

**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 Hearing Stream 13 – Queenstown Mapping

AND

IN THE MATTER Submission 338, Middleton Family Trust

**SUMMARY OF EVIDENCE OF JASON BARTLETT
17 August 2017**

- 1 My name is Jason Bartlett.
- 2 My Evidence in Chief dated 9 June 2017 outlines my experience and qualifications relevant to this evidence in respect of the Queenstown Mapping Hearings of the Proposed District Plan.
- 3 Since preparation of my Evidence in Chief I have reviewed:
 - (a) The rebuttal evidence of Ms Wendy Banks for QLDC; and
 - (b) The evidence of Mr Andrew Carr for Oasis in the Basin Foundation (FS1289).
- 4 The proposed zone change could result in a maximum yield of 1105 low density lots and 45 rural residential lots.
- 5 The proposed zone change will provide transport links to SH6 via:
 - (a) A new road directly from the SH6/Hawthorne Drive Roundabout utilising the 4th approach; and/or
 - (b) The existing Tucker Beach Road.
- 6 It is proposed to develop both access options such that traffic to the proposed zone change can be distributed across two potential SH6 intersections.
- 7 The new road from the SH6/Hawthorne Drive Roundabout will be constructed to current guidance including the QLDC Code of Practice. It is likely that there will be a need some intersection improvements to increase capacity at the intersection which would be furthered investigated with NZTA.
- 8 NZTA are currently looking at grade separated intersection improvements at the existing Tucker Beach Road intersection with SH6. The primary driver for these improvements is safety although the proposed intersection type will bring significant capacity improvements, which are likely to accommodate the proposed zone change.
- 9 The proposed zone change will also require some improvements to Tucker Beach Road to accommodate the anticipated increased traffic flow.
- 10 I Note Ms Banks Concerns regarding the capacity of the SH6/Hawthorne Drive Roundabout to accommodate traffic flow

increase from this zone change and others proposed in the Frankton Flats North area. The ability to distribute additional traffic over this SH6 roundabout intersection and the Tucker Beach Road intersection will reduce traffic effects at the roundabout.

- 11 State Highway traffic effects will be of concern to NZTA. If the zone change proceeds these concerns would be investigated with NZTA in order to manage any effects to a point which is acceptable.
- 12 Mr Carr considered that all access should be via Tucker Beach Road. This route, with an improved intersection at SH6, would be more viable and capable of accommodating increased traffic. I support this statement. However, I would consider that two possible access routes would be desirable to better distribute traffic onto the existing road network.
- 13 These detailed elements relating to traffic and access would be further investigated. It is likely that a large part of this would include discussion with NZTA to manage traffic effects on the state highway network.

Jason Bartlett

9 June 2017