
In the Matter of: The Resource Management Act
1991

and

In the Matter of: the Queenstown Lakes
Proposed District Plan

and

In the matter of: Hearing Stream 12 – Upper
Clutha Mapping

**Summary of Statement of Evidence
Andrew Metherell**

For Submitter 149: M Beresford

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14 June 2017

Summary Statement of Evidence of Andrew Metherell, BE(Hons) MIPENZ CPEng IntPE(NZ)

Evidence Summary

1. My name is Andrew Alan Metherell and my qualifications and experience are set out in my evidence in chief dated 4 April 2017. The scope of my evidence is to assess the transportation elements of the submission by Mike Beresford seeking large lot and low density residential zoning on the southern part of the block of land known as Sticky Forest.
2. The site currently has no point of legal access, such that a non-complying activity status is being sought subject to amongst other things obtaining acceptable access. The site lies between areas that have been zoned for residential development that are currently being developed. The transport network in the area operates with traffic volumes consistent with the residential environment.
3. Access from the site will need to be via either existing or proposed local roads. I have investigated options to access these existing and proposed local roads, and in my opinion access via the Northlake site would be the most efficient. Whilst other options may be possible, further investigation will be required and connections would cross existing or proposed reserve areas. I have recommended various assessment matters associated with future assessment of the internal road network and access provisions, including the ability of the local road network to accommodate additional traffic.
4. In the wider area QLDC has broad plans for improvements to the transport network identified through a business case process. I consider the comparably small addition of around 150 households to the north of Wanaka (where there is to be a total of about 3,000 households) will have negligible impact on the need for and timing of wider area transport network improvements.
5. My assessment against relevant transport objectives and policies shows that the site can be developed in a way that is generally consistent with those objectives and policies.

Rebuttal Evidence of Wendy Banks

6. I have read the rebuttal evidence of Wendy Banks dated 5 May 2017. At paragraph 4.5, she discusses the lack of any road provisions that would provide for connection from Sticky Forest to the Northlake Structure Plan. For clarity, my evidence in chief at paragraph 42 was highlighting that the operative Northlake Special Zone rules include Council discretion as part of considering Outline Development Plan applications; such as:

- (i) Rule 12.34.2.3(b), 12.34.2.3(k) which allow Council to assess the roading pattern and integration with existing development, and with other sites where Outline Development Plans have been approved; and
 - (ii) Rule 12.34.3 which provides for potential notification of an adjoining landowner with a consent application subject to an Outline Development Plan where they could be affected by the proposed roading connection.
7. At paragraph 4.6 Ms Banks references an approved Outline Development Plan for Northlake, and at paragraph 4.8 disagrees with my position that road layouts can be addressed in later planning processes. I have included a copy of the approved Outline Development Plan (Attachment A), and note that it covers about 33 hectares on an eastern part of the site and includes provision for approximately 430 houses, or 25% to 30% of the expected development capacity. As the land between Sticky Forest and the approved ODP area would include approximately 66 hectares of residential development and is yet to have an approved Outline Development Plan, I consider there is still flexibility to allow for integration of the two sites from a transportation perspective. Clearly that will require some negotiation between respective developers.
8. Just as there is some uncertainty in relation to the road network that may support Sticky Forest, there is also uncertainty how the future road network in Northlake will develop beyond the approved ODP area, as the Structure Plan does not define a road network (Attachment B). Northlake is being developed to accommodate about 1,500-1,600 households, more than ten times the size of the proposed Sticky Forest development, yet external access connections at the western part of the site are not defined in the Structure Plan, and have been left for later planning processes. A particular area of uncertainty is whether Peak View Ridge will be utilised as a secondary point of access.
9. With Peak View Ridge, there would be opportunity for a quite direct link to the arterial network from the Sticky Forest area. As part of the Northlake Environment Court appeal, I assessed use of that road with 370 households, which requires a Collector Road standard. That road type provides for through traffic, as well as property access. I consider the additional traffic generated by up to a further 150 households would remain well within the traffic carrying expectation of a Collector Road formation and function.
10. Even if Peak View Ridge is not further developed, the approved Outline Development Plan includes a primary east-west road, Northlake Drive, which is in accordance with the Structure Plan road alignment, and could readily be extended further west. From the

information available on the Outline Development Plan, it appears to be a median divided road with low levels of direct property access and includes adjoining off-road paths for pedestrians and cyclists. In my experience, such a road configuration has traffic carrying capacity typical of an important Collector Road. In my opinion, it is a configuration with flexibility to accommodate additional traffic from Sticky Forest.

11. On that basis I disagree with Ms Banks that there is not flexibility through future planning processes to account for connectivity between Sticky Forest and Northlake, or even other undeveloped land such as Kirimoko. In my experience, on-going planning for and development of road networks between adjoining blocks of land represents good integrated landuse and transport planning.
12. I also disagree with Ms Banks statement at Paragraph 4.9 that I have not considered potential additional traffic, through either Northlake or the other potential routes. My evidence in chief set out in some detail the potential viability and capacity of different access routes to be a primary or secondary point of access.
13. Recognising the current legal access constraint on further development of a road network in a Structure Plan at this stage, the proposed rule provisions presented by Mr Chrystal require assessment of road and walking and cycling networks. At Rule 27.8.x.3, consideration of potential effects on the transport network is required as part of developing the roading layout and access connections to be included in a Structure Plan. Through that assessment, the ability of roads to accommodate traffic may influence off-site mitigation required, how a walking and cycling network is developed, and potentially even the level of development serviced by each connection.

Conclusion

14. I consider the proposed large lot and low density residential rezoning in only part of the site can be supported from a transportation perspective. I have assessed the development as being consistent with the higher order transport planning objectives and policies. Once practical legal access options have been refined, a more detailed assessment of the local network form and impact can be undertaken and is allowed for in the rules package. I consider appropriate access options exist, and wider network impacts of rezoning the site are or a low level in comparison to wider growth occurring in the north of Wanaka.

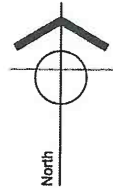
Andrew Metherell
TDG

14 June 2017

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160152

Wednesday, 8 June 2016



- DESIGN YOUR OWN LOTS
- NORTHLAKE HOME LOTS
- TERRACE HOUSING A
- TERRACE HOUSING B
- COMMUNITY VILLAGE
- BUSINESS PARK
- RECREATION FACILITIES
- OPEN SPACE



NORTHLAKE SPECIAL ZONE - RULES

Northlake Structure Plan

