

**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 the Queenstown Lakes District Proposed District Plan,
Hearing Stream 14 – Wakatipu Basin rezoning

AND

IN THE MATTER Submission 2332, Middleton Family Trust

SUMMARY OF EVIDENCE OF JASON BARTLETT

12th July 2018

INTRODUCTION

- 1 My name is Jason Bartlett. I am an experienced traffic and transportation engineer.
- 2 In this matter I have been engaged by the land owners and Submitters, Middleton Family Trust (2332), to provide traffic engineering advice relating to access to the zone change requested in their Submission, 2332.
- 3 Since preparing my Statement of Evidence I have reviewed the rebuttal evidence of:
 - (a) Mr David Smith, Traffic and Transport Evidence, which does not make any response with respect to this Submission, refer Section 2.2; and
 - (b) Mr Marcus Langman, Planning Evidence, which notes my Statement of Evidence Section 7.6.

SUBMISSION

- 4 The Submission (2332) requests the extension of the Wakatipu Basin Lifestyle Precinct to the west to include land at the end of Tucker Beach Road. The zone change requested could result in a total yield of 200 low density residential lots and 9 rural residential lots which would be accessed from Tucker Beach Road.

TRANSPORT ENVIRONMENT AND ASSESSMENT

- 5 NZTA have committed to upgrade and improve safety at the intersection of Tucker Beach Road with SH6. It is believed that this upgrade will allow for the additional traffic generated by the proposed zone change.
- 6 It is likely that increased traffic on Tucker Beach Road would have an effect on the operation and efficiency of the intersection with Ferry Hill Drive (access to Quail Rise). I consider that engineering works at this intersection will accommodate traffic generated from the zone change requested.
- 7 A portion of Tucker Beach Road approaching the requested zone change does not meet the Council's current standards for the number of existing properties served. This section of road would need to be upgraded and widened to meet the current Council roading standards and to accommodate traffic generated by the zone change requested.

COUNCIL TRAFFIC AND TRANSPORT EVIDENCE

- 8 In his evidence, Mr Smith, has considered the possible effects for this zone change and that these can be minimised through committed NZTA works. I note that the Council Traffic and Transport evidence does not oppose the zone change requested.

CONCLUSION

- 9 Based on my initial assessment I expect that engineering works would be required at the time of subdivision. I consider that with engineering works the anticipated traffic as a result of the Submission can be accommodated within the local transport network.
- 10 I consider that the extent of these engineering works can be assessed at the time of any future subdivision.

Jason Bartlett

12th July 2018