

**BEFORE THE HEARINGS PANEL
FOR THE QUEENSTOWN LAKES
PROPOSED DISTRICT PLAN**

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Hearing Stream 13 – Queenstown Mapping

AND

IN THE MATTER Submission 361, Grant Hylton Hensman, Sharyn Hensman & Bruce Herbert Robertson, Scope Resources Ltd, Granty Hylton Hensman & Noel Thomas van Wichen, Trojan Holdings Ltd

STATEMENT OF EVIDENCE OF JASON BARTLETT

Dated this 9th day of June 2017

MACALISTER TODD PHILLIPS

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INTRODUCTION

Qualifications and experience

1. My name is Jason Bartlett. I am an experienced traffic and transportation engineer. My academic and professional qualifications are:
 - (a) New Zealand Certificate in Engineering, Civil Option obtained in 1993;
 - (b) Bachelor of Engineering (BE) from the University of Canterbury awarded in 1996;
 - (c) Graduate Member of the Institution of Professional Engineers of New Zealand (G.IPENZ), since 1995; and
 - (d) Chartered Engineer and Member of the Institution of Civil Engineers (CEng MICE), since 2007.
2. I have over twenty years' experience in road design, network management, traffic and transportation engineering including nine years in the UK. During my time in the UK I became a Chartered Engineer and a Member of the Institution of Civil Engineers.
3. Since April 2008 I have been working as a traffic and transportation engineer in Queenstown. The first four of these years was for GHD Limited. I now operate my own traffic engineering consultancy, Bartlett Consulting, which I established in July 2012.

Expert witness code of conduct

4. I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's Consolidated Practice Note dated 1 December 2014. While this matter is not before the Environment Court, I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Involvement in project

5. In this matter I was engaged by Scope Resource Limited et al (the Submitter) in March 2015 to provide traffic engineering advice relating to this proposed zone change. This has included preparation of the Transport Assessment, dated October 2015 which forms part of the Submitter's request to rezone its site for Industrial based activities (Submission). Following lodgement of the Submission I have also been involved in discussion with the New Zealand

Transport Agency (NZTA) and further traffic modelling with respect to potential access from the adjacent Kingston Road (SH6).

6. In preparing this evidence I have reviewed the following documents or reports relevant to my area of expertise:
 - (a) My initial transportation assessment dated October 2015 which formed part of the Applicant's Submission;
 - (b) The Transport Evidence of Mr Denis Mander; and
 - (c) QLDC Section 42A Report/Evidence of Mr Robert Buxton.

7. Since the Submission was lodged in October 2015 there has been ongoing discussion with NZTA regarding the proposed access arrangements from Kingston Road, State Highway 6 (SH6). A number of details regarding the proposed accesses from SH6, the traffic generation and traffic distribution have changed. The details of these changes or any traffic outcomes have not been discussed with QLDC. My evidence will address the discussions with NZTA and changes to the proposed accesses.

8. I have prepared my evidence based on my:
 - (a) Expertise as a traffic and transport engineer;
 - (b) Familiarity with the above mentioned documents; and
 - (c) Familiarity with the application site and surrounding area.

Scope of evidence

9. My evidence addresses the following matters:
 - (a) Overview of the traffic related elements of the Submission and my Transport Assessment;
 - (b) Changes to the access arrangements, traffic generation and distribution;
 - (c) Outcomes of initial traffic modelling; and
 - (d) Response to Transport Evidence and QLDC s42A Report/Evidence.

Interests

10. I note that I am a land owner at Jacks Point and a committee member of the Jacks Point Residents and Owners Association (JPROA). I draw the Hearing Panel's attention to this as the JPROA are a Further Submitter opposing this matter. I do not consider there to be a conflict

between my role as an expert in this hearing and my place as a committee member for JPROA. I have not been involved in the formulation of the JPROA submission.

TRANSPORT ASSESSMENT

11. The Submission (361) seeks to zone 27.25ha of land for an Industrial B type zoning which would allow for industrial, business, commercial and yard based activities.
12. The zone will be accessed from SH6. SH6 is managed as a regional state highway by NZTA and has Limited Access Road (LAR) status. This means that any changes to the existing access (through development or otherwise) will require approval from NZTA as the Road Controlling Authority (RCA). The area proposed to be rezoned has a number of existing (and approved) accesses from SH6. It is likely that any future development in the area will require some form of improvement or rationalisation of these accesses to meet NZTA requirements.
13. The Transport Assessment outlined a range of traffic generation scenarios based on different research documents as well as a local comparison based on the Glenda Drive industrial area.
14. Based on the predicted range of traffic generation from this proposed rezoning the Transport assessment recommended a number of proposed access arrangements. These have now changed as set out below.

TRAFFIC CHANGES

15. Following the Submission the access arrangement has been finalised by the submitters. This has included removal of the proposed roundabout at the Woolshed Road intersection. The proposed access arrangement includes:
 - (a) Retain existing access to existing properties outside of the zone area. This access is located at Existing Access 1 (refer Attachment A);
 - (b) A new access intersection to serve the zone to be located at Existing Access 4 (refer Attachment A); and
 - (c) A new access intersection to serve the zone to be located at Existing Access 5 (refer Attachment A).

16. The access intersections to be located at Existing Access 4 & 5 are to be designed in Accordance with current Austroads guidance. The general layout for these access intersections is provided in Attachment B.
17. An Initial Access Modelling report was provided to NZTA (dated 22 March 2017) which outlined traffic modelling for a number traffic generation and distribution scenarios. This highlighted that the proposed access intersections would have minimal queuing or traffic delay on SH6. However, this modelling also showed that there was likely to be some queuing on the development approach. The extent of this queuing varied based on the modelled scenario.
18. The proposed access and modelling was discussed with Tony Sizemore of NZTA in April 2017. At this meeting we identified the most likely traffic generation, traffic distribution and design year that should be used to assess and to guide the traffic analysis of potential traffic effects on SH6 as a result of the proposed zone. This has allowed more detailed traffic modelling of the proposed access intersections.
19. The modelling has confirmed that there will be minimal queuing or traffic delay on the SH6.
20. The proposed development does have significant queuing on the development approach to SH6. This is only during the pm peak period at the intersection closest to Queenstown, located at Existing Access 4. It is possible to reduce this queuing through design controls of the on-site development or refinement of the traffic model, these may include:
 - (a) Reduce the built area within the proposed zone.
 - (b) Refine traffic generation rates. The current traffic generation is based on Glenda Drive which has a small portion of lower traffic generating activities such as yard based development.
21. The combination of these measures will reduce the peak period traffic generation and the extent of queuing on the development approach.
22. The final traffic modelling has not yet been completed. Through the traffic modelling undertaken to date I can confirm:
 - (a) That the proposed access arrangement to serve the proposed zone will include two access intersections (both T-intersections) designed to current traffic design guidance;

- (b) That the proposed access layouts will minimise any potential queuing or delays on SH6, there will be minimal traffic effects on SH6; and
 - (c) Further design of the on-site development and refinement of the traffic generation of the zone can be undertaken to reduce potential queuing on the side road (development approach) and reduce potential safety effects on SH6.
23. SH6 is managed by NZTA. Any development which requires modification to accesses from SH6 will need NZTA Approval regardless of zoning. It is anticipated that any development of the Coneburn area will require planning approvals through Resource Consent and Engineering Approvals. I believe that we are at a position now where NZTA are comfortable with the design approach being undertaken to achieve acceptable access(es) from SH6.

TRANSPORT EVIDENCE – Mr Denis Mander

24. I have reviewed the portion of Mr Denis Mander's Transport Evidence that relates to the Submission. Mr Mander is concerned that rezoning for Industrial type development may create an outcome which cannot be serviced from SH6, and that discussion with NZTA regarding access from SH6 is disconnected from the Plan review process.
25. Discussions with NZTA have been undertaken to establish how access will be possible. This process has given me confidence that the proposed rezoning can be served from SH6. I acknowledge that final modelling is still required to attain an acceptable access performance and to minimise any potential traffic or safety effects on SH6. This final work will require refining of the proposed Outline Development Plan (ODP), such as the built area, which can be reflected in the final traffic modelling.
26. Given the work undertaken with NZTA, which has not been shared with QLDC, I believe that the proposed zone can be served from SH6. Although approval has not been given by NZTA, I am confident that we can work alongside NZTA to get a development and access(es) from SH6 which will be approved. I do not see that the lack of NZTA approval at a zoning stage as a basis to decline the Submission.

SECTION 42A REPORT/EVIDENCE – Mr Robert Buxton

27. I have reviewed the portion of Mr Robert Buxton's Evidence that relates to the Submission. Mr Buxton's Evidence reiterates Mr Mander's recommendation that the Submission be opposed

from a traffic perspective. Mr Buxton's analysis suggests that there is merit in the proposed zone provided a number of issues are addressed including access from SH6.

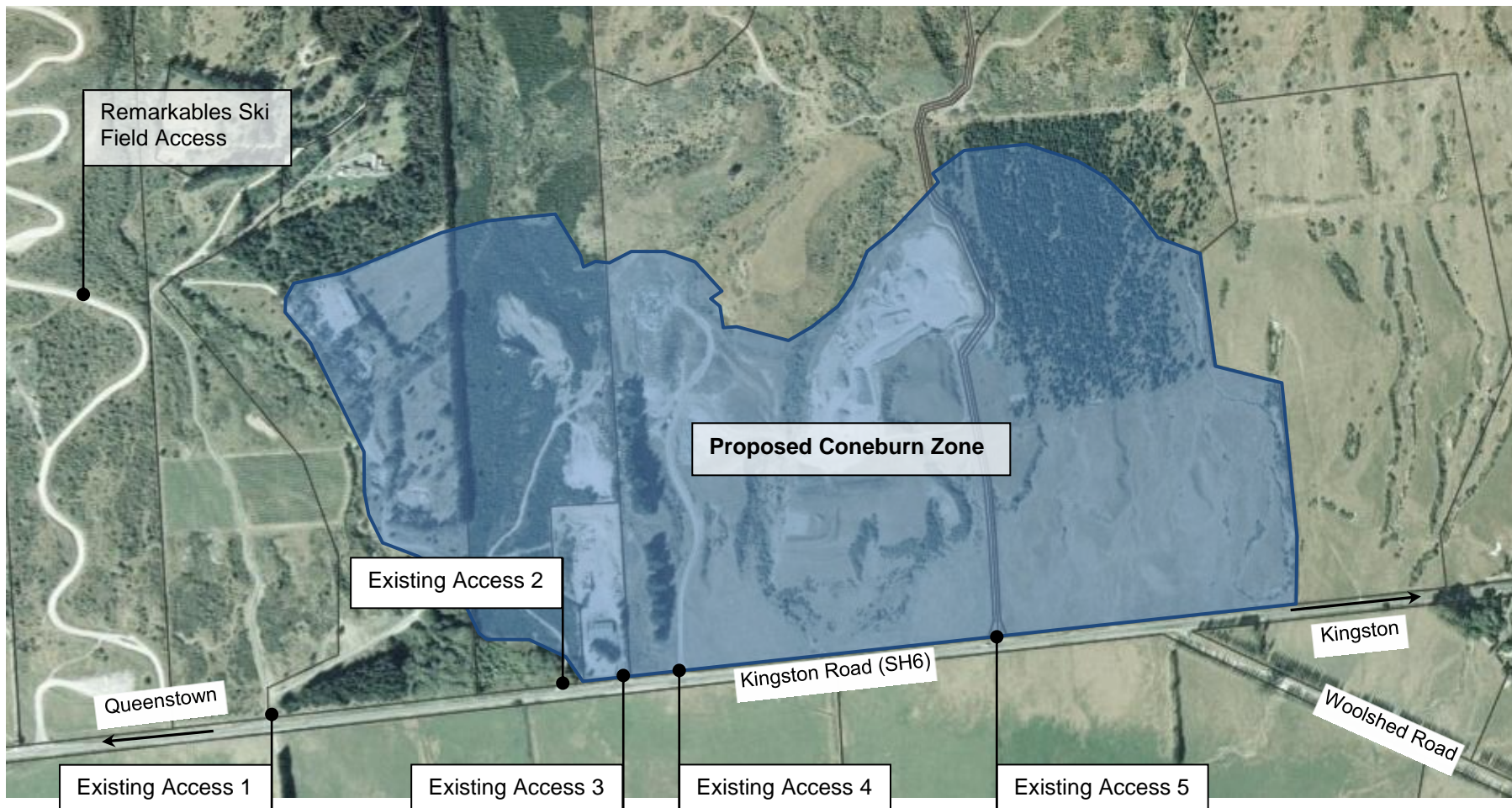
28. I believe with further traffic engineering and traffic modelling that the proposed zone change can be serviced from SH6. I acknowledge that NZTA approvals will be required for the specific design of any proposed access from SH6.

CONCLUSION

29. The Scope Resource Limited et al Submission (361) seeks to zone 27.25ha of land for an Industrial B type zoning which would allow for industrial, business, commercial and yard based activities. This zone change area will be accessed from SH6 by forming two new T-intersections to be located at existing site accesses. This zone change will generate considerable traffic which has been considered in my transport assessment (part of the Submission) and my initial modelling report issued to NZTA.
30. The Submitters have been working with NZTA to establish acceptable accesses to the proposed zone. At this stage modelling has identified that there will be minimal delay or queuing of SH6. Detailed modelling is still to be completed and is likely to include refinement of the proposed Outline Development Plan and the traffic generation to reflect this plan. I am comfortable that through further detailed traffic modelling the proposed access intersections will be acceptable to NZTA and will have minimal traffic and safety effects on the adjacent SH6.

Jason Bartlett
9 June 2017

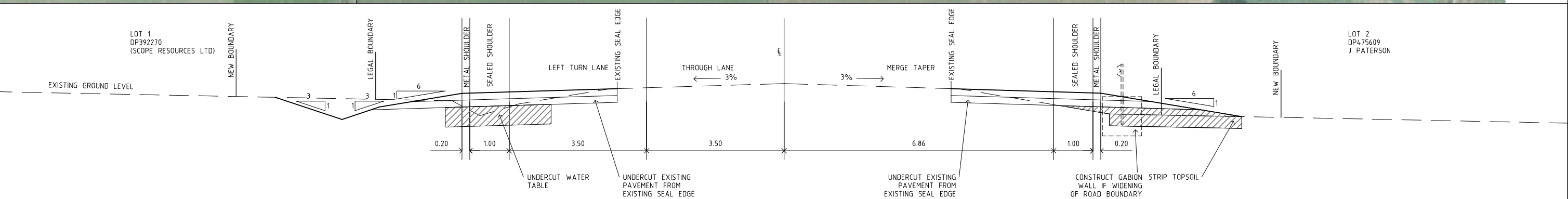
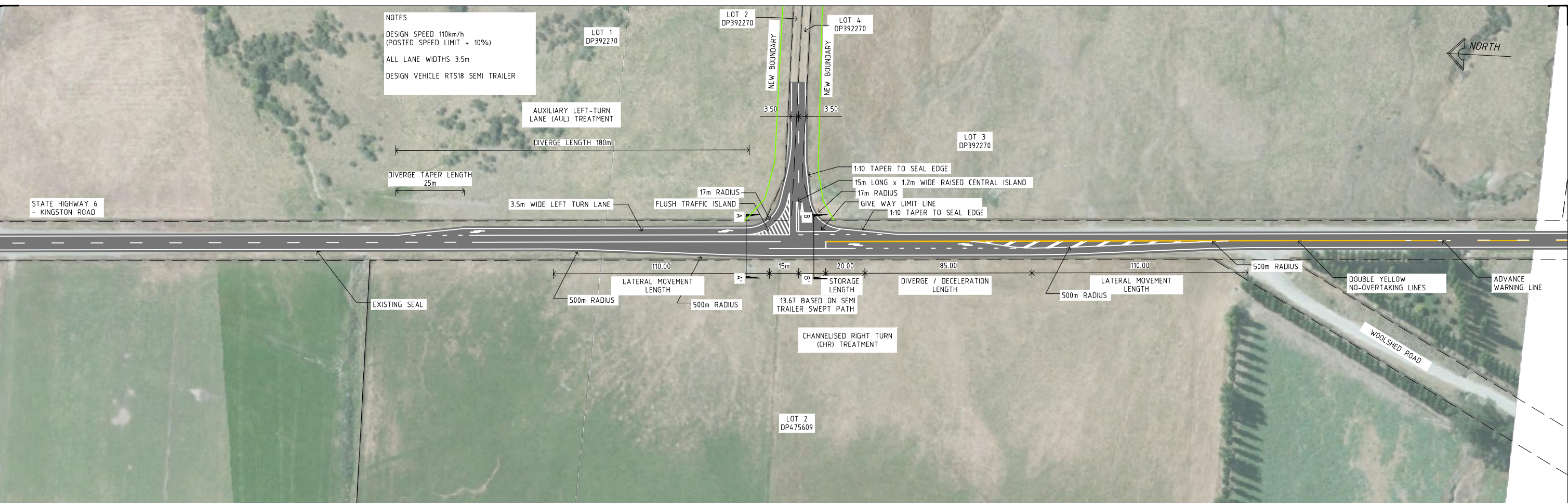
ATTACHMENT A – Existing Access Locations



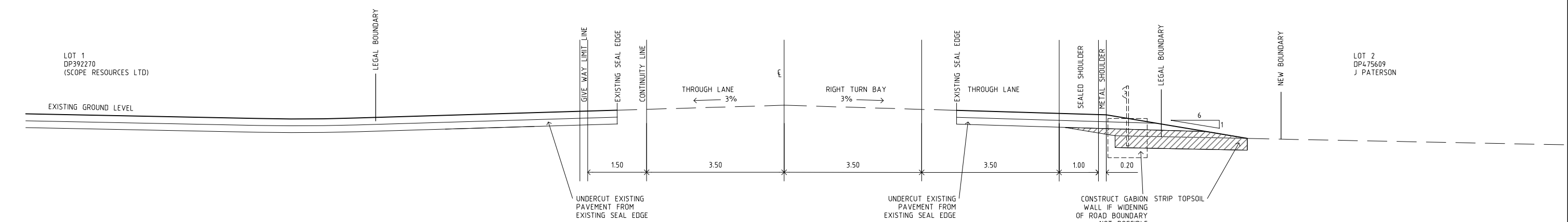
ATTACHMANT B – Access Intersection Details

The following is a design for the proposed development access at Existing Access 5. Clark Fortune McDonald & Associates Drawing, Proposed Access, Layout Plan and Typical Cross Section, Job 11014, Drawing E001, Sheet 001, Rev -, Dated 05/16.

The design of the proposed development access at Existing Access 4 will be a similar layout.



TYPICAL CROSS SECTION A
A1 SCALE 1:50



TYPICAL CROSS SECTION B
A1 SCALE 1:50

DRAFT ONLY 07.06.2016

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SCOPE RESOURCES LTD
PROPOSED ACCESS
LAYOUT PLAN AND TYPICAL CROSS SECTION

Client	SCOPE RESOURCES LTD			Surveyed	Signed	Date	Job No.	Drawing No.
				TS	Signed	05.16	11014	E001 SHEET 001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.			Drawn	Signed	Date	Scale	Rev.
				CH	Signed	05.16	1:1,000 @ A1 1:2,000 @ A3	-
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