

QLDC Council
5 April 2016

Report for Agenda Item: 3

Department: Property & Infrastructure

Marine Parade Streetscape Upgrade

Purpose

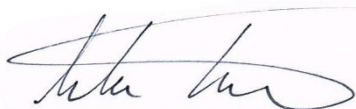
The purpose of this report is to consider an opportunity for Queenstown Lakes District Council (the Council) to undertake an upgrade to the Marine Parade streetscape through a combined project with Skyline Enterprises. The project relates to widening the footpath adjacent to the lake wall and removal of the existing carparks in this area in order to improve pedestrian and cycle flows.

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Approve** a project budget of \$250,000 (inclusive of internal Council costs) + GST to be included in the 2016/2017 Annual Plan to undertake Option 3 to remove car parking and widen the footpath along the Marine Parade lakefront.
3. **Authorise** the QLDC Capital Works team to undertake negotiations with Skyline Enterprises in order to produce an agreement to complete these works up to a maximum Council contribution of \$250,000 (inclusive of internal Council costs) + GST.

Prepared by:



Andrew Timms
Project Manager

30/03/2016

Reviewed and Authorised by:



General Manager
Property and Infrastructure

30/03/2016

Background

- 1 Skyline Enterprises is constructing a new development on the corner of Marine Parade and Church Street. Part of these works involves adjustments to the existing road and footpath levels on Marine Parade in order to align the footpath with the new building's entrance. The new building is required to be constructed at the current flood height levels which were not in effect for previous developments in this area. In order for the entrance thresholds to be compliant, the footpath and road levels must be raised.
- 2 It has been identified that the existing footpath along Marine Parade adjacent to the lake wall is narrow and impacting pedestrian and cycling congestion levels. The adjoining sections of the footpath at each end are considerably wider and more accessible to the public. This portion of footpath has been identified in the Transport Strategy as a key connection for future Queenstown cycleways which will further impact congestion. If the footpath is not widened and this path becomes a more prominent cycle route it will likely force more cyclists onto the one way road in this area, posing health and safety risks.
- 3 Widening this footpath would create enhanced public access along the waterfront and relieve pressure on pedestrian flow in this area. The removal of car parking in this area would create an aesthetic benefit to this area and will impact positively on pedestrian and cycle flow along this portion of Marine Parade.
- 4 The works being undertaken by Skyline Enterprises will disrupt traffic and pedestrian movements along this portion of Marine Parade. There is an opportunity to include the widening of the footpath with the works being undertaken by Skyline in order to take advantage of the disruption which will occur, rather than create an additional disruption in the future. It has also been identified that if the works occur concurrently, then cost savings can be achieved compared to if these works were undertaken independently.
- 5 The works being undertaken by Skyline for reinstatement of the street have been reviewed for the opportunity to tie into the widening of the lake side footpath. A discussion has been held between the Council's capital works team and Skyline Enterprises to understand how the contractor undertaking Skyline's works could also complete the additional works proposed by QLDC.

Comment

- 6 A review of the existing streetscape was undertaken and options for widening the footpath on the lake side of the street were investigated. It was agreed that removing the parking would allow the footpath to be widened to approximately 6.5m. Two options were developed to achieve this whilst working in with the existing street levels and reinstatement works required due to the new development. The proposed options have been summarised below and compared with the approved works for Skyline to reinstate the existing streetscape.

7 Reinstate Existing Streetscape (Skyline Resource Consent Requirement)

- Retain the existing kerb and channel footpath and reinstate the existing car parking along the lake front.
- Raise the existing footpath on the northern side of the road and slope this to connect with existing drainage and street levels.
- Make good any damage which has occurred due to their construction works.
- This option does not improve pedestrian congestion and provides no aesthetic improvements.
- The footpath on the northern side of the road will have a 4% cross fall which is steeper than the existing. The footpath adjacent to the existing Eichardt's building is close to 2%. For reference the footpath in front of the Sunglass Hut is closer to 10%.
- This option does not impact the Memorial Gates.

8 The following two proposed options relate to additional works which are recommended to widen the existing footpath. Should either of these options be approved, Skyline Enterprises will still be required to undertake the reinstatement works required under their original consent, and noted above.

9 Proposed Streetscape Option A

- Skyline Enterprises to reinstate streetscape which has been impacted by its works and raise levels for the footpath on the northern side of the road, as required by the resource consent.
- Remove existing car parking and widen the existing footpath on the lake side to a width of 6.5m. This will reduce pedestrian congestion and provide an aesthetic improvement.
- A new dish drain will be installed along the edge of the existing roadway.
- This dish drain will create a discernible delineation between the footpath and the roadway; there will also be bollards installed along the edge of the roadway for further delineation.
- This option requires the footpath to be raised against the existing lake wall and will result in a reduction to the lake wall height of up to 300mm in some areas.
- This option has a risk of causing ponding of water around the Memorial Gates.
- The footpath on the northern side of the road will have a 3.5% cross fall.

10 Proposed Streetscape Option B

- Skyline Enterprises to reinstate streetscape which has been impacted by its works and raise levels for the footpath on the northern side of the road, as required by the resource consent.
- Remove existing car parking and widen the existing footpath on the lake side to a width of 6.5m. This will reduce pedestrian congestion and provide an aesthetic improvement.
- A new dish drain will be installed through the centre of the widened footpath.
- There will not be a clear delineation between the footpath and roadway; this will be differentiated by bollards along the edge of the road.

- This option does not impact on the height of the footpath against the existing lake wall.
- Includes installing a dish drain along the edge of the area in front of the Memorial Gates. This will help mitigate any water ponding in this area as a result of the proposed streetscape works.
- The footpath on the northern side of the road will have a 3.5% cross fall.

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: Reinstate Existing (Maintain Status Quo)

Advantages:

13 No financial cost.

Disadvantages:

14 Does not improve pedestrian congestion and provides no aesthetic improvements.

15 Does not address the issue of servicing the expected increased cycling traffic in this area.

16 The footpath on the northern side of the road will have a 4% cross fall which is steeper than existing.

17 Option 2: Upgrade Streetscape Proposal A (Dish drain to be installed adjacent to roadway)

Advantages:

18 Reduces the current pedestrian congestion and provides aesthetic improvements.

19 Will create additional space to service the requirements of increased cycling traffic through this area.

20 This dish drain will create a discernible delineation between the footpath and the roadway

21 The footpath on the northern side of the road will have a 3.5% cross fall.

Disadvantages:

22 May contribute to ponding of water around the Memorial Gates

23 Raises the height of the footpath against the lake wall.

24 Requires investment for the Council

25 Option 3: Upgrade Streetscape Proposal B (Dish drain to be installed through the centre of the widened footpath)

Advantages:

26 Reduces the current pedestrian congestion and provides aesthetic improvements.

27 Will create additional space to service the requirements of increased cycling traffic through this area.

28 Will not contribute to ponding of water around the Memorial Gates.

29 The footpath on the northern side of the road will have a 3.5% cross fall.

30 Will not impact on the height of the lake wall.

Disadvantages:

31 Does not create a discernible barrier between the footpath and road carriageway. This will be delineated by bollards, and potentially a change in the type of paver.

32 Requires investment from the Council

33 This report recommends **Option 3** for addressing the matter.

Significance and Engagement

34 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because the expenditure is low and the project does not impact significantly on a strategic asset.

Risk

35 The risk has been identified as SR1 - Current and future development needs of the community (including environmental protection), as documented in the Council's risk register.

36 The recommended option mitigates this risk as it aims to provide benefits and positive effects on a community asset.

Financial Implications

37 Undertaking either of the streetscape upgrade options will incur a financial cost of \$250,000 (inclusive of internal Council costs) + GST.

Council Policies, Strategies and Bylaws

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

- Queentown Town Centre – Transport Strategy
- 2015/25 10 Year Plan

39 This matter is not included in the 10-Year Plan/Annual Plan. This is because it seeks to take an opportunity to work with a commercial development in this location.

Local Government Act 2002 Purpose Provisions

40 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 pedestrian accessibility and providing an aesthetic improvement to the area;
- 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

41 The Council will work with Skyline to develop a media strategy to keep the public informed of all works anticipated and programme for completion.

Attachments

- A Approved existing streetscape reinstatement drawings
- B Proposed Streetscape Option A
- C Proposed Streetscape Option B

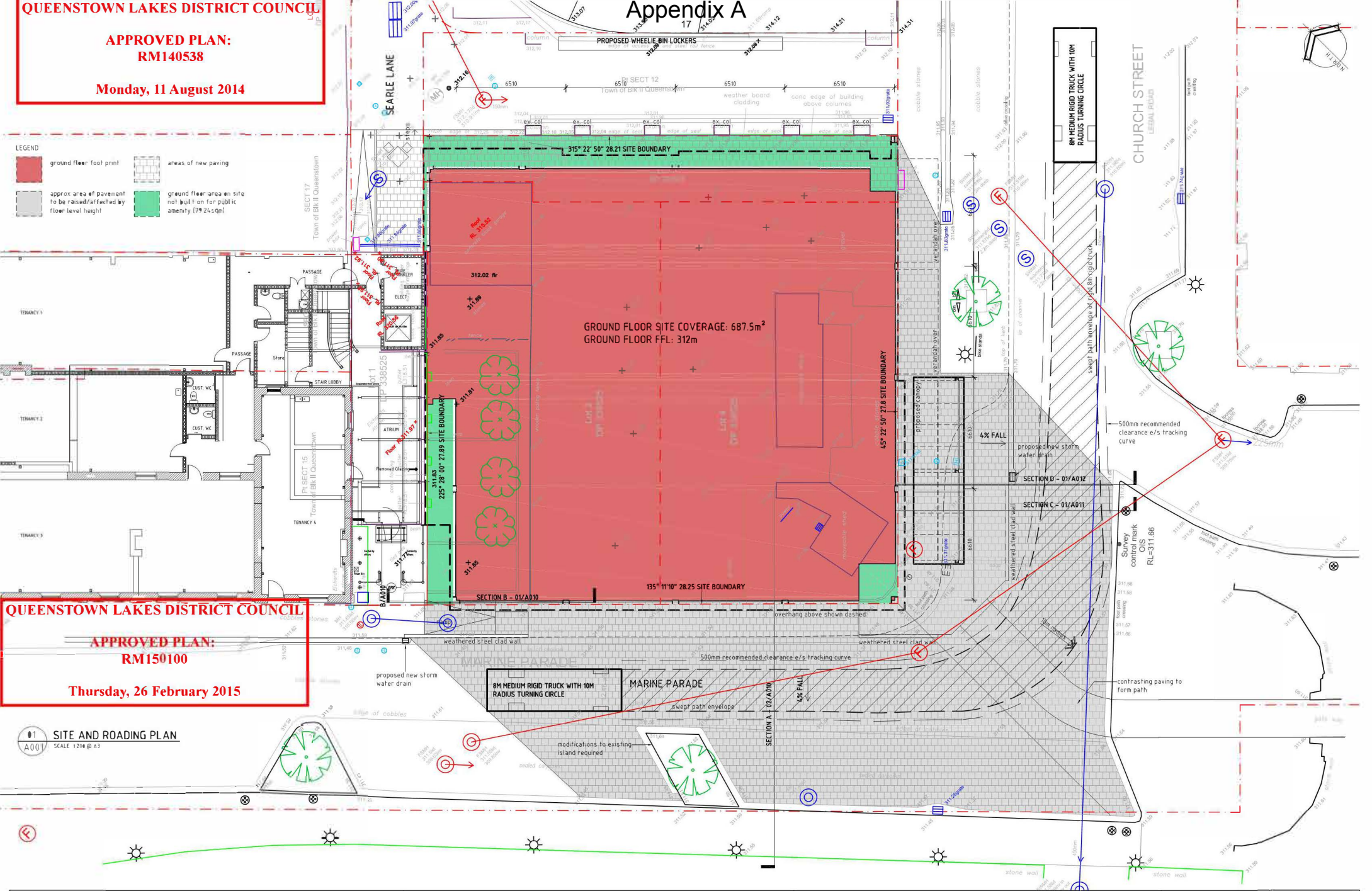
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140538

Monday, 11 August 2014

Appendix A

- LEGEND**
- ground floor foot print
 - approx area of pavement to be raised/affected by floor level height
 - areas of new paving
 - ground floor area on site not built on for public amenity (79.24sqm)



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM150100

Thursday, 26 February 2015

1 SITE AND ROADING PLAN
SCALE 1:200 @ A3

EICHARDTS STAGE TWO MARINE PARADE/CHURCH STREET SITE & ROADING PLAN

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THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK

Revisions:	
A	UNBUILT DESIGN
B	RESOURCE CONSENT - PORTAL REMOVED
C	RESOURCE CONSENT - PORTAL REMOVED
D	RESOURCE CONSENT - REVISED TENANCY PLAN UPDATED FLOOR AREA

Date:	25-07-2012
Scale:	A1: 1:100 A3: 1200
File:	
Update:	04-08-2014
Drawn:	M.S.B.

Sheet:	A.001
H	

SITE AREA - 781m²
 BUILDING FOOTPRINT WITHIN BOUNDARY - 739m²
 BUILDING FOOTPRINT OVER STREET BOUNDARY - 15m²
 TOTAL BUILDING AREA - 755m²
 SITE COVERAGE - 94.6% (WITHIN BOUNDARY)

LEGEND

- total building footprint within site
- building foot print beyond boundary

FOOTPRINT
 GROUND FLOOR FOOTPRINT - 688m² (excl. canopies)
 MIDDLE FLOOR FOOTPRINT - 755m²
 UPPER FLOOR FOOTPRINT - 230m² (excl. deck)

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
 RM140538

Monday, 11 August 2014

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
 RM150100

Thursday, 26 February 2015

01 STREET BOUNDARY ENCROACHMENT PLAN
 SCALE 1:200 @ A3

EICHARDTS STAGE TWO MARINE PARADE/CHURCH STREET FOOTPRINT BEYOND BOUNDARY SITE PLAN

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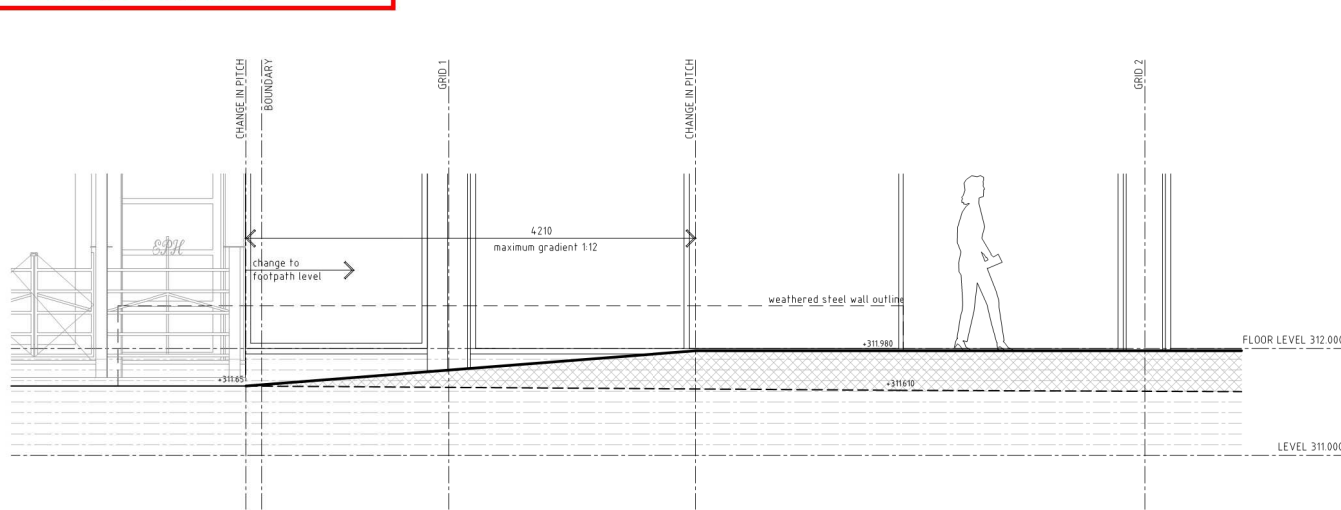
Revisions:
 A URBAN DESIGN
 F RESOURCE CONSENT
 G RESOURCE CONSENT - PORTAL REMOVED
 H RESOURCE CONSENT - REVISED TENANCY PLAN UPDATED FOOTPRINT AREAS

Date:
 25-07-2012
 21-01-2014
 11-02-2014
 04-08-2014

Scale:
 A1: 1:100
 A3: 1:200

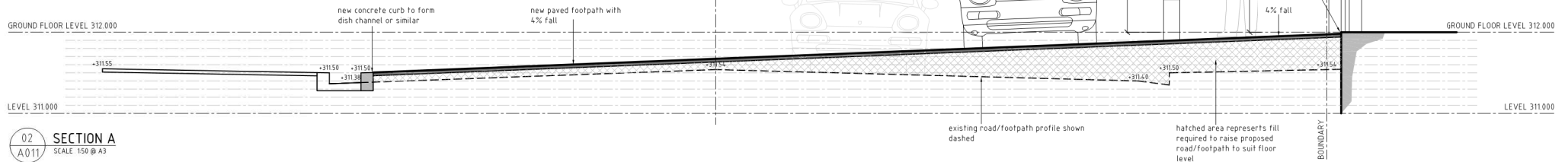
File:
 Update: 04-08-2014
 Drawn: M.S.B.

Sheet:
 A.002
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01 SECTION B

GENERAL LAKE LEVEL	309.600
HIGH LAKE LEVEL	310.800
POSSIBLE FLOODING	311.300
MAY 2010 FLOOD	311.480
NOVEMBER 1999 FLOOD	312.800



02 SECTION A

EICHARDTS STAGE TWO
MARINE PARADE/CHURCH STREET
PAVEMENT SECTIONS

115 HALLENSTON STREET, PO BOX 172, QUEENSTOWN
PHONE (03) 442-8709 FAX (03) 442-7395
michael@wyattarchitect.co.nz www.wyattarchitect.co.nz

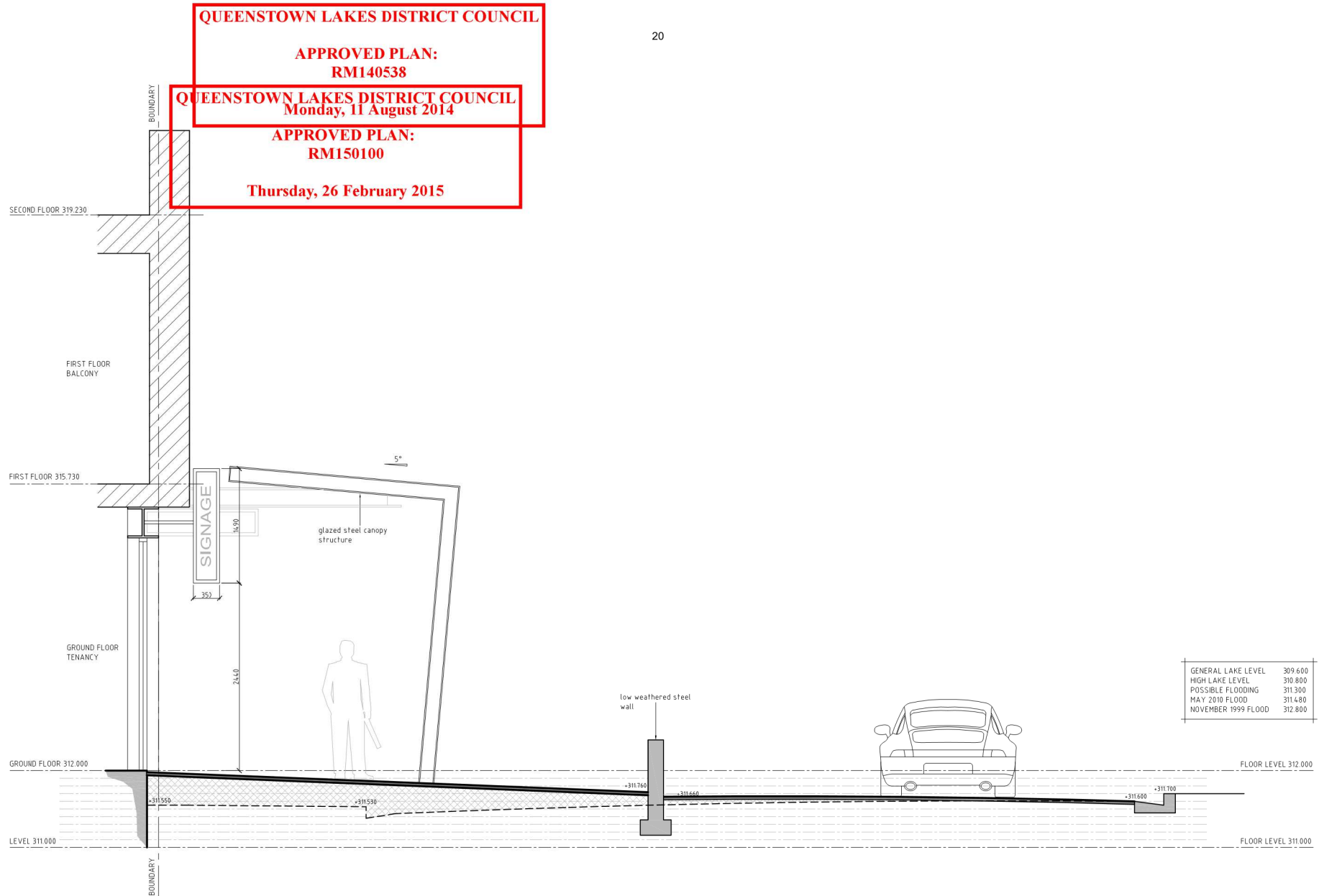
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Revisions:
A URBAN DESIGN
F RESOURCE CONSENT
G RESOURCE CONSENT - PORTAL REMOVED
H RESOURCE CONSENT - REVISED SIGNAGE

Date:
25-07-2012
21-01-2014
11-02-2014
04-08-2014

Scale: A1: 1:25
A3: 1:50
File:
Update: 04-08-2014
Drawn: M.S.B.

Sheet:
A.010
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01 SECTION C
 A.011 SCALE 1:50 @ A3

QUEENSTOWN LAKES DISTRICT COUNCIL

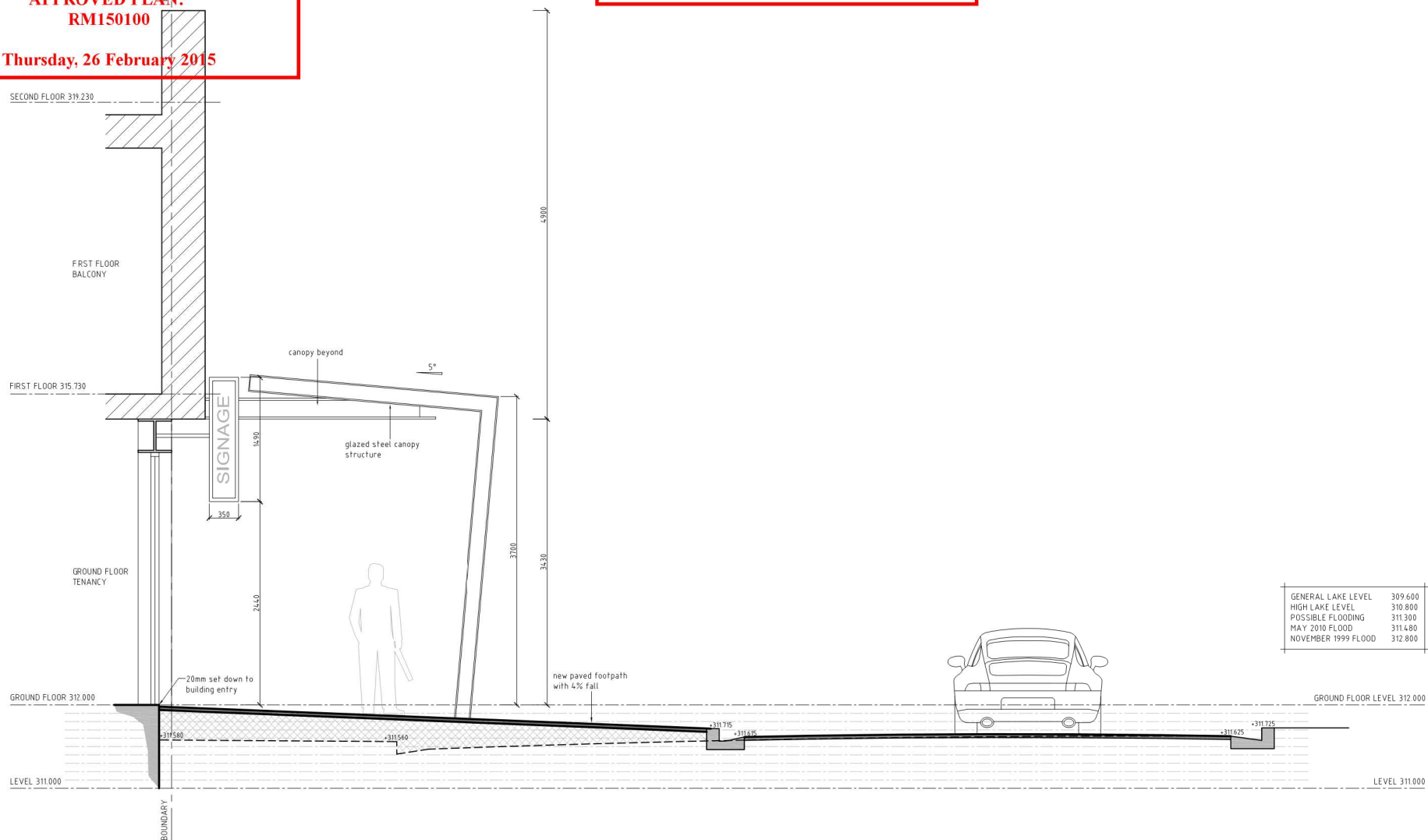
APPROVED PLAN:
RM150100

Thursday, 26 February 2015

QUEENSTOWN LAKES DISTRICT COUNCIL

21
APPROVED PLAN:
RM140538

Monday, 11 August 2014



01 SECTION D
A012 SCALE 1:50 @ A3



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EICHARDTS STAGE TWO
MARINE PARADE/CHURCH STREET
PAVEMENT SECTIONS

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Revisions:

A	URBAN DESIGN
F	RESOURCE CONSENT
G	RESOURCE CONSENT - PORTAL REMOVED
H	RESOURCE CONSENT - REVISED SIGNAGE

Date:
25-07-2012
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04-08-2014

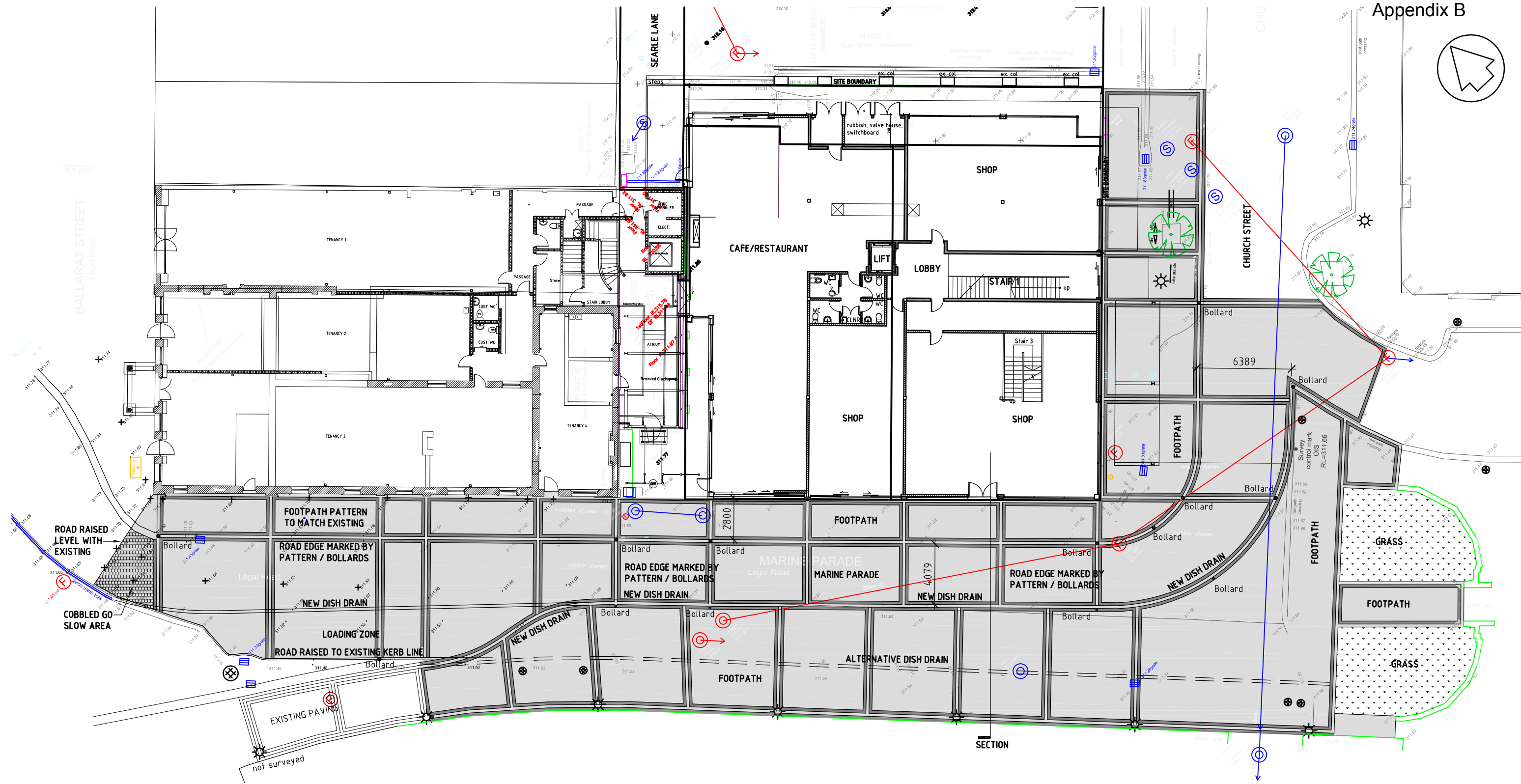
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A3: 1:50

File:
Update: 04-08-2014
Drawn: M.S.B.

Sheet:

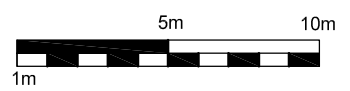
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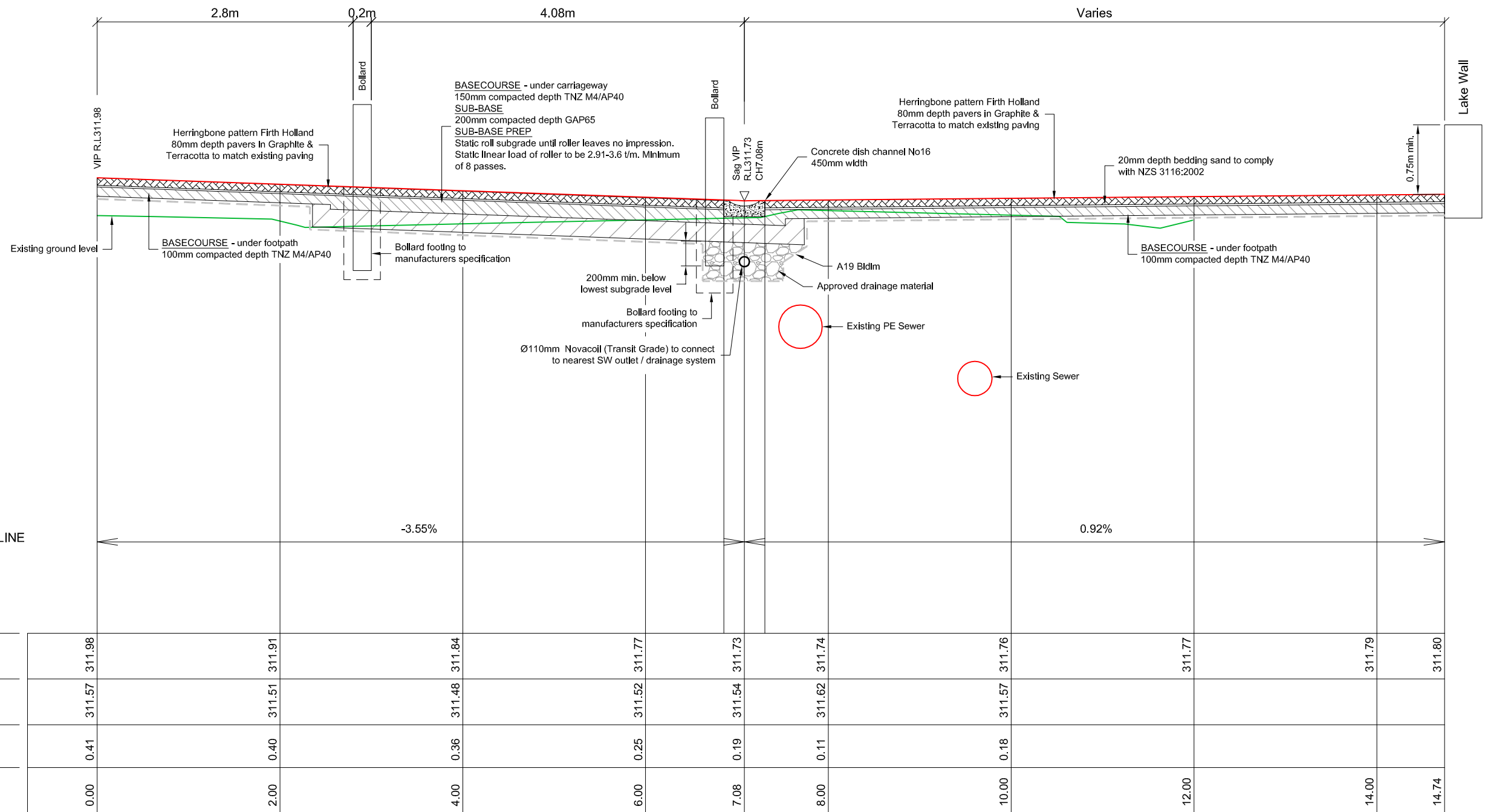
LEGEND

- INDICATES NEW HEIGHTENED PAVEMENT & ROAD PATTERN TO MEET EXISTING LAKESIDE PAVEMENT HEIGHT
- NEW GRASSED AREA
- NEW BOLLARD



OPTION - REMOVING EXISTING PARKING & WIDENING LAKE SIDE FOOTPATH

18-05-15



SECTION A
Horizontal scale 1:50
Vertical scale 1:50

A	20.11.15	Initial release	AW
REV.	DATE:	REVISION DETAILS:	BY:

WARNING NOTE:
This resource consent plan has been prepared for the client from field survey and existing records for the purpose of a proposed subdivision on the land. It is to read in conjunction with our terms of engagement to Woodlot Properties. It should not be used by the client company for any other purpose. The plan is not to be relied on by any other person for any purpose whatsoever.

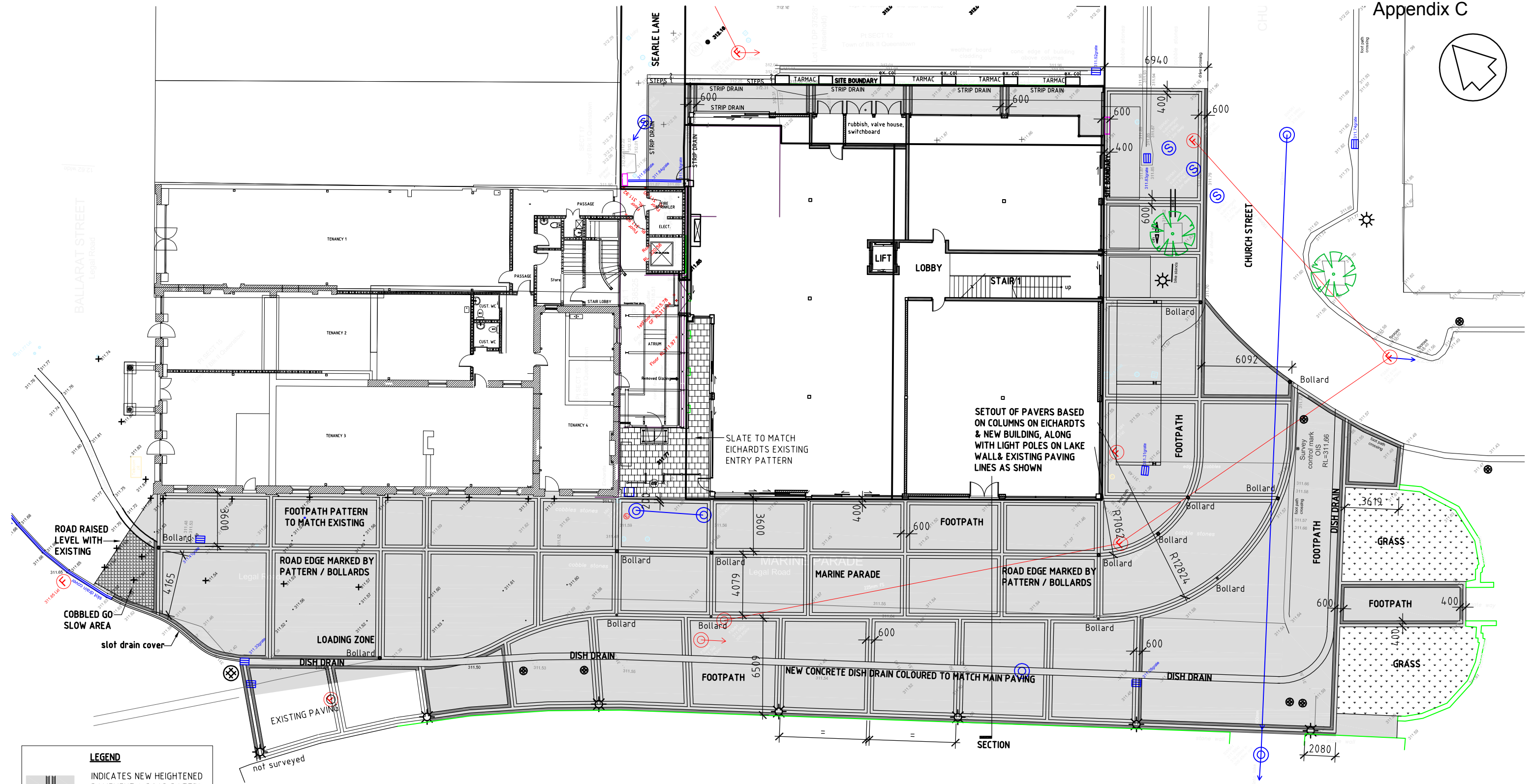
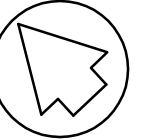
TITLE:

**SECTION A
MARINE PARADE UPGRADE
QUEENSTOWN**

DATE: Feb 2015	Scale 1:50	DRAWING & ISSUE No.
BY: JR	Original Plan A3	2010-8E-5A

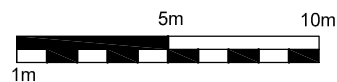
**AURUM
SURVEY**

PO Box 2493
Wakatipu 9349
Ph 03 442 3466
Fax 03 442 3469
Email admin@ascl.co.nz



LEGEND

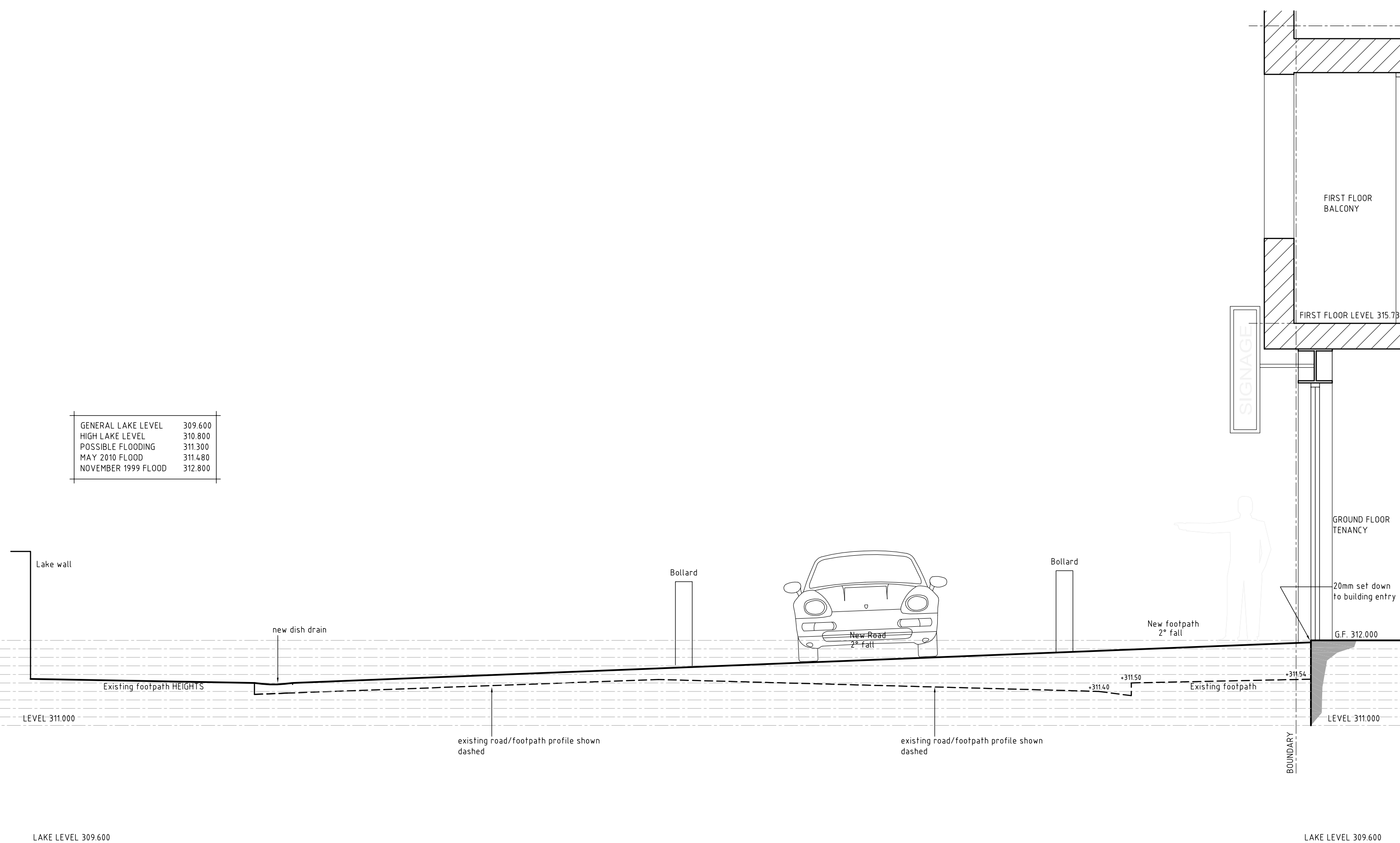
- INDICATES NEW HEIGHTENED PAVEMENT & ROAD PATTERN TO MEET EXISTING LAKESIDE PAVEMENT HEIGHT
- 200 WIDE BLUE BRICK PAVER
- 200 WIDE RED BRICK PAVER
- SLATE TO MATCH EICHARDT'S EXISTING ENTRY PATTERN
- NEW GRASSED AREA
- COBBLED PAVER GO SLOW AREA
- NEW BOLLARD



OPTION - REMOVING EXISTING PARKING & WIDENING LAKE SIDE FOOTPATH

10-03-16

GENERAL LAKE LEVEL	309.600
HIGH LAKE LEVEL	310.800
POSSIBLE FLOODING	311.300
MAY 2010 FLOOD	311.480
NOVEMBER 1999 FLOOD	312.800



SECTION FROM NEW BUILDING THROUGH TO LAKE WALL
09-03-16