

Chris Rossiter for QLDC: Summary of Evidence, Stream 17 & 18 – GIZ, Three Parks, RVZ, Hawea

1. For reasons advised by Ms Scott for QLDC, I have adopted the transport evidence prepared by Mr Mike Smith in relation to rezoning submissions sought for GIZ, Three Parks, RVZ and the Settlement Zone.
2. I work at the same consultancy as Mr Smith (Stantec). I am a Principal Transportation Engineer with over 30 years' of engineering experience including 14 years' transportation engineering experience in New Zealand. I am a Chartered Engineer with Engineering New Zealand.
3. I confirm that I have read all of Mr Smith's evidence (evidence in chief, and two rebuttal statements), as well as all of the documents referred to in those three briefs including the relevant submissions and the evidence that has been prepared by submitters. I confirm that in presenting this evidence today, I too am complying with the Environment Court Code of Conduct.

GIZ

Tussock Rise (3128)

4. The submission fails to identify the potential effects of the rezoning on surrounding land use connection and the likely traffic impacts that could move through this zone. The submission fails to address the safe routes and movement of children and non-motorised users to and from the Wanaka Town Centre.

Upper Clutha Transport (3256)

5. The submission fails to identify and assess the net traffic effects related to the proposed worker's accommodation. The submitter has also failed to demonstrate the traffic effects of a development building coverage area should the rezoning be approved.

Cardrona Cattle Company (3349)

6. I agree with the opinion stated in Mr Smith's EIC, which is that this submission cannot be supported on traffic movement/safety grounds because it would increase turning movements in a high risk location which is not consistent with good design practice or Safe Systems.

The Station at Waitiri Limited (3357)

7. The submission does not provide sufficient information regarding the anticipated level of activity in the proposed zone or any information in relation to potential site access arrangements. In the absence of any transport assessment, I agree with Mr Smith that the submission cannot be supported.

Three Parks

Willowridge (32020)

8. The submitter seeks to change the location of the intersection as shown on the Three Parks structure plan. The submitter has failed to demonstrate that a compliant roundabout can be constructed in the current road reserve. In my opinion, for a compliant roundabout to be formed, the road reserve would need to extend over adjacent land and the submitter has not provided evidence that this is available.
9. In the absence of this information, I agree with Mr Smith and do not support the submission.

RVZ

Gibbston Valley (31037)

10. The use of a Level of Service (LOS) threshold for the State Highway intersections of LOS D to LOS E will result in impacts that are unacceptable for the intersection form, and will not be acceptable from a Safe Systems and Vision Zero perspective by the road controlling authority (Waka Kotahi NZTA). A mechanism for the trigger for any proposed upgrade has not been considered or explored, nor the mechanism of how and who would subsidise the required improvements.
11. In the absence of this mechanism, I do not support the submission.

Matakauri (31033)

12. The existing Right of Way intersection with Glenorchy-Queenstown Road is substandard and is not suitable for the requested rezoning. I agree with Mr Smith's assessment that the mitigation measures proposed by the submitter are unsafe.

Settlements Zone

Universal Development at Hawea (3248)

13. Relying on Mr Carr's modelling of effects, and considering the intersection forms required to mitigate them, I am of the opinion that his assessment fails to address many issues which could prohibit the formation of suitably designed, compliant intersection forms.
14. I consider that there are land issues that, if not addressed now, could prevent the formation of compliant intersection forms at the Domain Road / Capell Avenue / Hawea Control Structure Road junction, along with the Domain Road / Cemetery Road Junction. This will burden QLDC with serious and ongoing road safety issues in the future. On this basis, I agree with Mr Smith and do not support the submission.