

Before the Queenstown Lakes District Council Hearing Panel

Under the Resource Management Act 1991

In the matter of the renotification of two submissions on Stage 1 of the Queenstown Lakes Proposed District Plan concerning the zoning of land at Arthur's Point by Gertrude's Saddlery Limited and Larchmont Enterprises Limited

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**Statement of Evidence of Jason Alexander Bartlett on behalf of Gertrude's Saddlery Limited and Larchmont Enterprises Limited**

15 November 2022

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**anderson  
lloyd.**

## Introduction

- 1 My full name is Jason Alexander Bartlett. I hold a Bachelor of Engineering from the University of Canterbury awarded in 1996. I have been a Member of Engineering New Zealand since 1995 and obtained the New Zealand Certificate in Engineering, Civil Option in 1993.
- 2 I have over twenty five 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 those years were for GHD Limited. I now operate my own traffic engineering consultancy, Bartlett Consulting, which I established in July 2012.
- 4 As a practicing transport consultant I have been involved in a wide range of developments and resource consent applications within the Queenstown Lakes Region and other parts of New Zealand. This includes the preparation of expert evidence before Council hearings and the Environment Court.

## Code and Conduct

- 5 Whilst this is not an Environment Court hearing I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2014. This evidence is within my area of expertise, except where I state that I am relying on material produced by another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

## The Site and Involvement in the Project

- 6 The **Site** is a portion of Lot 1 DP518803 (Gertrude's Saddlery) and Lot 2 DP398656 (Larchmont Enterprises). The Site is accessed from the southern portion of Atley Road via a Right of Way (ROW) over Lot 2 DP518803 (Gertrude's Saddlery).
- 7 I was previously engaged by Larchmont Developments Limited to provide engineering advice relating to a Resource Consent for subdivision (RM130588 Swan & RM130844 Larchmont). This subdivision (RM130844) shared the access to the Site and the land associated with Submissions 494 (Gertrude's Saddlery, previously Swan) & 527 (Larchmont Enterprises). The overall development would have formed the ROW over

Lot 2 DP518803 as a sealed road (RM130588 Swan). The consent for the formation of the ROW, as an extension of Atley Road (RM130588) did not proceed.

- 8 Subsequently, I have been engaged by Gertrude's Saddlery Limited (GSL), and Larchmont Enterprises Limited (LEL) (the Submitters), in respect of the zoning of the land associated with Submissions 494 & 527 to Stage 1 of the Proposed District Plan (PDP).
- 9 More recently I have also been involved with an Application for an 8 lot subdivision of Lot 2 DP411983 (RM210019, Canyon Ridge) which is also accessed from the southern end of Atley Road. This Application was declined and I understand has been appealed to the Environment Court.
- 10 I have been involved with projects at this Site and adjacent sites. This gives me a good understanding of the Site access and the surrounding transport environment.

#### **Scope of evidence**

- 11 In preparing this evidence, I have reviewed the following reports and statements:
  - (a) The 2017 transport evidence of Wendy Banks, Andy Carr and myself relating to Submissions 494 & 527 requesting residential zoning of this land.
  - (b) The QLDC transport evidence of Michael Smith and the transport elements of the QLDC Section 42A Report prepared by Ruth Evans.
  - (c) The proposed 'Arthurs Point Structure Plan' identifying the requested zoning and yield of the site, this is attached to the Landscape evidence Benjamin Espie.
- 12 I have prepared this evidence as a transport assessment with information in relation to:
  - (a) The surrounding transport environment.
  - (b) The transport elements of the requested zoning.
  - (c) Assessment of the surrounding road network.
  - (d) Response to the transport evidence of Michael Smith.

## Executive Summary

- 13 I have previously prepared evidence in respect of the rezoning in 2017, which supported the rezoning of this site as Lower Density Suburban Residential (LDR) with a theoretical maximum yield of 89 residential lots (units). This was supported by the peer review and evidence of Andrew Carr (dated 9 August 2017) and upheld by Independent Hearing Commissioners.
- 14 In that hearing, the main focus of traffic issue was providing appropriate access to the site, this primarily considered the pinch point within the ROW access and capacity of Edith Cavell Bridge. I remain of the opinion, as stated in that previous hearing, that appropriate engineering and transport solutions are available for addressing these matters.
- 15 Under the revised proposal put forward by the Submitters, if the rural land (this Site) was rezoned this would result in a yield of approximately 27 residential lots (dwelling units) under the proposed Arthurs Point Structure Plan. This is approximately 1/3 of the originally approved rezoning which is a significant reduction with respect to transport. This is in addition to the 14 lots enabled on the uncontested LDR portion of Lot 1 DP518803 (GSL) also shown in the Arthurs Point Structure Plan.
- 16 Since the 2017 hearing there is one new transport matter of relevance, being the new roundabout intersection of Atley Road with Amber Close which has been noted in the QLDC transport evidence of Michael Smith.
- 17 To address matters raised by Mr Smith I have modelled the new roundabout intersection of Atley Road with Amber Close and at the nearby T-intersection of Atley Road Connection with Arthurs Point Road. This modelling shows that the requested zoning will not noticeably change queuing at these intersections or the overall intersection efficiency or safety.
- 18 Access design work has also been undertaken, this suggests that it is possible to upgrade Atley Road, south of Mathias Terrace, and the access ROW extension of Atley Road. These upgrades can be undertaken within the legal width available. These upgrades will result in a safer and more efficient road environment for all road users and adjacent residents.
- 19 Overall, I consider that the matters raised in Council's transport evidence is now adequately addressed and at the time of future development or subdivision enabled by the requested zoning, the required road improvements can be undertaken within the land available.

## Transport Assessment

### *Surrounding Transport Environment*

- 20 The Site is accessed from the southern portion of Atley Road via a ROW over Lot 2 DP518803 (GSL).
- 21 The ROW (Atley Road Private 2) is formed as an unsealed extension of Atley Road and currently provides access to 15 existing residential dwellings and 2 undeveloped residential lots (94 to 163 Atley Road), a potential 17 residential dwellings, this includes existing residential dwellings (113, 115 & 163 Atley Road) which are within the Site. The ROW provides access to a portion of Lot 1 DP518803 which is within the existing (uncontested) LDR zone which is estimated to yield 14 potential residential lots. A single existing residential dwelling (111 Atley Road) is within this portion meaning 13 new potential dwellings may be established within the existing LDR zoning. Under the current zoning the ROW may serve up to 30 potential residential dwelling units.
- 22 Atley Road is a local road within the QLDC Proposed District Plan (PDP). The portion of Atley Road between the ROW and Mathias Terrace has a 4.0m to 5.0m otta seal surfaced carriageway. This portion of Atley Road is provided within a 20m legal road reserve width reducing to 15m legal road reserve width where it meets the ROW. This portion of road has recently been converted (signed) to create a shared pedestrian/cycle area providing part of a commuter cycle route between Arthurs Point and Queenstown (via a link to Edith Cavell Bridge). The width of this portion of Atley Road means that, for vehicles, it operates as a (wide) single lane where vehicles need to utilise the grassed verge area to pass oncoming/opposing vehicles. This portion of Atley Road directly serves 7 existing residential dwellings (80, 83, 85A-E Atley Road) and an undeveloped site (Canyon Ridge) which may be developed as up to 8 residential dwellings (RM210019). It is possible that this portion of Atley Road may serve 15 further potential residential dwelling units.
- 23 The portion of Atley Road between Mathias Terrace and Amber Close (roundabout intersection) is formed with a 6.5m sealed carriageway width which is shared with cyclists, a single footpath is provided on the western side of the road which provides pedestrian access to Mathias Terrace. This portion of Atley Road serves a further (approximately) 80 residential dwelling units via a private access (Atley Road Private 1) and Mathias Terrace.

- 24 The southern portion of Atley Road south of Amber Close (roundabout intersection) serves potentially 125 residential dwelling units based on the existing and potential development under the current LDR zoning.
- 25 Active transport facilities are provided on Atley Road with a shared (signed) pedestrian and cycle use of the facilities provided though a shared area south of Mathias Terrace. Between Mathias Terrace and Amber Close cyclists share (marked) the carriageway space with vehicles whilst pedestrians have a single footpath on the eastern side of the road.
- 26 Public transport services are provided on Arthurs Point Road with the nearest bus stop provided at Morningstar Terrace approximately 850m from the site. These bus stops are on the Arrowtown to Arthurs Point route (Route 2) which is currently operates a reduced service with hourly buses between 6am to 10pm daily. This route also passes over Edith Cavell Bridge which is approximately 550m from the site although there are no formal bus stops at Edith Cavell Bridge.

#### *Requested Zoning*

- 27 The Submitters have requested that the Site is rezoned. My 2017 evidence in respect of the Submissions considered the site being rezoned completely as Lower Density Suburban Residential, which may have resulted in a theoretical maximum yield of 89 residential dwelling units.
- 28 The revised rezoning relief and draft Arthurs Point Structure Plan requests a split zoning with a portion of the Site (0.79ha, part of Lot 1 DP518803, GSL) to be rezoned as Lower Density Suburban Residential (LDR) which may yield 10 possible residential Lots (dwelling units). The remainder of the Site; part of Lot 1 DP518803 (4.29ha, GSL) and Lot 2 DP398656 (0.73ha, LEL) is to be rezoned as Large Lot Residential (LLR) which may yield 17 possible residential lots (dwelling units). The requested zoning could result in 27 residential dwelling units. Allowing for existing dwellings within the site (113, 115 & 163 Atley Road) this results in 24 new residential dwellings within the Site and accessed from Atley Road and the existing ROW.
- 29 Overall, the requested zoning could result in the following cumulative figures:
  - (a) South of the Amber Close roundabout intersection Atley Road may serve up to 149 potential residential dwelling units.
  - (b) South of Mathias Terrace, the single lane shared area portion of Atley Road may serve up to 69 potential residential dwelling units.

- (c) The existing unsealed ROW (over Lot 2 DP518803, GSL) extension of Atley Road may serve up to 54 potential residential dwelling units which includes 3 existing and 24 new (27 total) residential dwelling units with the Site.
- 30 It is noted that the Structure Plan also allows for enhanced pedestrian and cycling opportunities through the use of new roads through the Site and to the existing DOC reserve to the south and east of the Site.

*Road Network, Atley Road*

- 31 The QLDC Land Development and Subdivision Code of Practice provides a number of potential road types based on their context. Residential development enabled by the requested zoning suggest a suburban live and play road type. Based on the total number of dwellings served this would result in a Figure E12<sup>1</sup> road type being a local road serving up to 200 dwelling units. This road type is expected to have a 15m minimum legal width, 5.5m to 5.7m sealed carriageway width with footpaths (1.5m width) each side. The important transport elements of this road type are:
- (a) The provision of a suitable trafficked carriageway to support two traffic lanes (1 in each direction), this may be achieved with a 5.5m minimum carriageway width.
  - (b) The provision of parking as indented or separate parking bays, or the provision of no stopping controls to prevent parking within the trafficked carriageway.
  - (c) A low operating speed to allow for shared cycle use, the Figure E12 road type recommends a target operating speed of 40km/hr although 30km/hr may be preferred.
  - (d) Footpaths (1.5m minimum width) for pedestrians. This may be provided as a single 1.5m footpath with crossing facilities to allow pedestrians to cross the road meet pedestrian demand.
- 32 To serve the existing LDR zoning and the requested zoning, Atley Road, south of Mathias Terrace, and the unsealed ROW extension of Atley Road would need to be upgraded. In my 2017 evidence a 'pinch point' was discussed which limited the existing ROW width. This pinch point was located at the access to 94-108 Atley Road. To enable the ROW to be upgraded GSL has purchased a portion of a neighbouring property. This

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<sup>1</sup> Refer QLDC Land Development and Subdivision Code of Practice, Table 3.3 – Road design standards.

allows the legal ROW width to be widened to a 9.51m minimum. This is sufficient to provide a 5.5m trafficked carriageway and 1.5m footpath (one side only) with retaining structures all to be located within legal ROW width. The road design work undertaken (refer Attachment A) demonstrates that it is possible to construct the minimum transport requirements along with any earthworks and retaining structures within the legal boundaries. This shows that it is possible to provide an appropriate road to serve the existing and requested zoning.

- 33 The portion of Atley Road south of Mathias Terrace would also require upgrading to serve the current LDR zoning and the requested zoning. This portion of Atley Road has a minimum legal width of 15m widening to 20m towards Mathias Terrace. This provides sufficient space to accommodate the minimum required transport infrastructure with any required earthworks and retaining structures. To demonstrate this, cross sections are provided at 80 Atley Road and 53/51 Mathias Terrace (refer Attachment A).
- 34 The design work provided shows that it is possible to provide an appropriate road to serve the requested zoning. These road improvements will be beneficial to the local environment improving the overall efficiency and safety of the local road network whilst also enhancing the pedestrian and cycling infrastructure which currently shared the narrow carriageway width of Atley Road to the south of Mathias Terrace.

#### *Intersections*

- 35 The proposed rezoning will increase traffic flows on the local road network which may have an impact on the operation of:
  - (a) The roundabout intersection of Atley Road with Amber Close and Atley Road Connection, and
  - (b) The priority T-intersection of Atley Road Connection with Arthurs Point Road.
- 36 Since reviewing the QLDC transport evidence I have undertaken further modelling of these intersections to understand their operational efficiency and extent of delay anticipated should the current and requested zoning be developed. I have utilised the traffic data collected when preparing my 2017 evidence. The 2017/2018 traffic data across Queenstown Lakes is generally slightly higher than the current 2022/2023 traffic flows. This suggests that the data collected in 2017 is appropriate for modelling and will be broadly similar to the current 2022/2023 intersection traffic flows.



- 37 The modelled traffic flows include a 20% growth factor. This was based on the 10 years of anticipated growth (2017 to 2027) to a model design year. It is possible that this may represent a possible future design year such as 2033 although this is highly dependent on tourism growth in the District. I note that my 2017 traffic model for the Arthurs Point Road intersection also considered the possible 89 residential dwellings within the 2017 rezoning. This is now reduced to 27 potential residential dwelling units within the requested zoning which is made up of 24 new and 3 existing residential dwelling units. The traffic modelling I have undertaken is possibly overly robust but this will account for any development since within the local area 2017, the development of vacant lots under the current zoning, growth over a 10 year period and development within the Site based on the requested zoning. The modelling undertaken is considered to be appropriate for a possible design year, say 2033.
- 38 The Arthurs Point Road intersection currently has some delay for the right turning traffic, from Atley Road Connection to Arthurs Point Road. With existing traffic this movement has a level of service (LOS) B in both am and pm peak periods with 12-14 seconds delay and a (95%) queue length of 0.4 vehicles. This means that generally queuing will be limited to a single vehicle. All other intersection approaches will have a LOS A. Growth to a design year will result in a similar level of service across all intersection approaches except that the right turn, Atley Road Connection to Arthurs Point Road, which will increase to a delay of 13-16 seconds which is a LOS C in the pm peak period. In the design year model the queue length shows minimal change and will generally remain at a single vehicle.
- 39 Development from the requested zoning does not change the overall levels of service although, for the right turn Atley Road Connection to Arthurs Point Road, there will be a slight increase in delay to 14-18 seconds. During the pm peak period the (95%) queue length for this right turn will increase to 0.9 vehicles which, in practical terms, means that the queuing is generally limited to a single vehicle. Importantly this queuing will not have any effect on the capacity or safety of the nearby roundabout intersection at Amber Close. Overall, the requested zoning will have minimal effect on the overall operation of the priority T-intersection of Atley Road Connection with Arthurs Point Road.
- 40 I have also utilised the 2017 traffic flows to investigate the operation of the new roundabout intersection of Atley Road with Amber Close. This roundabout intersection has been provided as part of the QLDC 2020 Arthurs Point cycle and pedestrian improvements and the attached plans (refer Attachment B) has been used for the roundabout geometrics within the traffic modelling. This roundabout is dominated by the left turn

movement, Atley Road south to Atley Road Connection in the am peak period. The pm peak period is dominated by the right turn Atley Road Connection to Atley Road south. There is very little disruption to the dominant traffic flows. The design year traffic modelling, with development traffic, suggest that all approaches will operate at a LOS A with an overall delay of 3 seconds. The (95%) queue lengths are 0.8 vehicles on Atley Road north approach during the am peak period or 0.7 vehicles on the Atley Road Connection during the pm peak period. In practical terms this means that queuing will generally be limited to a single vehicle queuing on any approach. Importantly queuing at the roundabout (Atley Road Connection approach) will not have any effect on the capacity or safety at the nearby T-intersection with Arthurs Point Road.

- 41 The traffic modelling undertaken suggests that the roundabout intersection of Atley Road with Amber Close and the priority T-intersection of Atley Road Connection with Arthurs Point Road are both able to accommodate increased traffic without the need for any additional works. These intersections can accommodate existing traffic, growth in the road network and local environment and the development of the requested zoning. Any transport effects as a result of the requested zoning at these local intersections will be minimal and is unlikely to be noticeable.

#### *Edith Cavell Bridge*

- 42 My 2017 evidence included details of potential traffic effects at Edith Cavell Bridge. During the pm peak period observations suggest that this bridge operates beyond its theoretical capacity and queuing at the bridge can be observed during the am and pm peak periods. This is a result of cumulative development at Arthurs Point and across the Wakatipu enabled under the Operative District Plan (ODP). The PDP enabled density changes within the Wakatipu which are likely to further exacerbate queuing at this bridge. In comparison, the 27 residential dwelling units (24 new dwelling units) enabled under this requested zoning is unlikely to noticeably add to the queuing at the bridge. In agreement with the other experts in 2017, I consider that the need for upgrades to Edith Cavell Bridge is not dependent on, or triggered by the development enabled by the requested zoning.
- 43 It is noted that QLDC have considered the need for an improved or alternative crossing over the Shotover River at Arthurs Point. At this stage there is funding identified in the current (2021-2031) ten year plan to further investigate an improved or alternative crossing over the Shotover River.

### *Onsite Access*

- 44 The proposed Arthurs Point Structure Plan and the Overview provides a basic overview of an access road through the site. This follows the existing ROW alignment through Lot 1 DP518803 (Gertrude's Saddlery) to Lot 2 DP398656 (Larchmont Enterprises). This shows that an appropriate access can be formed through the requested Large Lot Residential area of the site which can generally meet the requirements of a Figure E11<sup>2</sup> road types which is appropriate to serve up to 20 residential dwellings. This proposed rezoning yield under the Structure Plan (of 17 dwellings) can therefore be appropriately serviced by this proposed access road.

### *Access Assessment, Summary*

- 45 The Edith Cavell Bridge limits the capacity of the local road network. During the peak periods this bridge already operates beyond its theoretical capacity. QLDC have allocated funding to consider bridge improvement or an alternative river crossing within their 10 year plan. Any additional traffic from requested zoning will be negligible and any potential transport effects will not be noticeable given the overall and cumulative traffic which uses this river crossing.
- 46 The local intersections including the priority T-intersection of Atley Road Connection with Arthurs Point Road and Atley Road roundabout intersection with Amber Close will accommodate the additional traffic from the requested zoning. Any transport effects of this additional traffic will be minimal against background growth and development of Arthurs Point. Any transport effects on the operational efficiency or safety at these intersections will not be noticeable.
- 47 The Site is accessed via the southern portion of Atley Road. To serve the requested zoning, Atley Road would need to be upgraded to a Figure E12 road type. My investigation suggests that the required transport infrastructure of; a 5.5m carriageway and 1.5m footpath (one side only) can be provided with earthworks and retaining within the existing legal road reserve width. This work can be undertaken within the legal width of Atley Road
- 48 The existing ROW (over Lot 2 DP518803, GSL) provides access to the Site. The minimum width of this property at the ROW has recently been widened to 9.51m which is sufficient to provide the minimum transport infrastructure

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<sup>2</sup> Refer QLDC Land Development and Subdivision Code of Practice, Table 3.3 – Road design standards.

of a 5.5m carriageway and 1.5m footpath (one side only) with earthworks and retaining.

- 49 Overall, the existing road network including the southern portion of Atley Road and the existing ROW can be appropriately upgraded within the land available to serve the requested zoning. Detailed design and engineering of such works would be required which may be assessed through a future subdivision Application. This suggested upgrade would result in benefits of improved access and safety to existing residents using this part of the Atley Road and the ROW extension of Atley Road.
- 50 Additionally, it is possible to provide an appropriate road type, within the Site as identified on the draft Arthurs Point Structure Plan, to enable access to potential development lots and building platforms.

### **Response to QLDC Transport Evidence**

- 51 I have reviewed the transport evidence of Michael Smith on behalf of QLDC. Mr Smith's evidence identifies a number of concerns with the requested zoning. These concerns relate to the ability to serve the site and the enabled development from the local road network.
- 52 I note Mr Smith's comments with respect to Edith Cavell Bride, I agree with Mr Smith in that the capacity and traffic effects at Edith Cavell Bridge are not a reason to oppose the requested zoning.
- 53 Mr Smith is concerned that the Atley Road roundabout intersection and the priority T-intersection with Arthurs Point Road may not accommodate the additional traffic generated by the requested zoning. To investigate this I have modelled these intersections and note that there will be a minimal increase in vehicle delays. Importantly there is no noticeable increase in anticipated queue length and that queues generated at these intersections, typically a single vehicle, will not affect the other nearby intersection. In response to Mr Smith I consider that the traffic modelling undertaken suggests that the existing intersections can accommodate the increased traffic and that any transport effects will not be noticeable.
- 54 Mr Smith is concerned that there is not sufficient transport detail to identify if it is possible to serve the requested zoning. I note that the requested zoning is accessed via the southern portion of Atley Road and an existing ROW. The existing ROW may be widened and land has been acquired since the 2017 hearing to provide for a minimum legal width of 9.51m. This is sufficient to provide the minimum appropriate transport infrastructure being a 5.5m trafficked carriageway and a 1.5m footpath with any necessary earthworks and retaining. Additionally, upgrades to Atley Road,

south of Mathias Terrace, would be required to establish a minimum of 5.5m trafficked carriageway and a 1.5m footpath with any necessary earthworks and retaining. I consider that these improvements are both appropriate and possible within the available legal road width.

- 55 Mr Smith notes that any widening within the legal road reserve at 80 Atley Road may not be possible due to buildings constructed in the neighbouring lot. Any required road improvements would be within the legal road reserve. I am informed that there is no legal reason to prevent road widening within this legal road reserve although there may be a need for retaining structures and possibly a safety barrier at the top of retaining walls or similar. These are detailed elements which may be considered in a resource consent application and at a detailed design stage. A possible cross section design at this location is attached (refer Attachment A) which identifies the potential retaining and safety barrier at this location.
- 56 Mr Smith is also concerned with the possibility of widening/earthworks at 98-104 Atley Road and on the curve between 80 Atley Road and 98-104 Atley Road. In this location the access is within the ROW extension of Atley Road and is part of Lot 2 DP518803 (GSL). A possible cross section is shown for this area which would include excavation on the high side of the road and possible retaining on both sides of the road. I note that this road design is similar to the design which forms part of a previous resource consent application with a widened 9.51m minimum legal width . The details of the road upgrades within the existing ROW are attached (refer attachment A).
- 57 The transport elements of the QLDC Section 42A Report (Paragraphs 3.5 & 9.15-9.24) reiterates the findings of Mr Smith. In concluding Ms Evans considers that the lack of traffic information with respect to access road and intersections is a reason to reject the requested zoning.
- 58 With this evidence I have attached an outline road design which includes possible cross sections and road improvements on the southern portion of Atley Road (south of Mathias Terrace). This includes a design for a possible new road within the access ROW (over Lot 2 DP518803, GSL). These designs provide the minimum transport infrastructure of a 5.5m minimum carriageway width and a 1.5m footpath. I consider that an appropriate access road can be constructed to the site to accommodate traffic from the existing environment and the potential development enabled by the existing and requested zoning.
- 59 Additionally, I have undertaken traffic modelling of the existing intersections including the roundabout intersection of Atley Road with Amber Close and

the priority T-intersection of Atley Road Connection with Arthurs Point Road. I consider that these intersections can accommodate the traffic generated by the requested zoning. Overall, the transport effects at these intersections with respect to delay and queuing (operational efficiency) and safety will not be noticeable.

- 60 Overall, roading improvements and widening is required to provide an appropriate roading link to the Site, this includes improving the section of Atley Road south of Mathias Terrace and the ROW extension of Atley Road to the Site. These roading improvements include a 5.5m carriageway and footpath on one side of the road only. This will improve the overall transport efficiency and safety of Atley Road and the ROW access to the Site including improved pedestrian and cycle safety. Provision of a new sealed road within the existing ROW will also improve the amenity for neighbouring residents as a result of reduced road noise and dust nuisance.

### **Summary**

- 61 The Submissions 494 & 527 request residential zoning for their land being part of Lot 1 DP518803 (Gertrude's Saddlery Limited) and Lot 2 DP398656 (Larchmont Enterprises Limited). The Arthurs Point Structure Plan provided suggests that this could yield 27 residential lots (dwelling units) made up of 24 new residential lots (dwelling units) and 3 existing residential dwelling units.
- 62 In agreement with the transport evidence of Michael Smith I consider that the capacity and traffic effects at Edith Cavell Bridge are not a reason to oppose the requested zoning.
- 63 I have attached a possible access road design to allow for access to requested zoning Site. This access road includes appropriate transport infrastructure including a 5.5m minimum carriageway width and a 1.5m width footpath. To establish this infrastructure will require earthworks, retaining structures and possibly safety barriers. This road design demonstrates that it is possible to serve the requested zoning with road improvements on Atley Road, south of Mathias Terrace, and within the ROW extension of Atley Road to the Site. The design work undertaken suggests that it is possible to provide this transport infrastructure within the legal width available. The provision of road improvements would be beneficial to all road users in terms of efficiency and safety and to neighbours through reduced road noise and dust nuisance.
- 64 I have undertaken traffic modelling for the local intersections since reviewing the transport evidence of Michael Smith. Based on this I consider that these intersections can accommodate any additional traffic from the

requested zoning and no improvements are required. Any possible effects on the operational efficiency and safety of these intersections will not be noticeable. The operational efficiency and safety of these will not be noticeably affected and is not a reason to oppose the requested zoning at the Site.

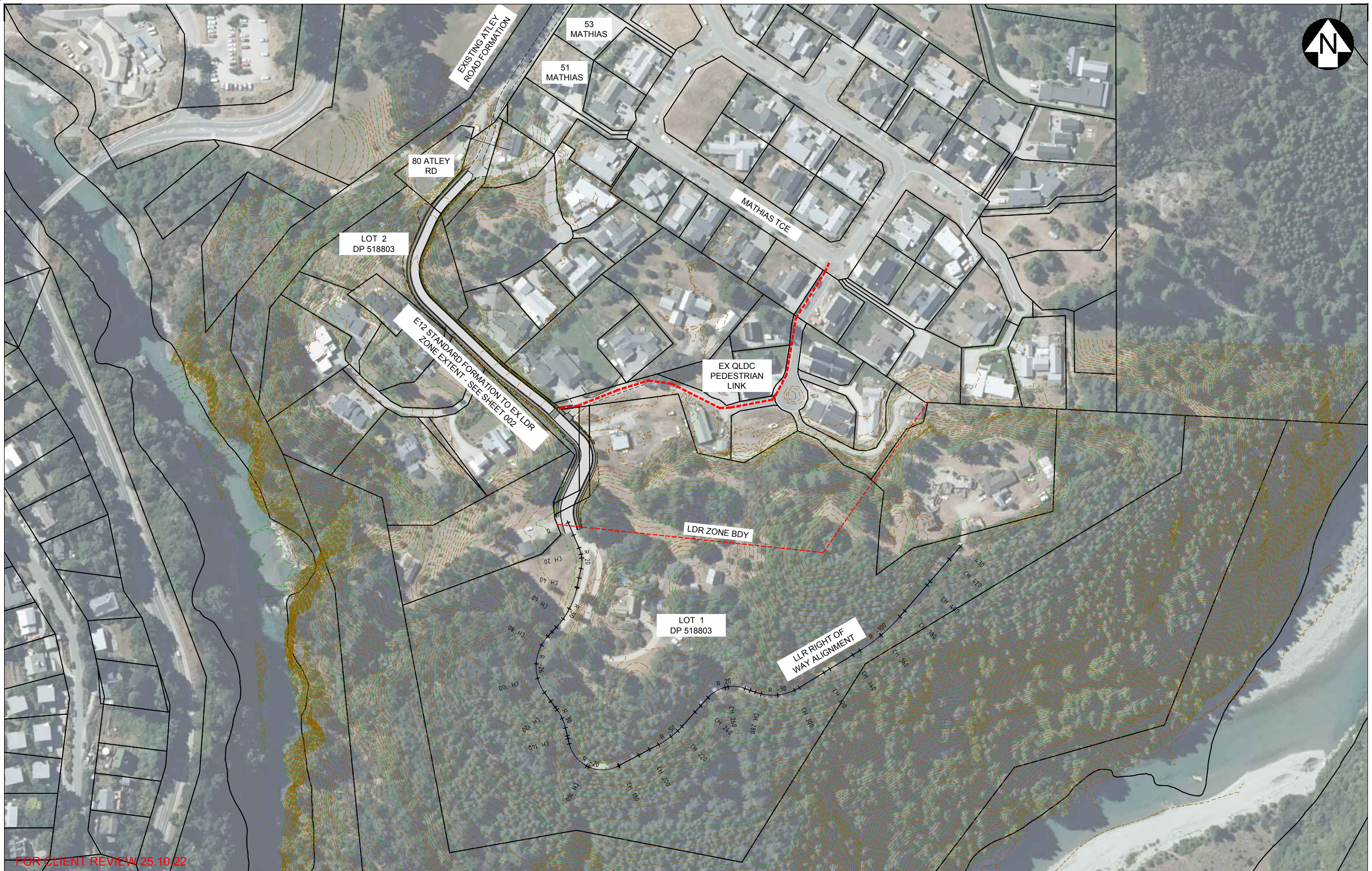


Jason Bartlett

15 November 2022

**Attachment A – Rading Overview (from Clark Fortune McDonald)**





FOR CLIENT REVIEW 25.10.22



**CLARK FORTUNE McDONALD**  
 LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS  
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Rev.	Date	Revision Details	By

## ATLEY ROAD SUBDIVISION ROADING OVERVIEW

Client	GERTRUDES SADDLERY LTD	Surveyed	Signed	Date	25.10.22	Job No.	13952	Drawing No.	E002
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	RB	Signed		Date	25.10.22	Scale	1:1000 @ A1 1:2000 @ A3	Datum & Level	MT NIC 2000 / MSL
Designed		Signed		Date		Rev.			



FOR CLIENT REVIEW 25.10.22



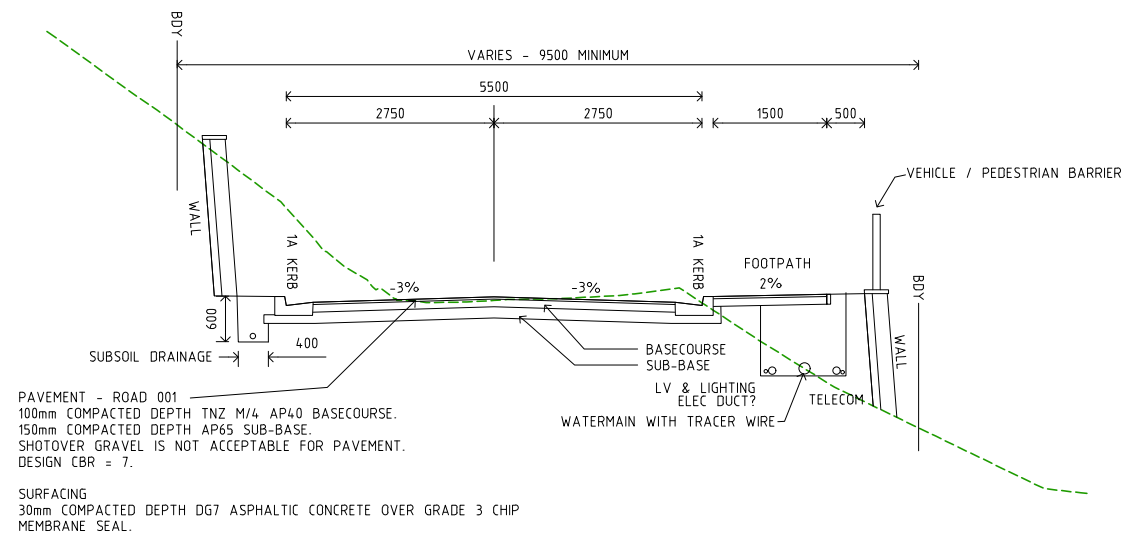
**CLARK FORTUNE McDONALD**  
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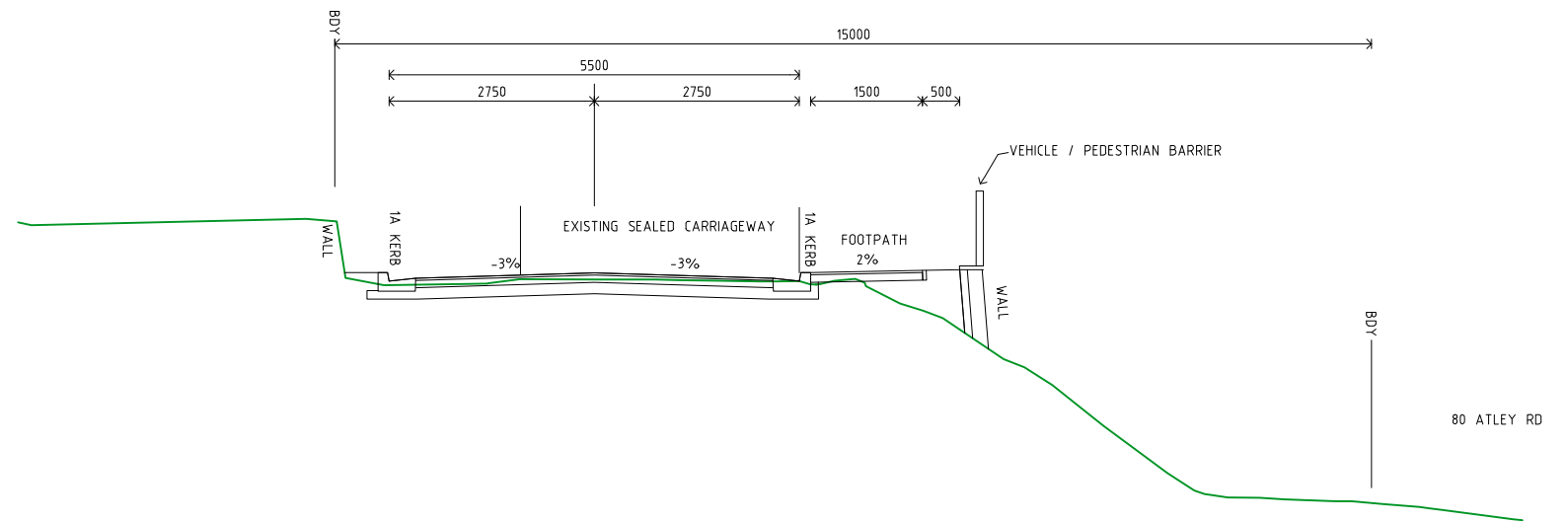
Rev.	Date	Revision Details	By

## ATLEY ROAD SUBDIVISION ENTRANCE ROAD

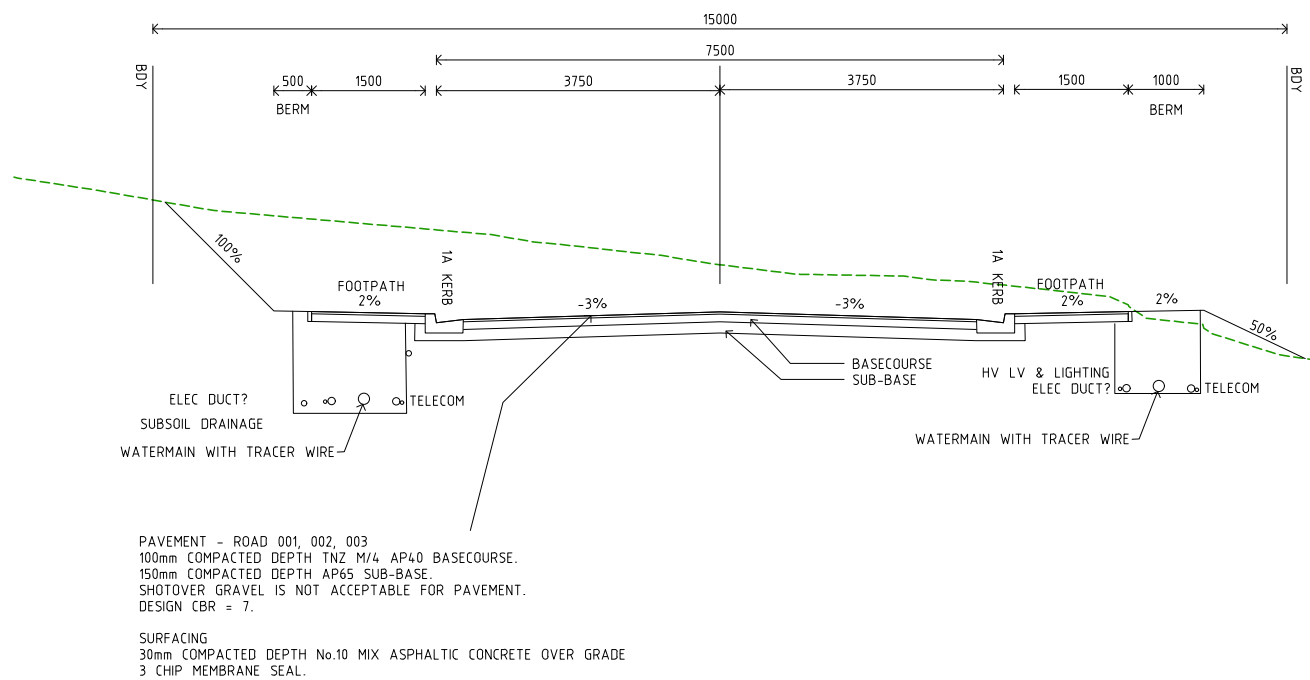
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Drawn	RB	Signed		Date	25.10.22	Scale	1:250 @ A1 1:500 @ A3	Datum & Level	MT NIC 2000 / MSL
Designed		Signed		Date				Rev.	



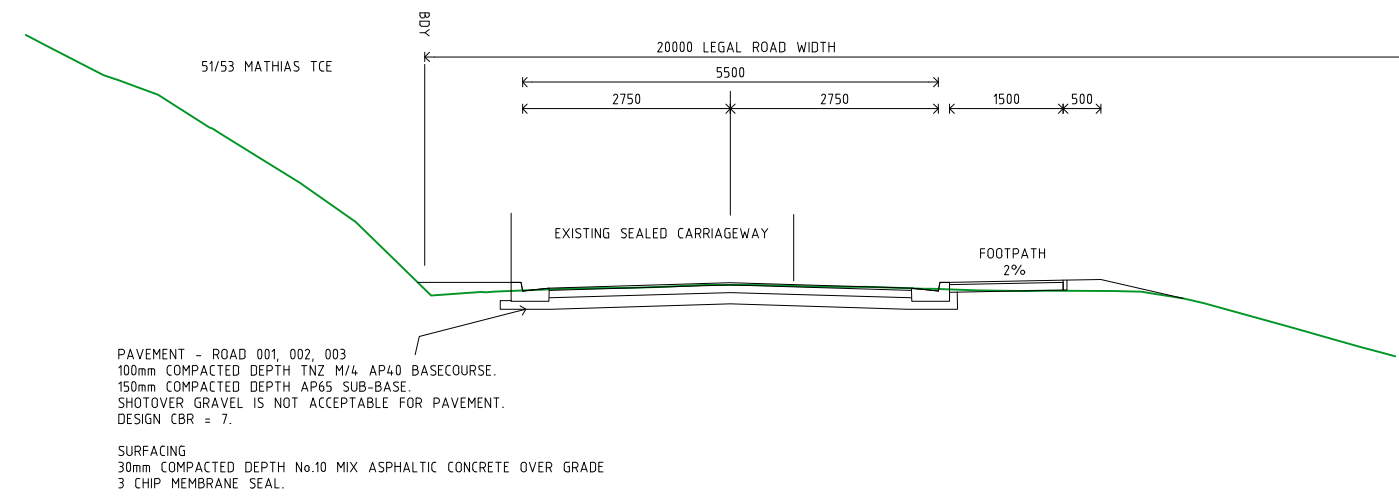
ROAD 001 - CH 100 -180



EX ATLEY ROAD OPPOSITE NUMBER 80 - FORMATION UPGRADE TO 5.5m CARRIAGEWAY



ROAD 001 - 7.5m CARRIAGEWAY



EX ATLEY ROAD OPPOSITE 53/51 MATHIAS TCE - FORMATION UPGRADE TO 5.5m CARRIAGEWAY

FOR CLIENT REVIEW 25.10.22



309 Lower Shotover Road, P.O.Box 553 Queenstown  
 Tel. (03)441-6044, Email admin@cfma.co.nz, www.cfma.co.nz

Rev.	Date	Revision Details	By
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-	-	-	-
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## ATLEY ROAD SUBDIVISION ENTRANCE ROAD - TYPICAL SECTIONS

Client	Surveyed	Signed	Date	Job No.	Drawing No.
GERTRUDES SADDLERY LTD				13952	E002
					SHEET 003
	Drawn	Signed	Date	Scale	1:50 @ A1
	RB		25.10.22		1:100 @ A3
	Designed	Signed	Date	Datum & Level	Rev.
	-		-	MT NIC 2000 / MSL	-

Notes:  
 All dimensions shown are in meters unless shown otherwise.  
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 - 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.

HORIZ CURVE DATA

VERT GEOMETRY GRADE (%)  
 VERT GRADE LENGTH (m)  
 VERT CURVE LENGTH (m)

DATUM R.L.384.00

DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
-0.02	414.51	414.53	0.00
-0.14	415.24	415.38	10.00
-0.26	415.58	415.84	14.63
-0.28	415.60	415.88	14.85
-0.29	415.62	415.91	15.06
-0.42	416.00	416.42	20.00
-0.96	416.78	417.74	30.00
-0.97	416.79	417.76	30.21
-1.10	417.20	418.30	35.52
-1.08	417.51	418.59	40.00
-1.08	417.72	418.80	43.97
-1.28	417.91	419.19	50.00
-1.27	417.94	419.21	52.41
-1.26	418.02	419.28	60.00
-0.77	418.12	418.89	70.00
-0.65	418.14	418.78	71.82
-0.24	418.22	418.46	80.00
-0.67	418.32	418.99	90.00
-0.52	418.42	418.94	100.00
0.20	418.52	418.32	110.00
0.14	418.62	418.48	119.88
0.14	418.62	418.48	120.00
-0.01	418.98	418.99	130.00
-0.01	418.99	418.99	130.12
0.05	419.84	419.79	140.00
0.06	419.87	419.81	140.35
0.11	420.41	420.30	145.16
0.12	420.96	420.84	150.00
0.05	422.08	422.04	160.00
-0.06	423.21	423.26	170.00
0.01	424.33	424.32	180.00
0.02	424.37	424.36	180.38
0.11	424.99	424.88	185.90
0.20	425.40	425.19	190.00
0.29	425.74	425.45	195.03
0.20	425.91	425.71	200.00
0.03	425.93	425.91	204.16
-0.09	425.88	425.97	210.00
-0.15	425.82	425.97	215.99
-0.11	425.79	425.89	220.00
-0.11	425.69	425.80	230.00
-0.66	425.60	426.26	240.00
-0.22	425.51	425.73	250.00
-0.06	425.48	425.54	252.36
-0.00	425.41	425.41	260.00
0.09	425.32	425.22	270.00
0.01	425.25	425.24	277.38
0.08	425.25	425.17	280.00
0.01	425.49	425.49	287.45
0.12	425.66	425.54	290.00
0.49	426.13	425.64	295.06
0.89	426.42	425.53	297.53
-0.39	426.72	427.11	300.00

LONGSECTION - ROAD 001  
 A1 HORIZ SCALE 1 : 500  
 A1 VERT SCALE 1 : 500

FOR CLIENT REVIEW 25.10.22



**CLARK FORTUNE McDONALD**  
 LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS  
 QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE

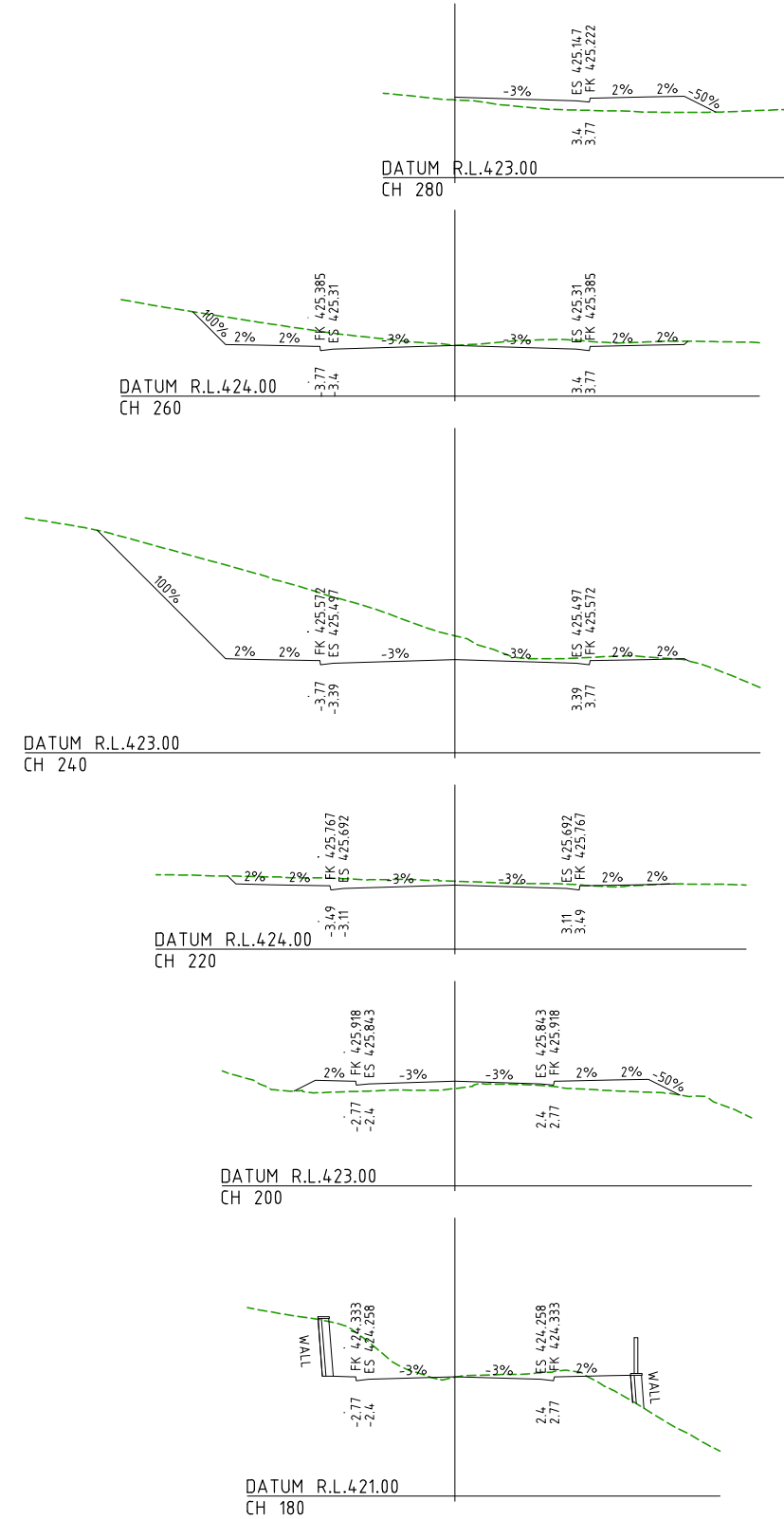
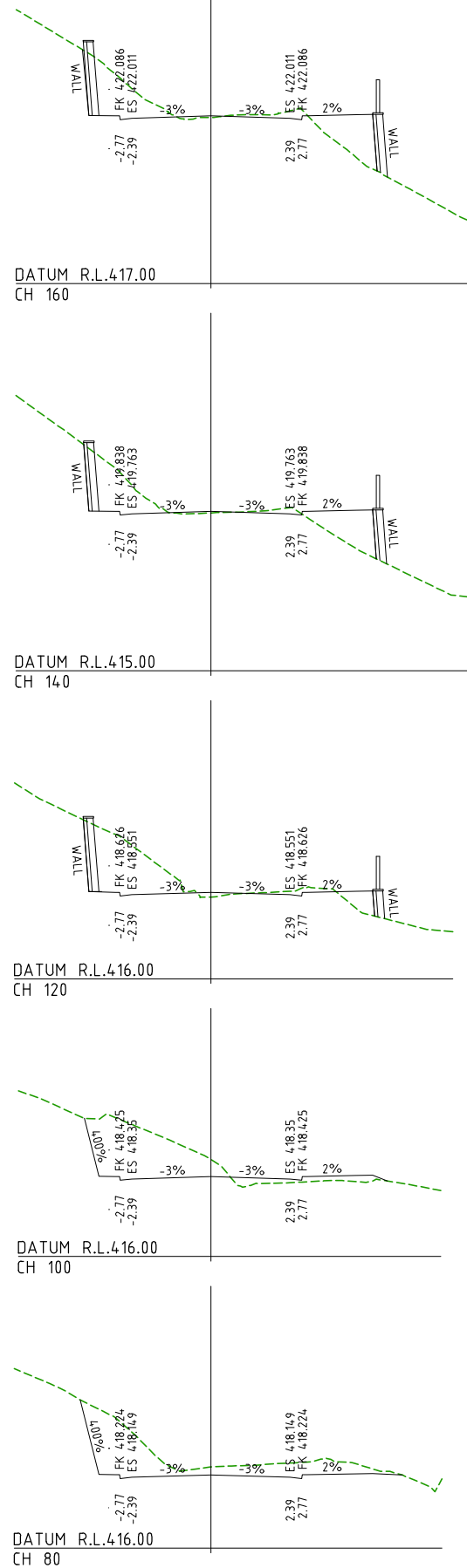
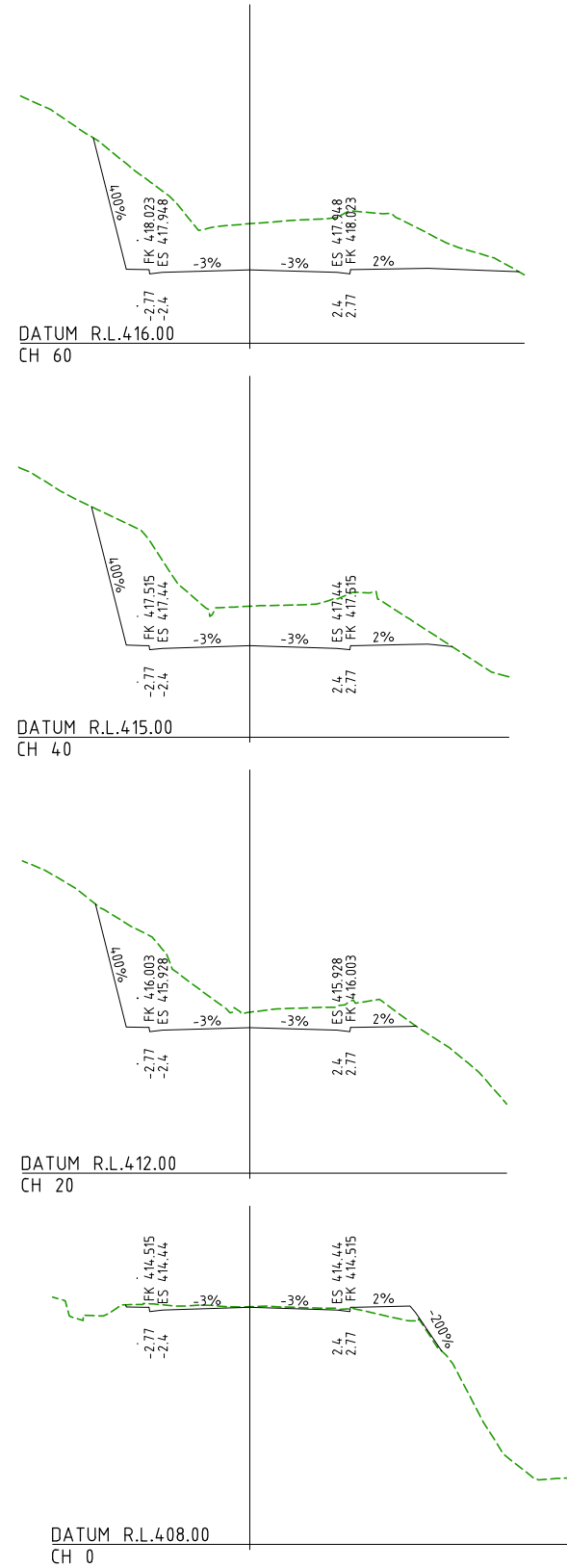
309 Lower Shotover Road, P.O.Box 553 Queenstown  
 Tel. (03)441-6044, Email admin@cfma.co.nz, www.cfma.co.nz

Rev.	Date	Revision Details	By
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-	-	-	-
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**ATLEY ROAD SUBDIVISION  
 ENTRANCE ROAD - LONGSECTION**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
GERTRUDES SADDLERY LTD				13952	E002
					SHEET 004
	Drawn	Signed	Date	Scale	
	RB		25.10.22	1:1000 @ A1 1:2000 @ A3	
	Designed	Signed	Date	Datum & Level	Rev.
	-		-	MT NIC 2000 / MSL	-

Notes:  
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FOR CLIENT REVIEW 25.10.22



**CLARK FORTUNE McDONALD**  
 LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS  
 QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE

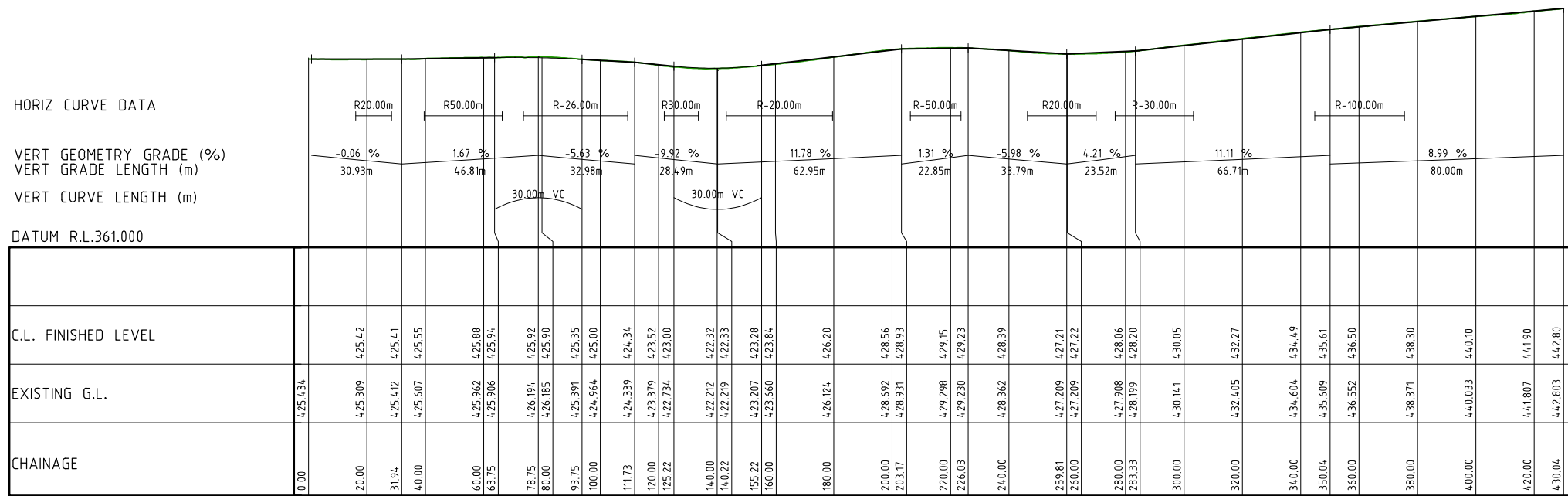
309 Lower Shotover Road, P.O.Box 553 Queenstown  
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Rev.	Date	Revision Details	By
-	-	-	-

## ATLEY ROAD SUBDIVISION ENTRANCE ROAD - SECTIONS

Client	Surveyed	Signed	Date	Job No.	Drawing No.
GERTRUDES SADDLERY LTD				13952	E002
					SHEET 005
Drawn	Signed	Date	Scale	1:100 @ A1	
RB		25.10.22		1:200 @ A3	
Designed	Signed	Date	Datum & Level	Rev.	
-		-	MT NIC 2000	-	
			/ MSL		

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LONGSECTION - LLR RIGHT OF WAY ACCESS  
 A1 HORIZ SCALE 1 : 1000  
 A1 VERT SCALE 1 : 1000

FOR CLIENT REVIEW 25.10.22



**CLARK FORTUNE McDONALD**  
 LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS  
 QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE

309 Lower Shotover Road, P.O.Box 553 Queenstown  
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**ATLEY ROAD SUBDIVISION**  
**LLR RIGHT OF WAY - LONGSECTION**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
GERTRUDES SADDLERY LTD				13952	E002
					SHEET 006
Drawn	Signed	Date	Scale	1:1000 @ A1	
RB		25.10.22		1:2000 @ A3	
Designed	Signed	Date	Datum & Level	Rev.	
-		-	MT NIC 2000	-	
			/MSL		

Notes:  
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**Attachment B – Atley Road Roundabout (from WSP Construction Drawings)**

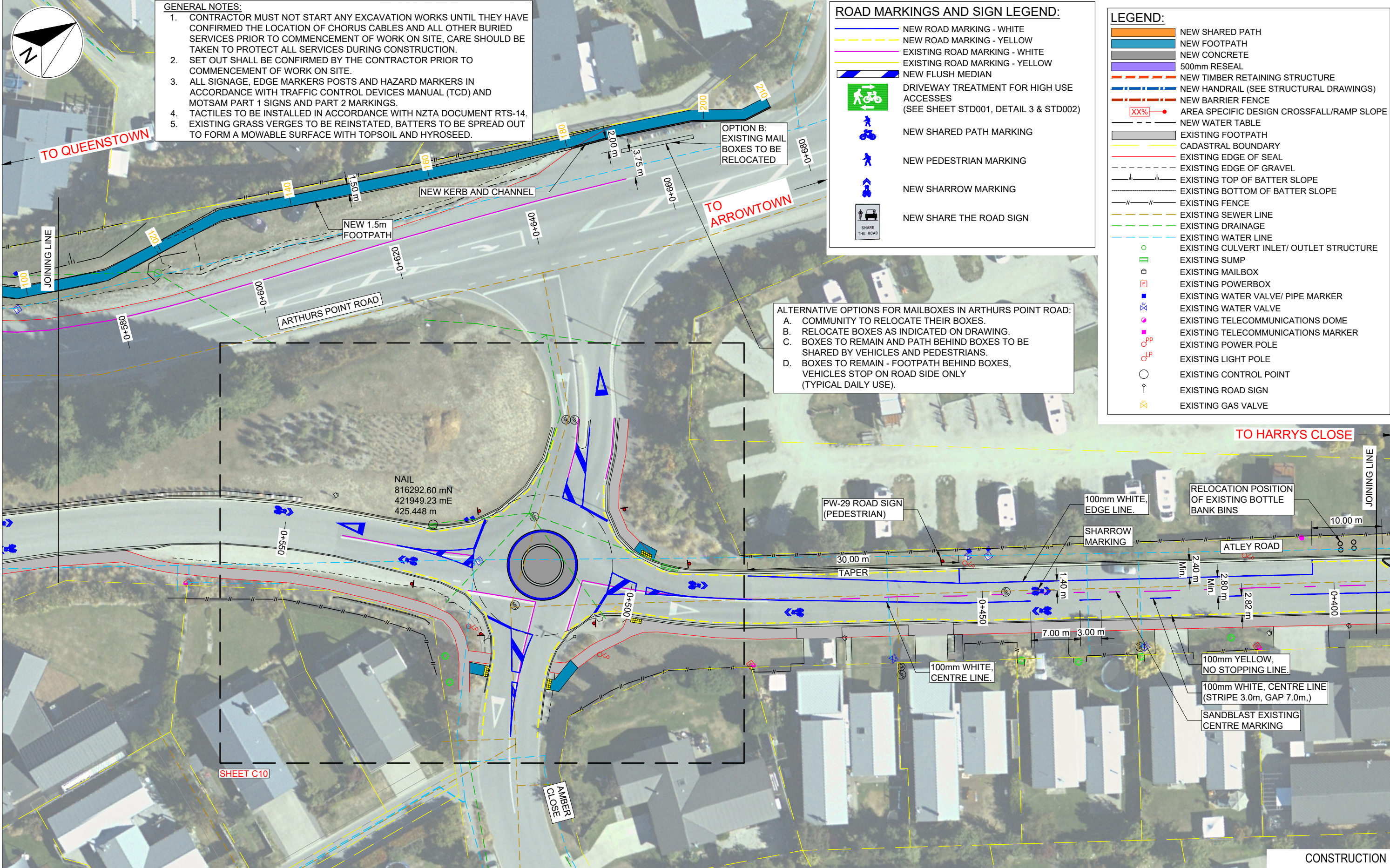


- GENERAL NOTES:**
1. CONTRACTOR MUST NOT START ANY EXCAVATION WORKS UNTIL THEY HAVE CONFIRMED THE LOCATION OF CHORUS CABLES AND ALL OTHER BURIED SERVICES PRIOR TO COMMENCEMENT OF WORK ON SITE. CARE SHOULD BE TAKEN TO PROTECT ALL SERVICES DURING CONSTRUCTION.
  2. SET OUT SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK ON SITE.
  3. ALL SIGNAGE, EDGE MARKERS POSTS AND HAZARD MARKERS IN ACCORDANCE WITH TRAFFIC CONTROL DEVICES MANUAL (TCD) AND MOTSAM PART 1 SIGNS AND PART 2 MARKINGS.
  4. TACTILES TO BE INSTALLED IN ACCORDANCE WITH NZTA DOCUMENT RTS-14.
  5. EXISTING GRASS VERGES TO BE REINSTATED, BATTERS TO BE SPREAD OUT TO FORM A MOWABLE SURFACE WITH TOPSOIL AND HYROSEED.

- ROAD MARKINGS AND SIGN LEGEND:**
- NEW ROAD MARKING - WHITE
  - NEW ROAD MARKING - YELLOW
  - EXISTING ROAD MARKING - WHITE
  - EXISTING ROAD MARKING - YELLOW
  - NEW FLUSH MEDIAN
  - DRIVEWAY TREATMENT FOR HIGH USE ACCESSES (SEE SHEET STD001, DETAIL 3 & STD002)
  - NEW SHARED PATH MARKING
  - NEW PEDESTRIAN MARKING
  - NEW SHARROW MARKING
  - NEW SHARE THE ROAD SIGN

- LEGEND:**
- NEW SHARED PATH
  - NEW FOOTPATH
  - NEW CONCRETE
  - 500mm RESEAL
  - NEW TIMBER RETAINING STRUCTURE
  - NEW HANDRAIL (SEE STRUCTURAL DRAWINGS)
  - NEW BARRIER FENCE
  - AREA SPECIFIC DESIGN CROSSFALL/RAMP SLOPE
  - NEW WATER TABLE
  - EXISTING FOOTPATH
  - CADASTRAL BOUNDARY
  - EXISTING EDGE OF SEAL
  - EXISTING EDGE OF GRAVEL
  - EXISTING TOP OF BATTER SLOPE
  - EXISTING BOTTOM OF BATTER SLOPE
  - EXISTING FENCE
  - EXISTING SEWER LINE
  - EXISTING DRAINAGE
  - EXISTING WATER LINE
  - EXISTING CULVERT INLET/ OUTLET STRUCTURE
  - EXISTING SUMP
  - EXISTING MAILBOX
  - EXISTING POWERBOX
  - EXISTING WATER VALVE/ PIPE MARKER
  - EXISTING WATER VALVE
  - EXISTING TELECOMMUNICATIONS DOME
  - EXISTING TELECOMMUNICATIONS MARKER
  - EXISTING POWER POLE
  - EXISTING LIGHT POLE
  - EXISTING CONTROL POINT
  - EXISTING ROAD SIGN
  - EXISTING GAS VALVE

- ALTERNATIVE OPTIONS FOR MAILBOXES IN ARTHURS POINT ROAD:**
- A. COMMUNITY TO RELOCATE THEIR BOXES.
  - B. RELOCATE BOXES AS INDICATED ON DRAWING.
  - C. BOXES TO REMAIN AND PATH BEHIND BOXES TO BE SHARED BY VEHICLES AND PEDESTRIANS.
  - D. BOXES TO REMAIN - FOOTPATH BEHIND BOXES, VEHICLES STOP ON ROAD SIDE ONLY (TYPICAL DAILY USE).



SHEET C10

CONSTRUCTION

1:500 @ A3

**NOTE:**  
THIS DRAWING IS TO BE REPRODUCED IN COLOUR.

Revision	Amendment	Approved	Revision Date
A	DRAFT FOR COMMENT		
1	ISSUED FOR CONSTRUCTION	HvZ	02/07/20
2	CHANGE NOTE AS SHOWN	HvZ	08/09/20



<b>wsp</b>		
Queenstown Office +64 3 451 0360		
PO Box 2323 Queenstown 9300 New Zealand		
Designed	Approved	Approved Date
G. VAN NIEKERK	HENRI VAN ZYL	02/07/20
Drawn	Scales	
G. VAN NIEKERK	1:500 (A3)	

Project		
QUEENSTOWN LAKES DISTRICT COUNCIL ARTHURS POINT CYCLE & PEDESTRIAN IMPROVEMENTS: 0.45 - 1.80 NEW SHARED PATH AND FOOTPATH, RHS		
Sheet		
LAYOUT		
Project No.	Sheet No.	Revision
6-XQ065.48	C03	2





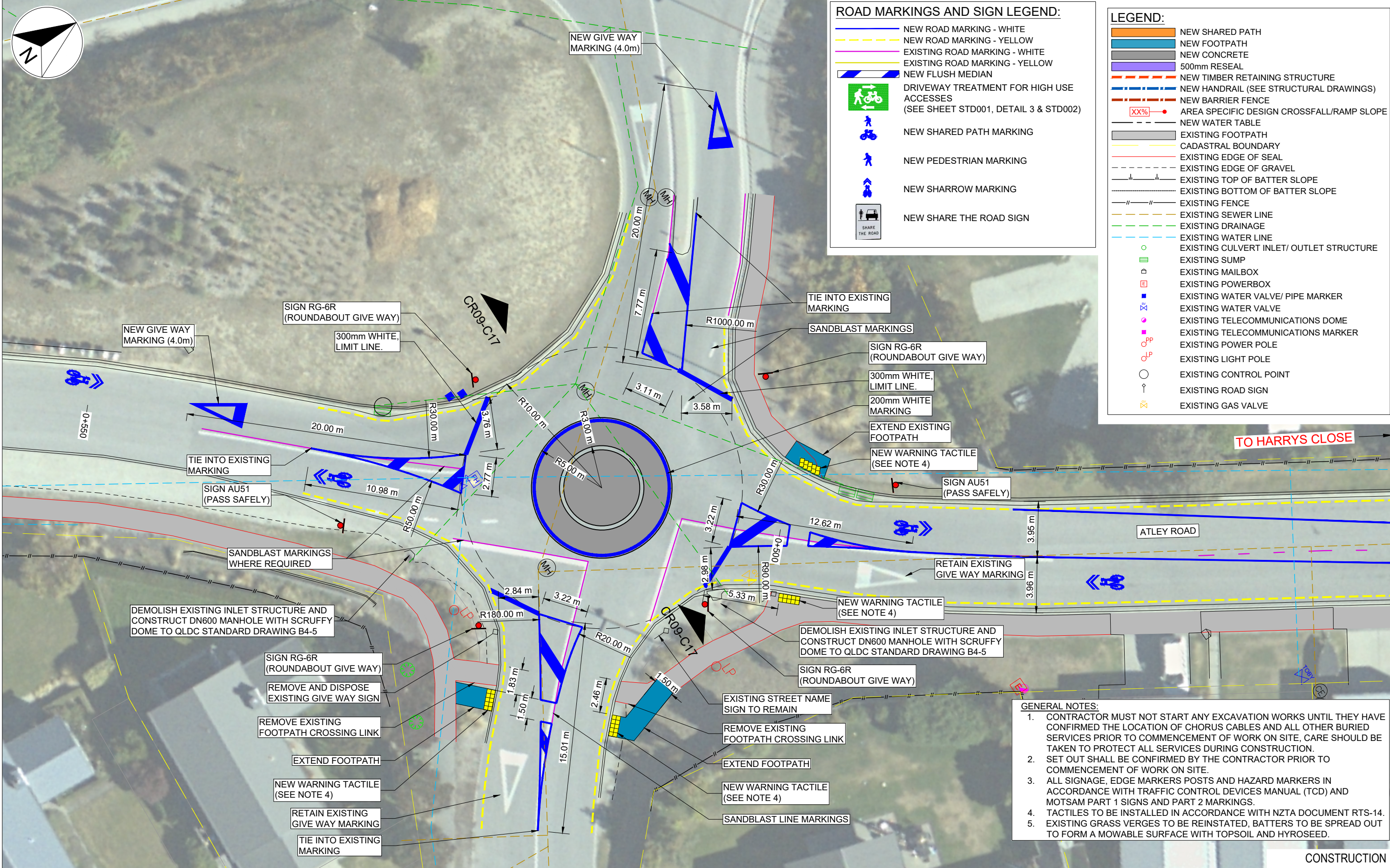
**ROAD MARKINGS AND SIGN LEGEND:**

- NEW ROAD MARKING - WHITE
- NEW ROAD MARKING - YELLOW
- EXISTING ROAD MARKING - WHITE
- EXISTING ROAD MARKING - YELLOW
- NEW FLUSH MEDIAN
- DRIVEWAY TREATMENT FOR HIGH USE ACCESSES (SEE SHEET STD001, DETAIL 3 & STD002)
- NEW SHARED PATH MARKING
- NEW PEDESTRIAN MARKING
- NEW SHARROW MARKING
- NEW SHARE THE ROAD SIGN

**LEGEND:**

- NEW SHARED PATH
- NEW FOOTPATH
- NEW CONCRETE
- 500mm RESEAL
- NEW TIMBER RETAINING STRUCTURE
- NEW HANDRAIL (SEE STRUCTURAL DRAWINGS)
- NEW BARRIER FENCE
- AREA SPECIFIC DESIGN CROSSFALL/RAMP SLOPE
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- EXISTING WATER VALVE/ PIPE MARKER
- EXISTING WATER VALVE
- EXISTING TELECOMMUNICATIONS DOME
- EXISTING TELECOMMUNICATIONS MARKER
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING CONTROL POINT
- EXISTING ROAD SIGN
- EXISTING GAS VALVE

150 mm  
100  
50  
10 mm  
0



**GENERAL NOTES:**

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**NOTE:**  
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Revision	Amendment	Approved	Revision Date
A	DRAFT FOR COMMENT		
1	ISSUED FOR CONSTRUCTION	HvZ	02/07/20
2	REVISIONS	HvZ	08/09/20



<b>wsp</b>		Queenstown Office +64 3 451 0360		PO Box 2323 Queenstown 9300 New Zealand	
Designed	G. VAN NIEKERK	Approved	HENRI VAN ZYL	Approved Date	02/07/20
Drawn	G. VAN NIEKERK	Scales	1:250 (A3)		

Project QUEENSTOWN LAKES DISTRICT COUNCIL ARTHURS POINT CYCLE & PEDESTRIAN IMPROVEMENTS: 0.45 - 1.80 NEW SHARED PATH AND FOOTPATH, RHS					
Sheet LAYOUT					
Project No.	6-XQ065.48	Sheet No.	C10	Revision	2

1:250 @ A3