		97,883
Mt Aspiring Road booster to address fire	Renewals	Water Supply	Rob Darby	28/11/15	20/02/16	1/10/16	20/12/16	10/03/17			On Hold	On Hold	613,552	12,000	6,718
Albert Town Ring Main	Renewals	Water Supply	Rob Darby	11/03/16	8/04/16	1/07/16	29/07/16	21/10/16					70,000	70,000	70,050
Wanaka Yacht Club Borefield Stage 1	New Capital	Water Supply	Deborah - BBC	6/02/17	6/02/17	10/04/17	10/04/17	10/04/17		On Hold		On Hold	60,000		
Mt Aspiring Road Widening	New Capital	Transportation - NZTA	Rob Darby	17/03/17	12/05/17	1/09/17	1/12/17	10/03/18					300,000	299,000	55,588
Cardrona New Wastewater Scheme	New Capital	Sewerage	Rob Darby	24/09/15	17/12/15	28/07/16	18/11/16	13/01/17					722,651	685,000	608,783



INFRASTRUCTURE TEAM SUMMARY REPORT

REPORT ISSUED ON: Wednesday, 19 April 2017

dd/mm/yy	Due in next 2 wks	On Track
dd/mm/yy	On Hold	At Risk
dd/mm/yy	Overdue	Complete N/A

PROJECT	CATEGORY	ACTIVITY TYPE	PROJECT MANAGER	CONCEPT DESIGN GATEWAY	DETAILED DESIGN GATEWAY	CONSTRUCTION GATEWAY	PRACTICAL COMPLETION	POST HANDOVER GATEWAY	H&S STATUS	FINANCIAL STATUS	RISK/ISSUE STATUS	PROJECT HEALTH STATUS	FY 15/16 BUDGET	FORECAST	SPENT TO DATE
Ardmore St/Lakefront Streetscape	New Capital	Transportation - Non Sub	Rob Darby	18/11/16	15/01/17	10/03/17	4/04/17	30/06/17	On Track	On Hold	On Hold	On Hold	50,000		
Resilience - Crown Range Road Land Instability Construction	New Capital	Transportation - NZTA	Andrew Timms	28/05/16	20/08/16	1/04/17	1/07/17	1/10/17	At Risk	On Track	At Risk	At Risk	514,399	350,000	25,000



PARKS PROJECT SUMMARY

REPORT ISSUED ON: Wednesday, 3 May 2017



PROGRAMME MANAGEMENT
"Bridging the gap between
strategy and implementation"

Sch ID	Capital Delivery Team	PROJECT	WARD	ACTIVITY TYPE	PROJECT MANAGER	dd/mm/yy	Due in next 2 wks	On Track	PROJECT STATUS COMMENTS
						dd/mm/yy	On Hold	At Risk	
						dd/mm/yy	Overdue	Complete N/A	
1 Y		Albert Town Lagoon	Wanaka	Parks and Reserves/Walkways	DM				Majority of works complete with only some minor excavation work left to do. Waiting on contractor availability.
3 Y		Lake Hawea North Beach - Replace NZED Block with landmark	Wanaka	Buildings	MJ	N/A			Complete. Install cost paid for out of Wanaka renewals (\$4945) journal \$2771 across from this budget
12 Y		Street Tree Replacement program - 2-3 streets a year Wanaka	Wanaka	Parks and Reserves/Walkways	TE				Street tree replacement & plant ordering/planting through arborist, Tim Errington
14 Y		Parks and Reserves Roding Minor Improvements – Wanaka	Wanaka	Parks and Reserves/Walkways	SQ	N/A			Diana working to an agreed programme for basic car park maintenance.
15 Y		Wanaka Cemetery Improvements	Wanaka	Council Land/Cemeteries/Waterways	MJ				Complete.
17 Y		Playground Renewals - Wanaka	Wanaka	Parks and Reserves/Walkways	MJ		0		Works just complete. Final inspection next week & claim to be paid in May.
19 Y		Roys Bay Park Improvements	Wanaka	Parks and Reserves/Walkways	SQ	N/A			Minor improvement works scheduled to begin late April after Easter. HG engaged to complete better business case. Remaining budget deferred for further detailed design and reforecast of construction.
21 Y		Aspiring Road - replace permaloo with Exeloo	Wanaka	Buildings	SQ	N/A			Finalising toilet costing. Outline Plan Waiver complete and issued. Construction deferred/budget reforecast to 17/18.
22 Y		Walkway Renewals - Wanaka	Wanaka	Parks and Reserves/Walkways	SQ				Construction in progress.
23 Y		Minor Renewal Reserve Works - Wanaka Ward	Wanaka	Parks and Reserves/Walkways	SQ				Working through agreed work plan with Maintenance & Ops
29 Y		A&P Showgrounds Wanaka Fence	Wanaka	Parks and Reserves/Walkways	MJ			N/A	Fencing complete. Seating on hold with budget left over - working on next step with A&P Show
30 Y		Wanaka Showgrounds field development	Wanaka	Turf	SQ				
32 Y		Glendhu Bay Track	Wanaka	Parks and Reserves/Walkways	SQ	N/A		N/A	
38 Y		Pembroke Park Improvements - path/track	Wanaka	Parks and Reserves/Walkways	SQ				
39 Y		Gladstone Track	Wanaka	Parks and Reserves/Walkways	SQ				
41 Y		Albert Town Bridge Track link	Wanaka	Parks and Reserves/Walkways	SQ	N/A	On Hold	On Hold	On hold due to geotechnical report presenting high level of risk if we were to proceed. Exploring other options.