

Before the Hearing Panel

under: the Resource Management Act 1991

and: submissions and further submissions in relation to the
Queenstown Lakes Proposed District Plan

Hearing Stream 13
Queenstown mapping

and: **New Zealand Transport Agency Limited**
Submitter

Statement of Evidence of Anthony Stuart MacColl

Dated: 9 June 2017

S0719-NZ Transport Agency-T13-MacColl A-Evidence

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STATEMENT OF EVIDENCE OF ANTHONY STUART MACCOLL

INTRODUCTION

- 1 My full name is Anthony Stuart MacColl (Tony). I am a Principal Planning Advisor with the Dunedin Regional Office of the New Zealand Transport Agency (*Transport Agency*). I have been employed by the Transport Agency and its predecessor Transit New Zealand (*Transit*), since 2007.
- 2 I hold the qualifications of Master of Resource and Environmental Planning from Massey University, and Master of Science from the University of Otago. I am a full member of the New Zealand Planning Institute. I have also completed the Making Good Decisions programme, and am an accredited Hearings Commissioner.
- 3 I have been involved with the Queenstown Lakes Proposed District Plan (*Plan*) process since it began in 2015, and was closely involved in preparing the Transport Agency's submissions and further submissions. I have also given evidence in Hearing Streams 1B, 2, 4, 5, 6, 7, 8, 9 and tabled evidence for Hearing Streams 1A and 10.
- 4 Whilst I accept that this is not an Environment Court hearing, I have read the Environment Court's Code of Conduct for Expert Witnesses, and I agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this brief of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.
- 5 I am authorised to make the following comments on behalf of the Transport Agency.

SCOPE OF EVIDENCE

- 6 My evidence will deal with the following:
 - 6.1 The role of the Transport Agency and strategic significance of the State Highway system;
 - 6.2 Frankton Medium Density Residential Zone, between Hansen Road and Ferry Hill Drive, including relevant Chapter 8 provisions that have been transferred to this hearing stream:
 - (a) Objective 8.2.9 and all Policies underneath it;
 - (b) Rule 8.4.11.3 Bullet Point 6;
 - (c) Rule 8.5.3; and

- (d) The addition of similar objectives, policies and rules to the High Density Residential Zone chapter that are recommended by the Group 1B Queenstown Urban section 42A Report (*1B Report*).¹

6.3 The 1 Hansen Road Local Shopping Centre Zone;

6.4 Individual re-zoning requests by:

- (a) W & M Grant (455);
- (b) Jandel Trust (717);
- (c) Hansen Family Partnership (751);
- (d) Otago Foundation Trust Board (408); and
- (e) Jardine Family Trust and Remarkables Station Limited (715).

- 7 This statement of evidence is intended to provide a high-level overview of the effects of the above re-zoning requests on Transport Agency operations, and is not a detailed site-specific analysis. For this reason, all of the above re-zoning requests are addressed (briefly) within this one brief of evidence, rather than filed as separate briefs (as requested in the Ninth Minute of the Hearing Panel). This approach has been taken because it would be inefficient to file five separate briefs at this stage, before detailed information about the proposed re-zoning has been provided by submitters.
- 8 If the Transport Agency determines that it is necessary to file rebuttal evidence in response to any of the site-specific re-zoning requests, it will do so in separate site-specific evidence briefs. The Transport Agency understands that this approach is consistent with the recent memorandum released by the panel in response to a request by Queenstown Airport Corporation Limited (*QAC*) to file a single brief of substantive evidence.²

Role of the Transport Agency and significance of the State Highway system

- 9 The role of the Transport Agency and the strategic significance of the State Highway system has been traversed in my statements of evidence presented in previous Hearing Streams, and in the interests of brevity, will not be repeated in full here. However, it is worth repeating that the Land Transport Management Act (*LTMA*)

¹ Group 1B Queenstown Urban – Frankton and South section 42A Report by Kim Banks on behalf of QLDC dated 25 May 2017.

² Minute regarding Queenstown Airport Corporation Limited Request Related to Expert Evidence dated 29 May 2017.

defines the functions of the Transport Agency in section 95, which include:

- 9.1 To contribute to an effective, efficient and safe land transport system in the public interest;
 - 9.2 To manage the State Highway system; and
 - 9.3 To assist, advise, and co-operate with approved organisations (such as regional councils and local territorial authorities).
- 10 It is in pursuance of these functions that the Transport Agency submitted on the Plan, and I have prepared this evidence with these functions in mind.

Frankton Medium Density Residential Zone (MDRZ) and recommended additions to the High Density Residential Zone (HDRZ)

- 11 The notified Plan included a MDRZ zone along State Highway 6 between Hansen Road and Ferry Hill Drive.
- 12 The Transport Agency submitted generally in support of the notified objectives, policies and rules for the MDRZ, subject to some relatively minor amendments to provide stronger protection for the safe and efficient functioning of the State Highway network.
- 13 The majority of the Transport Agency's submissions on the MDRZ were addressed in the Chapter 8 hearing, however the following provisions have been transferred for consideration in this mapping hearing stream:
- 13.1 Objective 8.2.9 and all Policies underneath it;
 - 13.2 Rule 8.4.11.3 Bullet Point 6; and
 - 13.3 Rule 8.5.3
- 14 The Transport Agency was a submitter on the notified version of these objectives, policies and rules.

Medium density residential zone – objectives, policies and rules

- 15 The 1B Report recommends accepting the recommended changes in Ms Amanda Leith's s42A Report prepared for Chapter 8 – MDRZ, dated 14 September 2016 (*Chapter 8 Report*).³

³ 1B Report, paragraph 4.51.

- 16 The Transport Agency is generally supportive of the amendments recommend by Ms Leith, however has some concerns particularly around consultation requirements that have been removed. The relevant objectives, policies and rules are discussed in turn below.

Objective 8.2.9

- 17 The Transport Agency supported Objective 8.2.9 (numbered 8.2.11 in notified version) in its original submissions as set out in my earlier evidence for Hearing Stream 6. This objective recognises that traffic impacts from development along State Highway 6 will need to be minimised, and as such the Transport Agency supports the retention of this objective as set out in Appendix 1 to the Chapter 8 Report:⁴

The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.

- 18 *Policy 8.2.9.2*

The Transport Agency submitted in support of Policy 8.2.9.2 (numbered 8.2.11.2 in notified version) in its original submissions as set out in my evidence for Hearing Stream 6. The notified version recognised that storm water associated with development should not impact on the State highway network. Ms Leith has suggested some amendments to this policy.⁵ The Transport Agency is concerned that the suggested amendments have weakened this policy. The notified version required a stormwater design that avoided impacts on the State highway network to be 'provided', whereas the redrafted policy reads '*Encourage low impact stormwater design*'. In my opinion the word '*Encourage*' should be replaced with '*Provide*' to ensure stormwater associated with any development of this land fronting State Highway 6 does not adversely affect the functionality of the State Highway.

Policy 8.2.9.4

- 19 The Transport Agency supported Policy 8.2.9.4 (numbered 8.2.11.4 in notified version) in its original submissions as set out in my evidence for Hearing Stream 6. This policy aims to avoid new State Highway accesses and requires the integration with the transportation network including public transport. The policy also includes two advice notes that draw attention to the need to consult with the Transport Agency and obtain a section 93 notice from the Transport Agency under the Government Roding Powers Act 1989.

⁴ Chapter 8 – Medium Density Residential section 42A report prepared by Amanda Leith, Appendix 1 at page 8-5

⁵ Chapter 8 – Medium Density Residential section 42A report prepared by Amanda Leith, at paragraph 13.13

- 20 The Transport Agency maintains that this Policy is appropriate, and requests that it be retained as suggested in the Chapter 8 Report.⁶

Policy 8.2.9.5

- 21 The Transport Agency supported Policy 8.2.9.5 (numbered 8.2.11.5 in notified version) in its original submissions as set out in my evidence for Hearing Stream 6. This policy requires vehicle accesses to account for long term traffic demands between Hansen Road and Ferry Hill Drive. This is important as the potential new road between Ferry Hill Drive and Hansen Road could serve as an important arterial route. It is therefore necessary to plan vehicle access points with this in mind.

- 22 The Transport agency maintains that this Policy is appropriate, and requests that it be retained as suggested in the Chapter 8 Report.⁷

Policy 8.2.9.6 - Development of land fronting State Highway 6

- 23 Ms Leith recommended removing the Note from Policy 8.2.9.6 that drew attention to the need to consult with the Transport Agency to determine compliance with the Policy. Ms Leith's reasons are that policies are different from rules in that they do not require compliance as such, and it is not the role of the Transport Agency to determine compliance with a policy.⁸

- 24 The Transport Agency submitted in support of retaining this note, however it accepts the point that it is not the role of the Transport Agency to "determine compliance" with a policy in the Plan. However, rather than deleting this Note altogether, the Transport Agency proposes that the Note be reworded to read more along the lines of the Notes included in Policy 8.2.9.4. For example, the Transport Agency suggests the following amendment:

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) ~~to determine compliance with this policy prior to determining walking and cycling network design under this policy.~~

- Rule 8.4.11.3 bullet point 6 – Effects on state highway network*
- 25 Ms Leith also recommended amendments to Rule 8.4.11.3 (matters of discretion relating to four or more residential units per site). Ms Leith has recommended amending bullet point 6, which relates specifically to land fronting State Highway 6 between Hansen Road and the Shotover River. The Transport Agency supports Ms Leith's

⁶ Chapter 8 – Medium Density Residential section 42A report prepared by Amanda Leith, Appendix 1 at page 8-6

⁷ Chapter 8 – Medium Density Residential section 42A report prepared by Amanda Leith, Appendix 1 at page 8-6

⁸ Chapter 8 – Medium Density Residential section 42A report prepared by Amanda Leith at paragraph 13.48 – 13.49.

recommended amendments, subject to the inclusion of a requirement to consult with the Transport Agency. The reasons for this amendment are discussed in conjunction with Rule 8.5.3 below.

- 26 Ms Leith's recommended text for Rule 8.4.11.3 bullet point 6 is shown below, with the further amendments sought by the Transport Agency shown in red underline:

For land fronting State Highway 6 between Hansen Road and the Shotover River:

- *safety and effective functioning of the State Highway network (including outcomes of consultation with the New Zealand Transport Agency):*
- *integration with other access points through the zone to link up to Hansen Road, the ~~Eastern Access Road/Hawthorne Drive (Eastern Access Road)~~ Roundabout and ~~for~~ Ferry Hill Drive;*
- *integration with public transport networks;*
- *integration with pedestrian and cycling networks, including to those across the State Highway.*

- 27 As a result of these proposed amendments to Rule 8.4.11.3, subsequent amendment to proposed new Rule 9.5.13.1(a)⁹ (HDRZ) will also be required, as follows:

- a. *connections to the State Highway network are only via Hansen Road, the ~~Eastern Access Road/Hawthorne Drive (Eastern Access Road)~~ Roundabout, and ~~for~~ Ferry Hill Drive.*

- 28 *Rule 8.5.3 – Transport, parking and access design and effects*
The Transport Agency submitted that Rule 8.5.3.2 should be amended to address pedestrian connectivity. Ms Leith's Chapter 8 Report recommends deleting Rule 8.5.3.2 because it is unworkable.¹⁰
- 29 The Chapter 8 Report also recommends amendments to Rule 8.4.11 to ensure residential development is connected to pedestrian and cycle trails,¹¹ which is in line with the Transport Agency's submission on Rule 8.5.3.2.
- 30 The Transport Agency is generally supportive of the recommended amendments to Rule 8.4.11 and Rule 8.5.3, however in light of the

⁹ 1B Report, Appendix 1, page 9-13

¹⁰ Chapter 8 Report, paragraph 13.24

¹¹ Chapter 8 Report, paragraph 13.34

removal of Rule 8.5.3.2, the Transport Agency believes it is necessary to include the consultation requirement that was previously in Rule 8.5.3.2 in Rule 8.4.11, as set out above at paragraph 26.

- 31 The Transport Agency takes the view that such consultation will be necessary in order to properly assess the safety and effective functioning of the State Highway, particularly because the land concerned is immediately adjacent to the State Highway. Ms Leith's Chapter 8 Report notes that a requirement for consultation is not necessary because:¹²

NZTA will be assessed as to whether they are considered an affected party as part of a resource consent for four or more dwellings under notified Rule 8.4.11.

- 32 The Transport Agency has doubts about this, because Rule 8.6.1.1 (notification) as amended by the Chapter 8 Report provides that residential units which comply with Rule 8.4.11 shall not require the written consent of other persons and shall not be notified or limited-notified.¹³ If there is no specific requirement to consult NZTA included in Rule 8.4.11, then there is the possibility that the Council may assess an application as compliant with Rule 8.4.11, in which case the application will not be notified, and Transport Agency will not have a chance to be involved in the consent process.

- 33 It is therefore necessary to include a requirement in Rule 8.4.11.3 to consult with the Transport Agency, as suggested at paragraph 26 above. This would appear to be the most effective way to ensure the safe and efficient functioning of the State Highway. It is also more constructive for the Transport Agency to be involved in the consultation process during the planning stages of a development, rather than being involved at a later date through the notification process, when a lot of work into access design will have already been completed.

Recommended additions to Chapter 9: HDRZ

- 34 In addition to the amendments relating to the MDRZ discussed above, the 1B Report also recommends including similar provisions in the HDRZ. The 1B Report states (and the Transport Agency strongly agrees):¹⁴

ensuring development and access through this area and onto the State Highway does not occur on an ad hoc basis is of critical importance. In particular a suitable central internal road access through this land needs to be agreed and provided prior to, or as

¹² Chapter 8 Report, paragraph 13.32

¹³ Chapter 8 Report, Appendix 1, page 8-16

¹⁴ 1B Report, paragraph 11.15

part of any development of this area. Similarly, appropriate access to the Eastern Access Road/Hawthorne Drive roundabout needs to be part of any such development.

- 35 Accordingly, the 1B Report recommends the addition of a new Policy in Chapter 9 requiring these matters to be addressed. The Transport Agency is generally supportive of the proposed new policy; however for the sake of consistency reference to the Eastern Access Road Roundabout needs to be amended. The legal name of the Eastern Access Road is now Hawthorne Drive, so this name should be used in the Plan to avoid confusion. The Transport Agency also requests that reference to cycling connections be added, along with clarification of the relevant roads as set out in red underline below:

9.2.XXX Promote coordinated, efficient and well designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:

- A 'fourth leg' off the ~~Eastern Access Road roundabout (EAR)~~/Hawthorne Drive (Eastern Access Road) roundabout;
- A legal internal road access between Hansen Road and Ferry Hill Drive; and
- New and safe pedestrian/cyclist connections across the State Highway between Hansen Road ~~the Eastern Access Roundabout~~ and Ferry Hill Drive.

- 36 The Transport Agency also supports the new standards for transport and access for development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive proposed in the 1B Report (new rule 9.5.13).¹⁵ Given the possibility that some of the land in this area may be rezoned HDRZ, it is important that the State Highway is given adequate protection.

- 37 The 1B Report also proposes including an objective (9.2.8) and supporting policies (9.2.8.1 -9.2.8.6) relating to development of land fronting State Highway 6 between Hansen Road and Ferry Hill Drive.¹⁶ The 1B Report also recommends new matters of discretion for Rule 9.4.4 relating to residential units in the HDRZ.¹⁷ These are all transferred from the MDRZ. The Transport Agency supports these additions, subject to the amendments outlined in the preceding paragraphs, as they protect the State Highway network from adverse traffic impacts, and prevent the addition of any new access direct to State Highway 6. The State Highway is already awarded a

¹⁵ 1B Report, paragraph 11.16

¹⁶ 1B Report, paragraph 11.14

¹⁷ 1B Report, paragraph 4.53

level of protection through being classified as a Limited Access Road under the Government Roading Powers Act 1989, however the Transport Agency supports the extra level of protection awarded through the proposed new objective and policies.

1 Hansen Road – Local Shopping Centre Zone (LSCZ)

- 38 The Transport Agency submitted on a number of objectives, policies and rules relating to the proposed LSCZ at 1 Hansen Road. The Transport Agency’s key concern is ensuring that additional direct access points to the State Highway are not created, and that development is co-ordinated with the Transport Agency’s plans for reconfiguration of Hansen Road.
- 39 The Group 1A Business and Industrial section 42A Report (*1A Report*) refers to a number of amendments recommended by Ms Amy Bowbyes in the section 42A Report for Chapter 15 – LSCZ dated 2 November 2016 (*Chapter 15 Report*). With respect to the Transport Agency’s submissions, the 1A Report generally supports the recommendations in the Chapter 15 Report.¹⁸
- 40 The Transport Agency is generally supportive of the Council’s position in both the 1A Report and Chapter 15 Report, with the exception of Rule 15.4.3.2 as discussed below.
- 41 In particular, the Transport Agency supports the proposed amendment to Rule 15.5.1 to include consideration of the effects on the State Highway.¹⁹ The Transport Agency also supports the retention of Policy 15.2.3.5, to ensure that development at 1 Hansen Road is integrated to ensure safe and efficient operation of the transport network.²⁰
- 42 The Transport Agency in its original submission sought a rule restricting access to the State Highway be included in Rule 15.4.3.2. This was rejected by Ms Bowbyes and the 1A Report on the basis that access is already restricted pursuant to reply Rule 15.5.5 (development of 1 Hansen Road).²¹ The Transport Agency acknowledges that the standards in Rule 15.5.5 include “there shall be no vehicle access directly onto the State Highway”. However, Rule 15.4.3.2 does not include any reference to these standards, so it is not entirely clear that these standards apply to all activities under Rule 15.4.3.2. Therefore, there should be an amendment to Rule 15.4.3.2 to make this relationship clear. For example:

¹⁸ 1A Report, paragraph 4.7.

¹⁹ 1A Report, paragraph 4.7, and Appendix 1, page 15-7.

²⁰ 1A Report, Appendix 1, page 15-2 shows Policy 15.2.3.5 retained as notified.

²¹ This rule is numbered 15.5.4 in the s42A version. See 1A Report, paragraph 4.7.

Discretion is restricted to consideration of the following in addition to the matters in Rule 15.4.3.1 above, and compliance with the Standards in Rule 15.5:

- 43 The Transport Agency submitted in support of Rule 15.5.5 (notified Rule 15.5.4), which Ms Bowbyes has recommended be retained with one amendment to the gross floor area of retail uses.²² The Transport Agency is neutral towards this proposed amendment, and supports the retention of the remainder of this Rule.
- 44 The Transport Agency opposed Rule 15.6.2 (non-notification), requesting this be deleted, because the Transport Agency should be considered affected in relation to applications which breach the building coverage rule. Ms Bowbyes agreed and recommended an amendment to Rule 15.6.2 to exclude applications that exceed permitted building coverage between Hansen Road and Frankton Cemetery, with any notification limited to the road controlling authority.²³ The 1A Report supports this approach,²⁴ as does the Transport Agency.
- 45 Ms Bowbyes also recommended a new policy 15.2.1.4, avoiding individual retail activities exceeding 300m² gross floor area that would adversely affect the safe and efficient operation of the transport network.²⁵ The Transport Agency supports this new policy, however notes that Appendix 1 to the 1A Report says “safe **and** efficient” – this needs to be corrected to “and”.
- 46 The 1A Report recommends amendments to the matters of discretion in Rule 15.4.3.2 as follows:

The safe and efficient operation of the transport network including location, width and design of roads, laneways, footpaths and accessways and the potential for vehicular access to and from the Local Shopping Centre Zone land to the west of the Frankton Cemetery.

- 47 The Transport Agency supports this proposed amendment.

SITE-SPECIFIC REZONING REQUESTS

- 48 The following section of my evidence addresses a number of site-specific rezoning requests. My evidence is limited to a high-level discussion of the rezoning requests and the Transport Agency’s position on these. It does not cover each of the proposed objective,

²² Chapter 15 Report, Appendix 1 page 15-8

²³ Chapter 15 Report, paragraph 16.2

²⁴ 1A Report, paragraph 4.9

²⁵ Chapter 15 Report, paragraph 9.10

policy and rule amendments proposed by the various submitters (which to a large degree have been traversed in previous Hearing Streams). Where the submitters below have requested changes to objectives, policies and rules that have not already been discussed in my evidence above, the Transport Agency maintains its position as set out in original and further submissions (generally opposing the submitters' proposed relief, because of the potential for detrimental effects on the safe and efficient functioning of the transport network).

Rezoning request by W & M Grant (455)

- 49 W & M Grant requested rezoning of approximately 2.2ha of land bounded by Hansen Road, State Highway 6 and the Frankton substation from Rural to a "zone that will allow for future development of the subject land" – e.g. low or medium density residential zoning with a visitor accommodation subzone.
- 50 The 1B Report recommends rejecting this submission.²⁶ The evidence of Ms Wendy Banks on behalf of the Council noted that reconfiguration of Hansen Road/State Highway 6 intersection is required. She recognised the challenging right turn movements from Hansen Road, which present a safety issue.²⁷
- 51 The Transport Agency agrees with Ms Banks' opinion that any development proposed off Hansen Road will require reconfiguration of the intersection at State Highway 6.²⁸ Ms Banks recommends at a minimum reconfiguration to allow left in and left out turning movements only from State Highway 6 to Hansen Road.²⁹ The Transport Agency acknowledges that there are currently safety concerns with Hansen Road, and is currently planning a reconfiguration so that Hansen Road is left-in, left-out as explained in **Mr Tony Sizemore's** evidence.
- 52 The Transport Agency opposes any rezoning along Hansen Road to an industrial or commercial zone, however the Transport Agency is not opposed to a higher density residential zone, provided that access is obtained from Hansen Road and development is preceded by the reconfiguration/upgrade of the intersection of Hansen Road and State Highway 6.

Rezoning request by the Jandel Trust (717)

- 53 Jandel Trust have requested rezoning of their property at 179 Frankton-Ladies Miles Highway "and wider area" from MDRZ to a

²⁶ Group 1B Queenstown Urban – Frankton and South section 42A Report, paragraph 6.1

²⁷ Evidence of Wendy Banks on behalf of QLDC dated 25 May 2017, at paragraph 5.72

²⁸ Banks, paragraph 5.73

²⁹ Banks, paragraph 5.73

mixed use zone providing for residential and lighter industrial/commercial use (e.g. Business Mixed Use (*BMUZ*) or Industrial).

- 54 The property has direct access onto State Highway 6, and the submitter has requested that provision be made for an alternative access as part of the development on adjoining sites to enable the property to connect to this alternative roading network. If this is not adopted, the submitter requests additional development to be serviced from the submitter's existing access onto State Highway 6.
- 55 Ms Banks noted that the existing access to the State Highway is designed for low traffic volumes, and additional turning movements associated with intensification of land use will create conflict points.³⁰ The Transport Agency echoes these concerns, and opposes the use of any existing access points to the State Highway for intensified commercial developments. State Highway access should instead be via the Hawthorne Drive (Eastern Access Road) roundabout and Ferry Hill Drive.
- 56 The 1B Report recommends rejecting the request to rezone the area to industrial or business mixed use zone, but recommends that part of it be rezoned as HDRZ.³¹
- 57 Ms Banks opposed the rezoning to BMUZ from a transport perspective due to potential adverse impacts on the existing transport network, in particular the substantially high traffic volume that could be generated if the majority of the Frankton Flats area was rezoned to BMUZ.³²
- 58 The Transport Agency agrees that rezoning to BMUZ is not appropriate because of the much higher traffic volumes that would be associated with such a large area of BMUZ.
- 59 The Transport Agency supports intensification of residential development in this area, provided that:
- 59.1 intensification of residential development is co-ordinated with the Transport Agency's planned roading reconfiguration and upgrades in this area (as described by **Tony Sizemore**);
- 59.2 no additional access points directly to the State Highway are created; and

³⁰ Banks, paragraph 5.83

³¹ 1B Report, paragraph 7.2

³² Banks, paragraph 5.47

59.3 the MDRZ and HDRZ State Highway-related objectives policies and rules discussed above are included in the final version of the Plan.

- 60 Intensification of residential development will contribute to the management of the demand to travel and aligns with the Transport Agency's long term wider transport plans for Queenstown and the Wakatipu basin. These plans are briefly described in **Tony Sizemore's** evidence.

Rezoning request by Hansen Family Partnership

- 61 The Hansen Family Partnership submitted a rezoning request for an area along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary. The submitter sought an industrial zoning, or any mix of low, medium or high density residential, industrial, BMUZ or LSCZ.
- 62 Ms Banks opposed this submission in part, as the potential vehicle trips generated by the BMUZ or LSCZ across this area is likely to adversely affect the state highway network.³³ Ms Banks also opposed HDRZ across the entire site because the only nearby amenities for residents would be across the state highway at the Five Mile development.³⁴ Ms Banks recommended a mix of HDRZ or MDRZ and BMUZ or LSCZ as this would encourage trips within the area for employment, services and purchasing without traversing the State Highway.³⁵
- 63 Despite these recommendations by Ms Banks, the 1B Report concluded that there are no proposed zones that were considered suitable for this location based on "the local context and constraints of the ONL and the OCB".³⁶ The 1B Report recommended rezoning part of the site to Rural from MDRZ, and the request to rezone for residential activity was rejected.
- 64 Taking into account the various objectives, policies and rules that provide protection for the State Highway, the Transport Agency is of the view that the proposed MDRZ zoning is appropriate for this area. The proposed MDRZ zoning will contribute to the management of the demand to travel and aligns with the Transport Agency's long-term wider transport plans for Queenstown and the Wakatipu basin as mentioned in **Tony Sizemore's** evidence.

³³ Banks, paragraph 5.54

³⁴ Banks, paragraph 5.62

³⁵ Banks, paragraph 5.63

³⁶ Group 1B Queenstown Urban – Frankton and South section 42A Report, paragraph 9.8

Rezoning request by Otago Foundation Trust Board (408)

- 65 Otago Foundation Trust Board as trustee for Wakatipu Community Presbyterian Church sought rezoning of land along State Highway 6 from Rural to MDRZ.
- 66 Ms Banks did not oppose the rezoning of the portion of the Rural land to MDRZ as the additional vehicle trips generated is low, and the traffic impacts likely to be minimal.³⁷ The Transport Agency is generally in agreement with this assessment, provided that access to the site is provided by the 4th leg of the Hawthorne Drive (Eastern Access Road) roundabout, rather than direct to State Highway 6.
- 67 The 1B Report rejected the submission, and recommended that the MDRZ portion of the land be rezoned from MDRZ to Rural, on the basis that land within the ONL is more appropriately zoned Rural than MDRZ.³⁸
- 68 For the reasons mentioned above, the Transport Agency is of the view that MDRZ is appropriate for this site.

Rezoning request by Jardine Family Trust and Remarkables Station Limited (715)

- 69 Jardine Family Trust and Remarkables Station Limited have submitted a request to extend the Homestead Bay part of the Jackson Point Structure plan to provide new housing in and around the existing settlements of Jacks Point, Homestead Bay and Lakeside Estates.
- 70 The Transport Agency is interested in this submission to the extent that it includes the creation of new accesses onto State Highway 6, which may affect the safety, efficiency and functionality of the adjacent State Highway. In particular, the Transport Agency wants to ensure that the District Plan process does not permit the submitter to create new access points directly onto the State Highway without first consulting with the Transport Agency, and ensuring that there will not be any negative impacts on the functionality and safety of the State Highway.
- 71 The Group 1D Queenstown Urban section 42A Report (*1D Report*)³⁹ highlights the shortage of information provided by Jardine relating to assessment of transportation effects, and recommends only a small portion of re-zoning on this basis.⁴⁰

³⁷ Banks, paragraph 5.86

³⁸ 1B Report, paragraph 11.9

³⁹ Group 1D Queenstown Urban – Jacks Point Zone Extension section 42A Report by Vicki Jones on behalf of QLDC dated 24 May 2017

⁴⁰ 1D Report, paragraph 2.2 and 3.22

- 72 The 1D Report refers to a Memorandum filed on behalf of Jardine dated 15 May 2017 which includes further information relating to the proposed rezoning and structure plan.⁴¹ This memorandum includes a structure plan on page 41-37 that indicates three State Highway access points.
- 73 The 1D Report recommends restricted discretionary activity status for the creation or increased use of additional access points to the State Highway south of Maori Jack Road (if the rezoning were to proceed).⁴² The Transport Agency supports this recommendation, and maintains that additional access ways to State Highways should be considered separately from the District Plan review process, so that the Transport Agency and any other relevant interested parties have the opportunity to fully participate in submissions, to ensure that the safe and efficient functioning of the State Highway network is maintained.
- 74 The Transport Agency sought amendments to Chapter 41, Rule 41.5.6 (now re-numbered 41.5.7) relating to access to the State Highway. These amendments have largely been adopted in the recommended changes to Rule 41.5.7 shown in Appendix 1 to the 1D Report.⁴³ The Transport Agency supports these amendments as they ensure that use of the Woolshed Road will not increase until the necessary intersection upgrade has been completed.

CONCLUSIONS

- 75 The relief sought by the Transport Agency through its original and further submissions has largely been granted by the recommendations in the various section 42A Reports relevant to this hearing stream. In the interests of promoting safe and efficient functioning of the State Highway network, the Transport Agency requests that the various amendments to the MDRZ, LSCZ and HDRZ discussed in my evidence be accepted by the Panel.
- 76 The Transport Agency also requests that the Panel take into consideration the demand for residential development in Queenstown when considering rezoning requests along the north side of the State Highway between Hansen Road and Ferry Hill Drive. The Transport Agency's view is that residential zones (MDRZ and HDRZ) are appropriate for this area, as they align with the Transport Agency's wider transport plans for Queenstown, and will assist with management of the demand to travel. Residential zoning in this area complements the existing Frankton Flats zoning on the southern side of State Highway 6, which provides for a range of business, industrial, commercial and other activities. In the

⁴¹ 1D Report, paragraph 3.2

⁴² 1D Report, paragraph 3.6

⁴³ 1D Report, page 41-26 and 41-27

Transport Agency's view, the existing Frankton Flats zone renders further business or commercial zoning to the north of the State Highway inappropriate.

Tony MacColl
New Zealand Transport Agency
9 June 2017