

SUMMARY OF EVIDENCE OF JASON BARTLETT

Further Submission of Scope Resources Limited (FS3470)

13 August 2020

- 1 My name is Jason Bartlett, my statement of evidence considered the potential traffic generation and effects of the Cardrona Cattle Company Limited (CCCL) Submission requesting their land at Victoria Flats be rezoned as General Industrial Zone. The purpose of my evidence was to investigate the potential traffic generation for the zone and potential effects when accessing the Landfill site operated by Scope Resources.
- 2 Since preparing my statement of evidence I have reviewed the evidence of Mr Raymond Edwards. Mr Edwards' evidence also included the Urbis Transport Assessment dated 13 August 2019. I was not aware that this transport assessment was part of the rezoning request. I also note that Mr Edwards' evidence included the consultation response from NZ Transport Agency (NZTA) dated 23 April 2020 regarding upgrades to the intersection of Victoria Flats Road with SH6.
- 3 Within the Urbis Transport Assessment Mr Edwards has assessed the potential traffic generation of the requested rezoning. I note that the methodology used in this process is different to mine but results in a similar overall traffic generation. I concur with Mr Edwards' overall traffic generation. To give this some context Mr Edwards and I agree that the overall traffic generation will be approximately 24,000 vehicles per day (vpd) which is similar to the current traffic flows on Frankton Road (SH6A).
- 4 The Urbis Transport Assessment then goes on to provide information on an appropriate point for upgrading the intersection of Victoria Flats Road with SH6. This suggests that the existing intersection would be upgraded as a priority intersection to include a right turn bay. The intersection would then be upgraded to roundabout at an agreed trigger point. This trigger point is suggested as being 40% development of the proposed rezoned land¹.
- 5 The Urbis Transport Assessment suggests that the transport delay at the SH6 intersection for right turning traffic will increase to an average of 34 seconds delay per vehicle (level of service D) during the am peak period before a roundabout is considered necessary². In addition, traffic turning onto the State Highway towards Cromwell will have a 20 second delay during this period.
- 6 It is likely that a similar level of delay would also be experienced as vehicles access the Landfill site from Victoria Flats Road. To put this in context this means that each vehicle accessing the

¹ Refer Urbis Transport Assessment, Section 5.1 Priority Control Intersection Performance.

² From Urbis Transport Assessment, Table 12: Sensitivity Testing of the Estimated Weekday AM Peak Hour Trips generation from Zones A-D.

Landfill from Queenstown or to Cromwell will experience a significant increase in delay as a result of the requested rezoning.

- 7 The consultation letter from NZTA has been provided. This identifies a number of uncertainties and concerns relating to the requested rezoning, these include:
- (a) Uncertainty regarding the overall zone scale and intensity in light of the QLDC officers report recommendation to reject the requested rezoning;
 - (b) Concerns around the nature of land uses including industrial and residential activities within this part of the state highway network; and
 - (c) Concerns relating to effects on the capacity of the overall highway network and in particular the capacity of Shotover Bridge.
- 8 This suggests that NZTA are concerned with the overall traffic generation of the requested rezoning and its effects on other aspects of the local highway network due to the significant increase in traffic which may include intersections between the site and Queenstown as well as effects at the Shotover River Bridge. As NZTA have stated it would be premature to approve the current rezoning request without further information regarding effects on the overall state highway network.
- 9 It is important to bring to the attention of the Panel that a number of zoning requests for residential development within the Wakatipu Basin were rejected during the previous stage of the Proposed District Plan due to transport concerns at the Shotover River Bridge. As yet NZTA, nor QLDC, have any greater level of certainty regarding increased capacity at the Shotover River Bridge.
- 10 These concerns noted by NZTA are along the transport route between Queenstown and the Landfill site (SH6) suggesting that, overall, any journeys between Queenstown, Arrowtown and other areas of QLDC may be affected by significant traffic generated as a result of the requested rezoning.
- 11 After reviewing the further information and analysis provided by Mr Edwards I have not changed my opinion. The requested rezoning will add a significant amount of vehicle traffic and will have significant adverse effects on the operation of the Landfill. This will include delay to all vehicle movement at the access to the Landfill, the nearby intersection of Victoria Flats Road with SH6 and possibly other critical locations within the road network.
- 12 The consultation with NZTA identifies a number of concerns and uncertainties which would need further assessment before any approvals would be given. At this stage there is no consultation or approvals from QLDC regarding possible improvements to their road network.

Jason Bartlett

13 August 2020