

Minutes of a meeting of the QLDC's Infrastructure Committee held in the Council Chambers, 10 Gorge Road, Queenstown on Thursday, 11 February 2021 beginning at 10.05am

Present:

Councillor Quentin Smith (Chair); Councillor Penny Clark, Councillor Heath Copland and Councillor Glyn Lewers

In attendance:

Mr Peter Hansby (General Manager, Property and Infrastructure), Mr Ben Greenwood (Roading Operations and Contracts Manager), Mr Simon Mason (Infrastructure Operations Manager), Mr Tony Pickard (Transport Strategy Manager) and Ms Jane Robertson (Senior Governance Advisor); and three members of the public and one member of the public via Zoom

Apologies

Apologies were received from Councillor Ferguson and Councillor Gladding.

On the motion of Councillor Copland and Councillor Clark the Infrastructure Committee resolved that the apologies be accepted.

Declarations of Conflicts of Interest

There were no conflicts notified.

Matters Lying on the Table

There were no matters lying on the table.

Public Forum

There were no speakers in the Public Forum.

It was noted that previously Mr Matt Lauer (owner of Hunter Valley Station) had registered to speak in the Public Forum in relation to maintenance of Meads Road (item 1 on the agenda). However, he had advised the Governance Advisor subsequently of his decision to waive this request because he was satisfied with the contents of the officer report, noting that he only wanted to listen to the meeting. Mr Lauer was in attendance at the meeting via Zoom as he was resident in USA and could not attend the meeting in person.

Confirmation of Agenda

On the motion of Councillor Clark and Councillor Lewers the Infrastructure Committee resolved that the agenda be confirmed without addition or alteration.

Confirmation of Minutes

On the motion of Councillor Lewers and Councillor Clark the Infrastructure Committee resolved that the minutes of the meeting held on 28 August 2020 be confirmed as a true and correct record.

1. Options report to reinstate Meads Road access past the Homestead

A report from Ben Greenwood (Roading Operations & Contracts Manager) considered the options to reinstate access to the Hunter Valley following damage to Meads Road in a flooding event in December 2019. The report recommended that the Council reinstate the damaged section of road, undertake rolling road closures for elevated lake levels and form a new walking track above the road. This was the preferred option because it resolved public safety concerns and served to reinstate access in the short term for a relatively low cost. The report also recommended that staff continue investigations into securing long-term access, noting that this may involve significant strengthening of the existing alignment or legalising and constructing an alternative alignment.

Mr Greenwood and Mr Mason presented the report.

Councillor Lewers questioned why the preferred option did not specify a long-term approach. Mr Greenwood confirmed that staff would continue to investigate the options, but a business case would be needed for any project to be included in the Ten-Year Plan. Further, there had been no geo-tech investigations so initial findings were indicative only. Hunter Valley Station was reluctant to agree an easement for a walking track and a better way forward may be a Memorandum of Understanding.

There was general support for the proposed way forward which members agreed was a pragmatic solution, with sufficient flexibility within the recommendation to allow staff to continue investigations.

On the motion of Councillor Lewers and Councillor Clark It was resolved that the Infrastructure Committee:

- 1. Note the contents of the report;**
- 2. Authorise staff to implement the recommended Option 4, namely, to make safe the damaged section of Meads Road, implement rolling road closures for elevated lake levels and form a new walking track above the road; and**

3. **Authorise staff to continue investigations for securing long term access into the future with commencement subject to prioritisation through the Long Term Plan.**

2. Arthurs Point Crossing Single Stage Business Case

A report from Tony Pickard (Transport Strategy Manager) presented the Arthurs Point Crossing Single Stage Business Case and sought endorsement of the recommended next steps to take Stage 1 (active modes bridge) forward into the delivery stages and Stage 2 (road bridge) to be deferred for consideration during the 2031-2041 LTP, or until funding was available, if earlier.

Mr Pickard presented the report.

Councillor Clark noted that Councillor Ferguson had raised concerns about the visual impact of numerous bridges, that is, the proposed active modes bridge, the proposed new two-lane road bridge as well as the existing Edith Cavell Bridge. Mr Pickard noted that the cycling swing bridge would be similar to those already existing and its positioning had been taken into account in relation to its size and bulk and its relationship with the existing bridge and the surrounding landscape. There were ongoing discussions with affected landowners but easements would only be required for the construction phase.

Councillor Smith expressed concern at the long wait for development of an active travel link. Mr Pickard noted that both new bridges required various consents which would offer the opportunity for public participation and any activity around the historic Edith Cavell Bridge required approval under the District Plan.

On the motion of Councillor Lewers and Councillor Clark it was resolved that the Infrastructure Committee:

1. **Note the contents of this report;**
2. **Endorse the Arthurs Point Single Stage Business Case and proceed with the recommended staged approach.**

The meeting concluded at 10.35am.

CONFIRMED AS A TRUE AND CORRECT RECORD:

CHAIR

DATE