

**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 715, Jardine Family Trust and Remarkables
Station Limited

**STATEMENT OF EVIDENCE OF JASON BARTLETT
9 June 2017**

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) Graduate Member of the Institution of Professional Engineers of New Zealand (G.IPENZ), 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, Jardine Family Trust and Remarkables Station Limited (715) to provide traffic engineering advice relating to the proposed access from Kinston Road (SH6) and to provide this evidence as in relation to the Zone Change identified in their Submission, 715.
- 6 In preparing this evidence I have reviewed the following documents or reports relevant to my area of expertise:
- (a) The Further Submission of NZTA (715.14, FS1092) opposing the proposed zone change;
 - (b) The Transport Evidence of Ms Wendy Banks, Sections 7.1 to 7.16; and
 - (c) QLDC Section 42A Report/Evidence of Ms Vicki Jones, Section 3.
- 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 including a review of the proposed accesses from SH6; 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 Submissions in relation to the current and future traffic flows on SH6 at the site; and
 - (b) Response to Transport Evidence and QLDC s42A Report/Evidence.

Interests

- 9 I note that I am a land owner at Jacks Point and a committee member of the Jacks Point Residents and Owners Association (JPROA). I draw the Hearing Panel's attention to this as the JPROA are a Further Submitter on this matter. I do not consider there to be a conflict

between my role as an expert in this hearing and my place as a committee member for JPROA. I have not been involved in the formulation of the JPROA submission.

SUBMISSIONS

- 10 The Submission (715) allows for an increased level of development within the Homestead Bay portion of the Jacks Point zone.
- 11 Development of the Homestead Bay area under the Operative District Plan will be served by the existing Maori Jack Road which provides access through the Jacks Point residential area of the Jacks Point zone. Maori Jack Road is a private road owned and maintained by JPROA. The current zone provisions also allows for Woolshed Road, a public road maintained by QLDC, to be upgraded to serve the development of the Henley Downs (Hanley Farm) portion of the zone. It is noted that Hanley Farm is also developing a further SH6 access located between Woolshed Road and Maori Jack Road. This has not yet been constructed.
- 12 The proposed zone change would allow for a maximum development of approximately 785 residential lots. This proposed zone change will increase the size of the Homestead Bay area of Jacks Point zone by approximately 541 residential lots.
- 13 The proposed zone change would retain access via Maori Jack Road whilst the Submission intends to develop additional accesses from SH6. This Submission formally recognises the existing accesses (crossing places) from SH6 including:
 - (a) Airport Access – The existing residential driveway and consented access to a commercial skydive activity (NZone); and
 - (b) Homestead Bay Access – An existing farm access towards Lakeside Estates and consented¹ (although unformed) as an access to a clean fill site.
- 14 I am not aware of any detailed discussion with NZTA or formal approvals to allow these accesses to be developed to serve the

¹ To utilise this access as a clean fill site the Applicant is required to upgrade the access to comply with a Diagram E of the NZTA Planning Policy Manual, Appendix 5B.

proposed zone change. The Further Submission of NZTA (715.14, FS1092) opposing the proposed zone change as the proposed two new accesses could affect the safety, efficiency and functionality of the adjacent state highway.

TRANSPORT ENVIRONMENT AND ASSESSMENT

- 15 I have provided traffic advice for the Coneburn industrial zone change Submission (Scope Resources Limited et al, 361). Part of this work included modelling of the Woolshed Road intersection based on the Traffic Flows from the 2016 Queenstown Traffic Model (Abley Transportation Consultants) which has been developed in partnership with NZTA and QLDC. This model provides an indication of future traffic flows in 2025 and 2045. The model assumes that the entire committed² Jacks Point zone would be served from Woolshed Road. In 2045 the model includes 897 occupied dwellings, 1180 constructed dwellings with 76% occupancy. This is less than the maximum committed (zoned) development of approximately 1430 residential dwellings under the Operative QLDC District Plan. The model does not consider elements of the Jacks Point zone which are part of Plan Change 44 or the Proposed QLDC District Plan.
- 16 The modelling undertaken for Woolshed Road suggests that there will be minimal queuing on SH6 as a result of the Jacks Point zone with all traffic using the Woolshed Road access. Although this modelling is largely theoretical in that it is not a good representation of multiple accesses to the Jacks Point zone the findings are transferable for lesser traffic flows to the zone such as the proposed new accesses from SH6.
- 17 Using the Woolshed Road modelling as a guide it is likely that that access intersection(s) could be constructed from SH6 to serve the proposed zone change at Homestead Bay. It is likely that queuing and delays at any new accesses would be minimal based on the higher traffic flows at intersections closer to Queenstown.
- 18 I have reviewed both access locations and I consider that:

² Committed development is based on development enabled through the zone provisions of the Operative QLDC District Plan. It does not include any potential development enabled by Plan Change 44.

- (a) The Homestead Bay Access, southern access, has good visibility sight distances in both directions. A access intersection at this location can be design to meet current traffic design guidance; and
 - (b) The Airport Access, northern access, has been formed as an access to accommodate a moderate traffic flow³. The visibility sight distance to the south is restricted by a summit curve, the resulting visibility sight distance is marginal for the likely operating speed. Further design work is required to confirm if an intersection at this location can be formed to accommodate traffic from the proposed residential zone change. This access may need to be moved to the north slightly to achieve minimum visibility sight distances.
- 19 I suggest that the development of accesses to the proposed zone change are managed through a number of approvals. For instance:
- (a) That development at Homestead Bay is not to increase beyond the current provisions of the Operative QLDC District Plan (244 residential lots) without the prior agreement of JPROA who own and maintain Maori Jack Road the current access to the Homestead Bay area.
 - (b) That development at Homestead Bay is not to increase beyond the current provisions of the Operative QLDC District Plan (244 residential lots) without the prior agreement of NZTA to form an additional access(es) from SH6.
- 20 These suggested conditions are primarily to protect the adjacent road networks from additional traffic as a result of the proposed zone change. The conditions would manage any development beyond the provision of Operative QLDC District Plan through approvals from the adjacent road network managers.

³ This access has been formed to generally comply with Diagram D of the NZTA Planning Policy Manual, Appendix 5B. This access is capable of up to 100vpd or up to 30vpd when regularly used by large or slow vehicles.

TRANSPORT EVIDENCE – Ms Wendy Banks

- 21 I have reviewed the portion of Ms Wendy Banks' Transport Evidence that relates to the Submission. Ms Banks opposes the proposed zone change. Ms Banks is concerned that there is insufficient information to assess potential impacts at the proposed intersections from SH6 and additional traffic in the greater road network including through Frankton.
- 22 I acknowledge that there is minimal traffic information provided with the Submission. However, based on a review of recent modelling undertaken by Bartlett Consulting I consider that there is sufficient information to confirm that the Homestead Bay access intersection can be constructed to comply with current traffic design guidance and thereby any traffic effects on the operation of the adjacent SH6 would be acceptable.
- 23 NZTA Approval will be required to establish any new access from SH6. I recommend that the proposed zone change is dependent on attaining this Approval.

SECTION 42A REPORT/EVIDENCE – Ms Vicki Jones

- 24 I have reviewed the portion of Ms Vicki Jones' Evidence that relates to the Submission. Ms Jones' Evidence reiterates Ms Banks' traffic concerns although the overall recommendation is to partly accept the request. Ms Jones recommends that additional traffic information is required for the proposed zone change.

CONCLUSION

- 25 The Jardine Family Trust and Remarkables Station Limited Submission (715) seeks to rezone an area of rural land to facilitate the development of residential lots within the Homestead Bay area of the Jacks Point zone. It is possible that this zone change could provide up to 541 additional residential lots.
- 26 The existing access to Homestead Bay is via Maori Jack Road. The proposed zone change would maintain this road link and is seeking to establish two new access intersections from SH6. The assessment that I have undertaken shows that one of these access intersections is possible, the Homestead Bay Access. The second proposed access,

Airport Access, will require further design work if this is to serve a portion of the proposed residential zone change.

- 27 To manage the approvals, from NZTA and JPROA, regarding access to the additional residential lots I have suggested possible conditions. With this conditions I consider that additional access(es) can be provided prior to any additional residential development at Homestead Bay.

Jason Bartlett

9 June 2017