

**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

STATEMENT OF EVIDENCE OF JASON BARTLETT

13th June 2018

INTRODUCTION

Qualifications and experience

- 1 My name is Jason Bartlett. I am an experienced traffic and transportation engineer. My academic and professional qualifications are:
 - (a) New Zealand Certificate in Engineering, Civil Option obtained in 1993;
 - (b) Bachelor of Engineering (BE) from the University of Canterbury awarded in 1996;
 - (c) Engineering New Zealand Member (MENGZ), previously IPENZ and I have been a graduate member since 1995; and
 - (d) Chartered Engineer and Member of the Institution of Civil Engineers (CEng MICE), since 2007.
- 2 I have over twenty years' experience in road design, network management, traffic and transportation engineering including nine years in the UK. During my time in the UK I became a Chartered Engineer and a Member of the Institution of Civil Engineers.
- 3 Since April 2008 I have been working as a traffic and transportation engineer in Queenstown. The first four of these years was for GHD Limited. I now operate my own traffic engineering consultancy, Bartlett Consulting, which I established in July 2012.

Expert witness code of conduct

- 4 I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's Consolidated Practice Note dated 1 December 2014. While this matter is not before the Environment Court, I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Involvement in project

- 5 In this matter I have been engaged by the land owners and Submitters, Middleton Family Trust (2332) to provide traffic engineering advice relating the access to the zone change identified in their Submission, 2332.
- 6 In preparing this evidence I have reviewed the following documents or reports relevant to my area of expertise:
- (a) The Traffic and Transport Evidence of Mr David Smith, Section 15; and
 - (b) QLDC Section 42A Report and Planning Evidence of Mr Marcus Langman, Section 13.
- 7 I have prepared my evidence based on my:
- (a) Expertise as a traffic and transport engineer;
 - (b) Familiarity with the application site and surrounding area; and
 - (c) Familiarity with the above mentioned documents.

Scope of evidence

- 8 My evidence addresses the following matters:
- (a) Overview of the traffic related elements of the Submission; and
 - (b) Response to Traffic and Transport Evidence, QLDC s42A Report and Planning Evidence.

SUBMISSION

- 9 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 plans, in Appendix 1 of Mr Geddes's evidence, identify Residential and Rural Residential densities which result in a total yield of 200 low density lots and 9 rural residential lots.
- 10 This proposed zone would be accessed from Tucker Beach Road which currently serves Quail Raise (Ferry Hill Drive) and a significant number of rural residential lots within the current Rural Zone.

TRANSPORT ENVIRONMENT AND ASSESSMENT

- 11 The site is accessed from Tucker Beach Road. Tucker Beach Road is a Collector Road within the QLDC Road Network. Tucker Beach Road is a rural road with an intersection with SH6 immediately to the south of the Shotover River Bridge. This road also provides the only road link to Quail Rise.
- 12 It is expected that the future road network will include a link from Quail Rise through the Frankton Flats North area to the roundabout intersection of SH6 and Hawthorne Drive. There are a number of road proposals in this area including a new link to Hansen Road. At this stage it is not clear if, or how, this road network will be delivered.
- 13 NZTA manage SH6 and have recently approved funding to upgrade and improve safety at the intersection of Tucker Beach Road with SH6. NZTA have stated (NZTA media release 29/5/2018) that works would be completed by Christmas 2018.
- 14 Traffic information has not been provided in the Submission. Based on the yield it is possible that the proposed development could have a traffic flow of up to approximately 1,400 vehicles per day (vpd) or peak traffic flow of 160 vehicles per hour (vph)¹.
- 15 Beyond Quail Rise (Ferry Hill Road intersection) Tucker Beach Road currently has a traffic flow of approximately traffic flow of 700vpd². This road serves a number of existing rural residential lots (dwellings) which are proposed to be zoned as Wakatipu Basin Lifestyle Precinct.
- 16 The submission will increase the traffic flow on Tucker Beach Road, this increase will be noticeable.
- 17 Through discussion with NZTA it is understood that the intersection improvements at the Tucker Beach Road intersection with SH6 will have capacity to accommodate the zone change requested.
- 18 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). Based on a preliminary assessment of

¹ Based on 7vpd per dwelling and 0.8vph per dwelling.

² Based on QLDC traffic count from August 2015 of 608vpd.

traffic flows it is likely that, with engineering works, this intersection would be able to accommodate the anticipated traffic generation from the zone change requested. This may, as a worst case, require intersection works to improve the layout, safety and increase the intersections operational capacity. The requested zone change can be accommodated with engineering works at the intersection. It is noted that Quail Rise may be linked to the proposed 4th approach to the Hawthorne Drive Roundabout. This would reduce the overall traffic at the intersection with Tucker Beach Road but would be dependent on developments yet to be undertaken by others.

- 19 Tucker Beach Road is generally a rural two lane road which will have sufficient capacity to accommodate the additional traffic flow of the Submission. It is noted that the last 1km approaching the Submission area is narrower and 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 Submission. With appropriate engineering works this road can be upgraded to an appropriate standard.
- 20 To further any assessment of the traffic effects of this Submission a transport assessment will need to be undertaken at the time of subdivision consent. It is likely that this will need input from NZTA to understand the extent of Intersection improvements at the intersection of Tucker Beach Road with SH6. In addition, a transport assessment at the time of subdivision consent would need to consider the extent of engineering works required at:
 - (a) The intersection of Tucker Beach Road and Ferry Hill Drive (Quail Rise), and
 - (b) The extent of improvements/widening required to Tucker Beach Road.
- 21 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.

TRAFFIC AND TRANSPORT EVIDENCE – Mr David Smith

- 22 I have reviewed the portion of Mr David Smiths' Traffic and Transport Evidence that relates to this Submission.
- 23 I note that Mr Smith did not have detailed traffic generation data for the proposed zone change. However, I concur with the assessed effect identified by Mr Smith, I believe these to be:
- (a) Increased traffic at the Tucker Beach Road intersection with SH6, this traffic effect is likely to be minimised by NZTA proposed intersection improvements.
 - (b) That there may be some traffic effects on SH6 between Tucker Beach Road and the Hawthorn Drive Roundabout which may be addressed through the intersection works or separate engineering works undertaken by NZTA.
- 24 Within the Traffic and Transportation Evidence Mr Smith does not oppose this Submission.

SECTION 42A REPORT and PLANNING EVIDENCE – Mr Marcus Langman

- 25 I have reviewed the portion of Mr Marcus Langmans' Evidence that relates to the Submission. I note that Mr Langmans' Evidence suggests that the Traffic and Transport Evidence does not fully assess the Submission.
- 26 The overall recommendation from Mr Langmans' Evidence is to reject the Submission. This recommendation is not based on potential traffic effects.

CONCLUSION

- 27 The Middleton Family Trust Submission (2332) seeks to rezone an area of land by extending the proposed Wakatipu Basin Lifestyle Precinct to the west. This Submission seeks to establish Low Density Residential and Rural Residential lots which would be accessed via Tucker Beach Road. It is possible that this zone change could provide up to 200 low density residential lots and 9 rural residential lots.
- 28 Based on my assessment I considered that engineering works would be required at the time of subdivision. With these engineering works I

consider that the anticipated traffic, as a result of the submission, can be accommodated within the local transport network.

- 29 It is likely that proposed NZTA works at the intersection of Tucker Beach Road with SH6 will minimise any potential at this intersection. In addition, it is considered that further engineering works at the time of subdivision consent at the intersection of Tucker Beach Road and Ferry Hill Road (Quail Rise) can minimise any potential traffic impacts at this intersection.
- 30 The transport effects of this zone change will need further consideration which would be undertaken at the time of development. This would need to consider local traffic effects on Tucker Beach Road. It is my opinion that, at a high level, any potential transport effects as a result of development enabled by the Submission can be managed and minimised through engineering works which can be detailed at the time of any future subdivision.

Jason Bartlett

13th June 2017