

Wendy Banks for QLDC – Summary of Evidence, 16 May 2017

Upper Clutha Mapping – Hearing Stream 12

1. I have been engaged by Queenstown Lakes District Council (**QLDC**) to provide evidence in relation to transport regarding rezoning requests in the Upper Clutha area of the Queenstown Lakes District.
2. I have estimated the impacts of the potential traffic that could be generated for the maximum development enabled in the rezoning. I assessed whether the existing road infrastructure could accommodate the additional traffic from the rezoning and also identified any safety concerns related to the increase in traffic.
3. Generally, the submissions I oppose are because of the scale of the development and I was not confident without further evidence that the existing road network could accommodate the vehicle movements generated. In some cases, there was insufficient information or uncertainty in the submission, to enable my support for these submissions.
4. In this summary I focus on the main submissions where expert transport evidence has been filed on behalf of submitters.
5. Varina Propriety Ltd (591) propose to rezone land at the eastern edge of Wanaka town centre from notified Medium Density Residential (**MDR**) with the Wanaka Town Centre Transition Overlay (**TCTO**), to Wanaka Town Centre (**WTC**). The request applies to sites fronting on both sides of Russell Street and the southern side of Brownstown Street between Chalmers Street and Dungarvon Street.
6. The rezoning sought would enable more commercial activities and I have concerns with the associated increase in traffic flows in the town centre, parking demands and pedestrian safety. There are currently limited parking options around the town centre, as they are at capacity for both on and off street car parks. In my view, the MDR provisions will restrict the level of commercial activities enabled, and retain onsite parking provisions that are in high demand in the town centre.

7. Varina Propriety Ltd (591) has also requested for the block bound by McDougal, Brownston and Upton Streets by the Wanaka Camping Grounds be rezoned from Low Density Residential (**LDR**) to MDR with a visitor accommodation overlay.
8. I have assessed the transport impacts and in my view the rezoning to MDR is acceptable as the additional traffic movements will be minimal. However, I have concerns that the Visitor Accommodation overlay will enable more permitted activities within the site that have not been assessed in Mr Carr's evidence. In my view, parking, traffic and safety in the area could be affected with the visitor accommodation overlay sought. There will be an increase in turning movements into and out of the site with the overlay sought, and I am concerned with safety implications on the intersections of McDougall Street with Brownston and Upton Street as the site is bounded by the corners of these intersections. I have no issues with MDR rezone but I think that a Visitor Accommodation overlay will create adverse transport effects in the area.
9. Michael Beresford (149) has sought for a rezone from Rural General to LDR for "The Plantation" in the general vicinity of an area known locally as Sticky Forest, adjacent to the Northlake development. There is no existing road infrastructure linking to Sticky Forest, and the site is landlocked. An assessment has been undertaken by Mr Metherell in his evidence, however there is still uncertainty with potential access points. In my opinion, consideration of, or satisfaction of appropriate access should not be deferred to consenting stages, as there needs to be a sufficient level of information that there is a viable option that will not compromise the safety, location and appropriateness of the new road(s), and possibly the existing roads to which they will need to join.
10. There are two submissions, Orchard Road Holdings Ltd (91) and Jackie and Redai and Others (152) that request rezoning to allow for residential activities fronting onto the north side of Orchard Road. Orchard Road Holdings Ltd seek LDR and could enable 632 allotments. In my view the traffic generated from the scale of this development would be detrimental and will have associated safety issues from the trips generated on the surrounding road network.
11. Jackie and Redai and Others also seeks Rural Residential for the block of land on the Riverbank/Orchard Road intersection that extends the entire length of Riverbank Road. Although, the request is for a lower density scaling than Orchard Road's submission, and could enable 69 allotments, I note that the subject area

has nine land owners, therefore subdivision for each lot will be triggered at different stages. This could potentially create an excess of access points that the Council would not be able to assess as a group but individually as the different owners sought to subdivide their land. This could lead to an inefficient outcome.

12. I do not consider the traffic generation is an issue if this land were rezoned to Rural Residential because the traffic generated will not be significant. However, I am concerned about the safety and location of the accesses along Orchard Road and Riverbank Road.
13. The Glendhu Station Zone (**GSZ**) is a new zone sought for the area west of Glendhu Bay by Glendhu Bay Trustees Limited (583). I have opposed the zoning because there is uncertainty surrounding the scale of the additional proposed developments (above that which is currently consented). A traffic assessment has been undertaken by Mr Carr, however, it is not based on what the zoning could enable, and therefore does not assess the maximum potential of development.
14. Jeremy Bell Investments Limited (820) seek to rezone 14.54 ha of land to the south of Wanaka airport from Rural to Wanaka Airport Mixed Use Zone. The subject site is located on the south side of the State Highway 6. In my opinion, the level of development enabled if the rezoning were accepted is a safety concern because of the staggered intersection configuration of the site to the airport. Right turn movements into and out of the development to the State highway will be significantly increased from the developments and this has not been addressed. The long queues developed for these movements also needs to be addressed, as this leads to driver frustration and drivers taking shorter gaps in the traffic.