

## SUMMARY OF EVIDENCE OF JASON BARTLETT FOR

Barnhill Corporate Trustee Limited (2509) and Morven Ferry Limited (2449)

24th July 2018

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- 1 My Statement of Evidence considered the potential transport effects of submission requests to include a Rural Residential (or alternatively Wakatipu Basin Lifestyle Precinct) and Rural Visitor zoning within the proposed Wakatipu Basin Rural Amenity Zone. These zones would be accessed via Morven Ferry Road.
- 2 Since preparing my Statement of Evidence I have reviewed the rebuttal evidence of Mr David Smith, Traffic and Transport Evidence (Sections 6 & 5.4 to 5.7). Mr Smith's rebuttal evidence responds to my Evidence and Transport Assessment.
- 3 Mr Smith considers that my traffic generation for the potential development enabled is high and suggests that the traffic generation may be 25% lower. If I use Mr Smith's assessment methodology for a conservative maximum of 80 dwellings this may generate 17<sup>1</sup> vehicles at the Shotover bridge during the peak hour. Mr Smith opposes the proposed rezoning based on the cumulative effect of this traffic along with other rezoning requested in the Wakatipu.
- 4 Mr Smith, along with evidence of Mr MacColl and Mr Gatenby on behalf of NZTA, are promoting the principles the Queenstown Integrated Transport Programme Business Case (QITPBC) which, they suggest, provides a more integrated approach to transport and land use. Mr Smith, Mr MacColl and Mr Gatenby seem to be promoting development of integrated transport infrastructure or initiatives through short term planning horizons such as the Special Housing Area (SHA) process or perhaps resource consent applications. Through this approach development may contribute to alternative transport networks which reduce private car use over the Shotover River. However, I consider this be to a short sighted method without the support of policy or a strategic transport framework developed in association with Council and NZTA.
- 5 Mr Smith's primary concern relates to the cumulative effect of this requested zone change, when considered with others, at the SH6 Shotover River Bridge. Given the very low potential traffic at the SH6 Shotover River Bridge during the peak period generated from this proposal I consider that any potential transport effects from the requested zone will not be noticeable.
- 6 My Transport Assessment and Statement of Evidence has identified that a number of traffic engineering works are required to upgrade the local road network and to develop appropriate accesses for this requested zone change. I believe that with these works undertaken the predicted traffic generation can be appropriately accommodated within the local road network.

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<sup>1</sup> Based 16.8 being: 80 (dwellings) x 0.75 (75% occupancy) x 0.28 (trips per occupied dwelling which cross the SH6 Shotover Bridge). Note that a practical maximum suggested by planning/landscaping is 71 lots.