

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

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

1 February 2023

Submitter's solicitors:

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**anderson
lloyd.**

Introduction

- 1 My full name is Jason Alexander Bartlett. My experience and qualifications are set out in my Statement of Evidence dated 15 November 2022.
- 2 I also note the recently issued Environment Court Practice Note 2023 and revised Code of Conduct for Expert Witnesses. I have read and agree to comply with this revised Code of Conduct for Expert Witnesses.
- 3 Since preparation of my Statement of Evidence I have:
 - (a) Reviewed the Rebuttal Evidence of Michael Smith.
 - (b) Worked with the designers to amend the ROW design (extension of Atley Road) which provides access to the site.
 - (c) Discussed the revised ROW design with Mr Smith.
 - (d) Reviewed the Statement of Evidence of the Arthurs Point Community Association (APCA) with respect to Atley Road being part of an active transport (walking and cycling) network.
- 4 In his rebuttal evidence Mr Smith noted that the relief sought is less than he initially understood. The zoning requested being 27 residential lots as identified in my Statement of Evidence¹. Mr Smith also accepted my assessment of traffic effects at the roundabout intersection of Atley Road with Amber Close and the T-intersection of Atley Road with Arthurs Point Road. I note that the transport effects at these intersections, with respect to delay and queuing (operational efficiency) and safety, will not be noticeable.
- 5 Mr Smith, in his rebuttal evidence, raised concerns with the proposed access road design and the access alignment and grade to serve 94 – 108 Atley Road. Although, Mr Smith did acknowledge that this element may be resolved during any future Resource Consent and/or Engineering Approvals process. However, this also provides an opportunity to refine the access design and test the design flexibility to accommodate minor changes to satisfy Mr Smith's concern. I have attached a revised design provided by the designers at Clark Fortune McDonald (CFM), refer Attachment A. In subsequent discussion with Mr Smith we agree that a

¹ For completeness, the focus of my evidence has been on the addition of 27 residential within the requested rezoning, refer 28. I have also assessed cumulative effect of this alongside the operative LDRZ portion of the Site (refer 22), together the GSL and LEL land could yield approximately 41 new residential lots.

new road can be constructed fully within the land available to GSL which would be appropriate to service the rezoning requested.

- 6 Overall, Mr Smith and I agree that the local transport network can, with appropriate improvements, serve both the current zoning and the requested rezoning with no noticeable adverse transport effects.
- 7 The Arthurs Point Community Association (APCA) have commented within their Submission that Atley Road is part of an Active Transport route between Queenstown and Arthurs Point. I note my previous comments in my Statement of Evidence (Paragraph 25) where I note that the southern portion of Atley Road (south of Mathias Terrace) is provided as a shared area allowing for pedestrians and cyclists to share the road with vehicles. To the north of Mathias Terrace Atley Road, it is formed as a shared space where cycles share the road with vehicles whilst pedestrians have a separate footpath.
- 8 Based on the total number of dwellings served by Atley Road I have stated that Atley Road is expected to be a Figure E12 road type, being a local road serving up to 200 dwelling units. This road type provides for active transport through footpaths to separate pedestrian from other users, whilst cyclists are expected to share the carriageway. This is exactly the same methodology used to support active travel modes on Atley Road to the north of Mathias Terrace. The recommended Figure E12 road type is therefore the appropriate road type within the urban environment which allows for the current and future use of this road by active travel modes.
- 9 The QLDC proposal² to improve active transport (pedestrian and cycle) links between Arthurs Point (McChesney Bridge) and Queenstown includes a 2.5m shared trail to facilitate shared walking and cycling. This trail will be located against Gorge Road which is a rural arterial road type with a 80km speed limit and the typical operating speed is also 80km/hr. In this road environment a separate shared path is preferred as it provides a safer solution for both pedestrians and cyclists who are not required to share the road space with the faster vehicles. This approach is not necessary on a local urban road environment such as Atley Road where vehicles speeds are considerably reduced meaning that it is possible for cyclists (and pedestrians if necessary) to share the road space with vehicles. For this reason it is normal to have different approaches to the provision of active travel links between the arterial rural and local urban road environments.

² Information from QLDC website <https://www.qldc.govt.nz/services/transport-and-parking/way-to-go/whakatipu-active-travel-network> Route C5: Arthurs Point to Queenstown improvements.

- 10 To reiterate, the suggested Figure E12 road type is appropriate to provide for active travel modes within the urban environment of Atley Road. And, with respect to the northern sections of Atley Road (north of Mathias Terrace) upgrades are not required to accommodate current and future active transport modes.
- 11 I consider that the rezoning requested can be appropriately accessed from the local road network and, in agreement with Mr Smith, I consider that there not transport reasons to oppose the requested zoning.

A handwritten signature in blue ink, appearing to read 'JB', is written over a horizontal line.

Jason Bartlett

1 February 2023

Attachment A – Revised Roding Overview (from Clark Fortune McDonald)



FOR CLIENT REVIEW 25.01.23



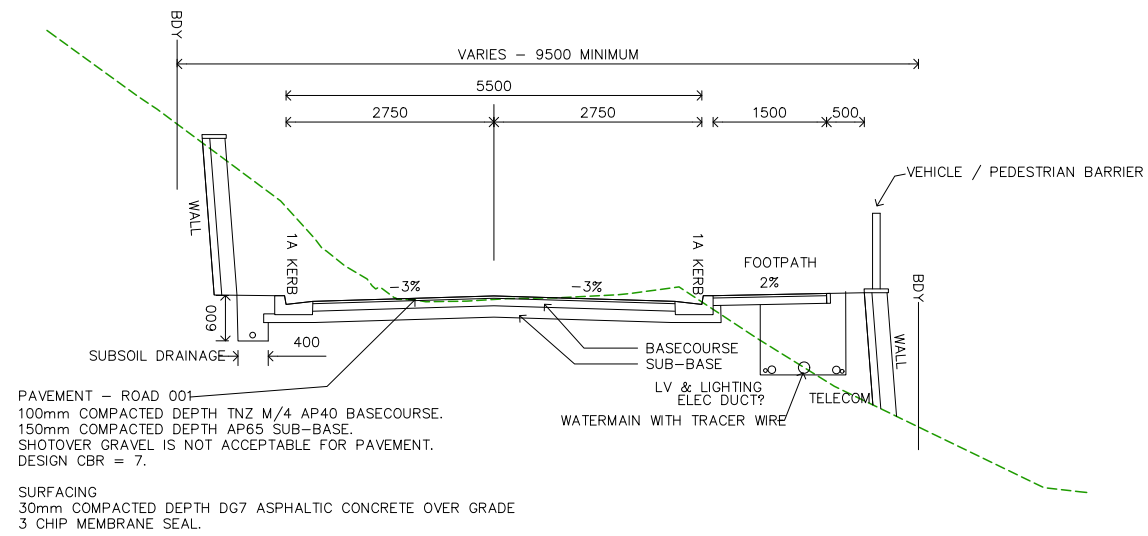
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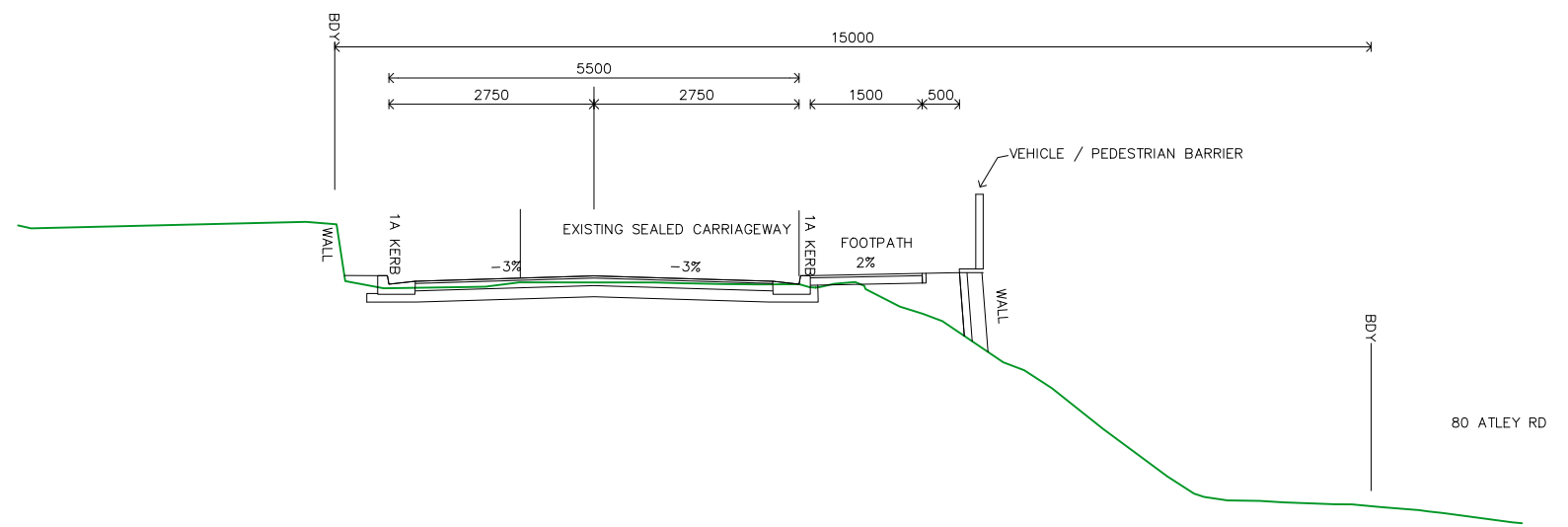
Rev.	Date	Revision Details	By

ATLEY ROAD SUBDIVISION ENTRANCE ROAD

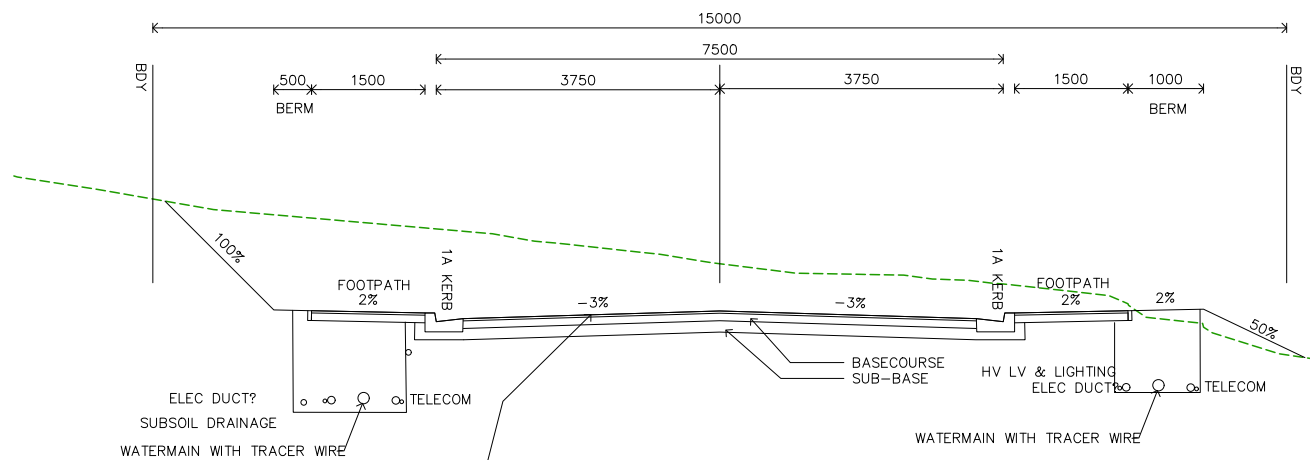
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Designed		Signed		Date		Datum & Level	MT NIC 2000 / MSL		



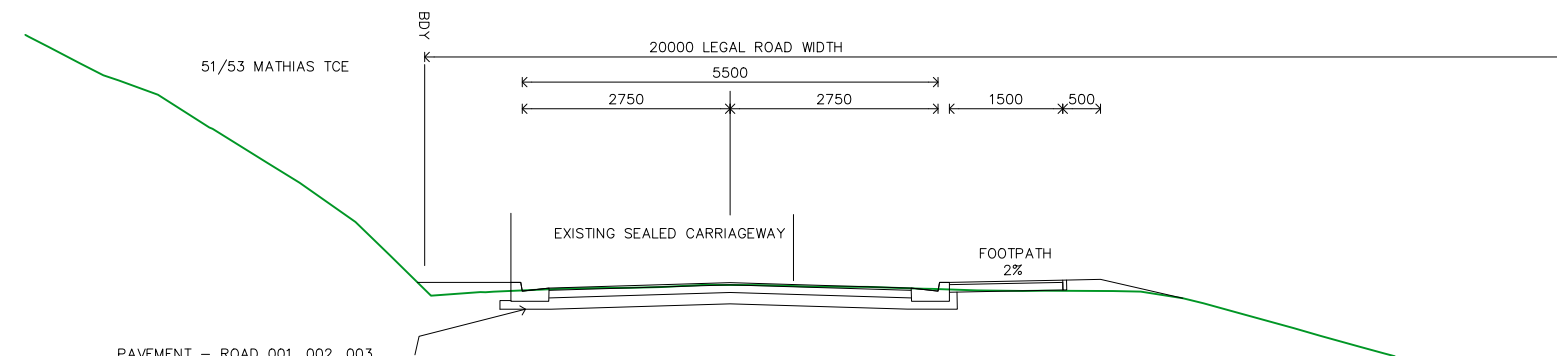
ROAD 001 - CH 100 -180



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

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ATLEY ROAD SUBDIVISION ENTRANCE ROAD - TYPICAL SECTIONS

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	Designed	Signed	Date	Datum & Level MT NIC 2000 / MSL	Rev. -

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

FOR CLIENT REVIEW 25.01.23



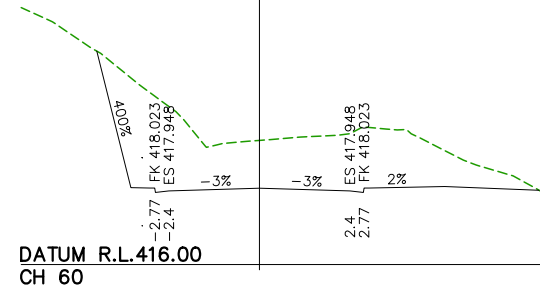
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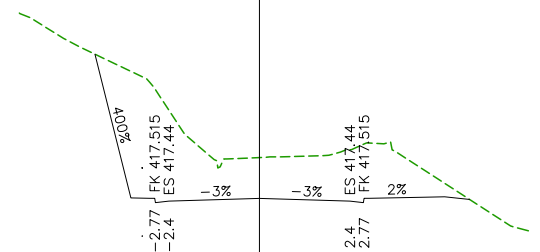
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**ATLEY ROAD SUBDIVISION
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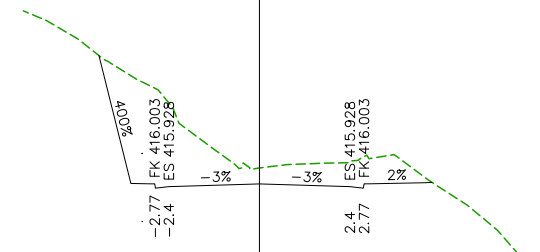
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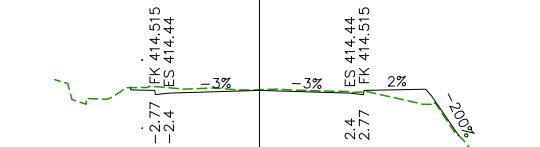
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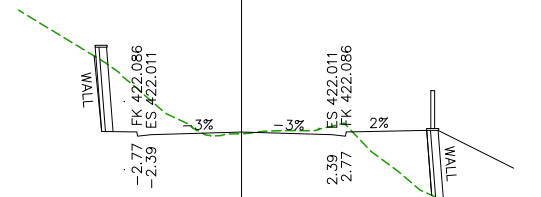
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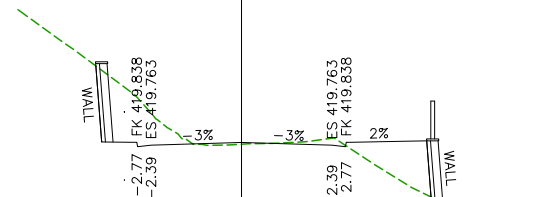
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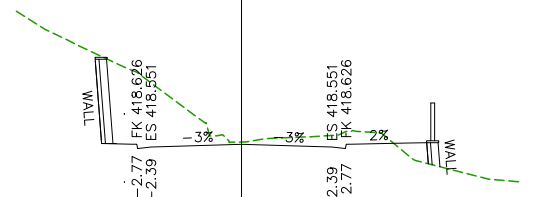
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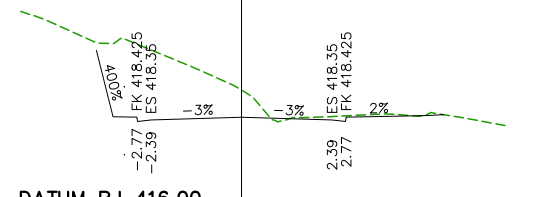
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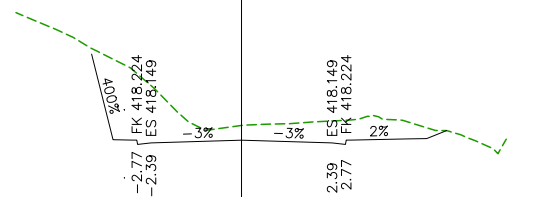
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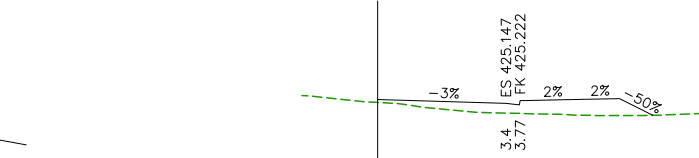
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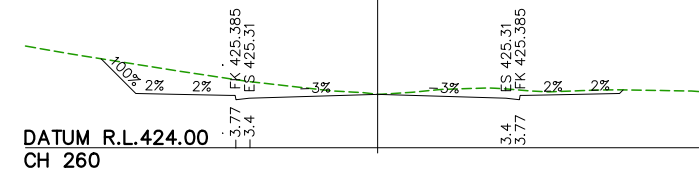
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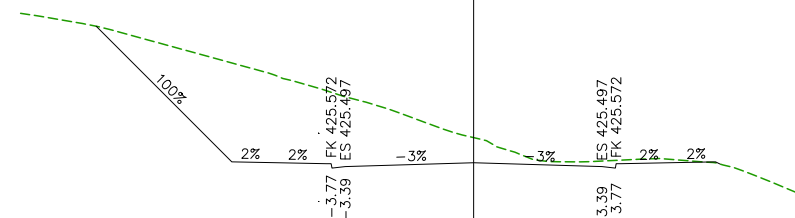
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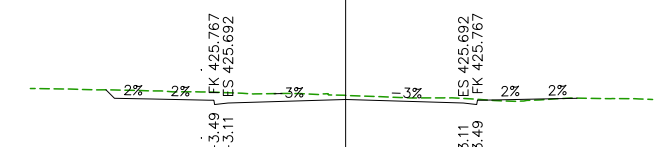
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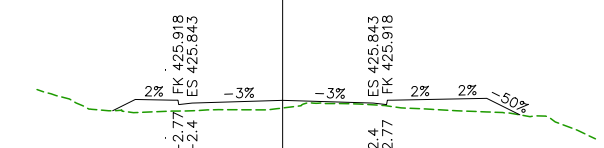
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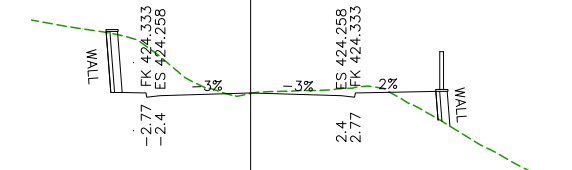
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CH 240



DATUM R.L.424.00
CH 220



DATUM R.L.423.00
CH 200



DATUM R.L.421.00
CH 180

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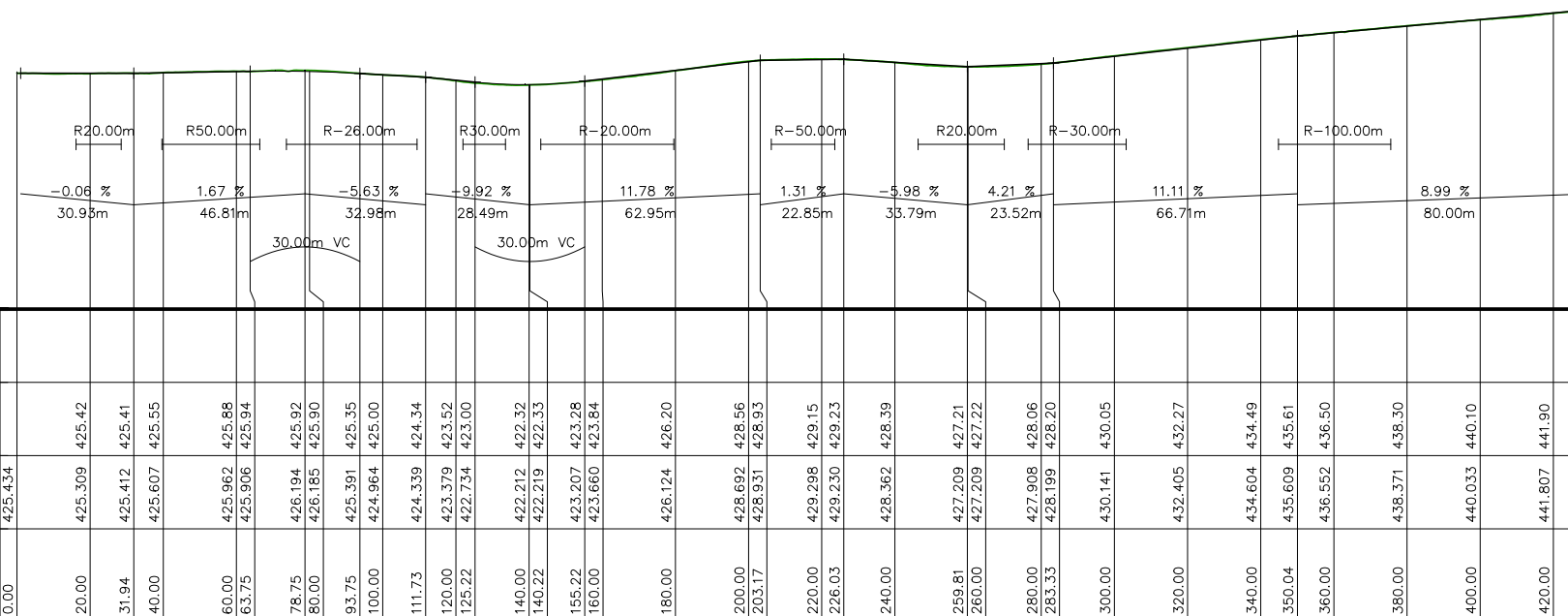
ATLEY ROAD SUBDIVISION ENTRANCE ROAD - SECTIONS

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HORIZ CURVE DATA

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 VERT GRADE LENGTH (m)
 VERT CURVE LENGTH (m)

DATUM R.L.361.000



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

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**ATLEY ROAD SUBDIVISION
 LLR RIGHT OF WAY - LONGSECTION**

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