

Before the Hearing Panel

under: the Resource Management Act 1991

and: submissions and further submissions in relation to the
Queenstown Lakes Proposed District Plan

Hearing Stream 13
Queenstown mapping

and: **NZ Transport Agency**
Submitter

Summary of Evidence of Antony Edwin Sizemore

Dated: 6 September 2017

S0719-NZ Transport Agency-T13-Sizemore A-Evidence Summary

REFERENCE: J M Appleyard (jo.appleyard@chapmantripp.com)
J R Cross (jessie.cross@chapmantripp.com)

Chapman Tripp
T: +64 3 353 4130
F: +64 3 365 4587

60 Cashel Street
PO Box 2510, Christchurch 8140
New Zealand

www.chapmantripp.com
Auckland, Wellington,
Christchurch



SUMMARY OF EVIDENCE OF ANTONY EDWIN SIZEMORE

INTRODUCTION

- 1 My full name is Antony Edwin Sizemore (Tony). I am a Transport Planning Manager with the Dunedin Office of the New Zealand Transport Agency (*Transport Agency*).
- 2 This summary provides a brief overview of my evidence in chief and rebuttal evidence prepared for Hearing Stream 13, and summarises the outstanding issues for the Transport Agency.

EVIDENCE SUMMARY

- 3 My evidence in chief outlines the Transport Agency's plans for State Highway 6 improvements through the Grant Road to Kawarau Falls Bridge Improvements project (the *Project*), which includes:
 - 3.1 Dual lanes in each direction from the BP roundabout to the Grant Road roundabout; and
 - 3.2 Dual lanes in each direction from the BP roundabout to the Lucas Place roundabout; and
 - 3.3 Replacement of the BP roundabout with a higher capacity intersection; and
 - 3.4 Reconfiguration of the Hansen Road intersection to left-in, left-out only.
- 4 The Project is intended to relieve current traffic congestion issues. State Highway 6 between the west side of the Shotover River and the State Highway 6/State Highway 6A roundabout (*Frankton Flats Area*) sees around 23,000 traffic movements every day, and 1,900 movements per hour at peak times (between 5pm and 6pm). The Project is not intended to facilitate large increases in traffic volumes that would be associated with intensified commercial or industrial activity in this area. Any developments along this section of State Highway need to be carefully planned so that safety and efficiency of the State Highway is not compromised.
- 5 The Transport Agency has opposed submissions seeking rezoning to business or commercial zoning along the north side of the State Highway in the Frankton Flats Area because the increased traffic movements associated with these activities are not compatible with the safe and efficient functioning of the State Highway. The Transport Agency supports higher density residential zoning in this area instead.
- 6 Higher density residential development in the Frankton Flats Area is also consistent with efficient public transport. The Otago Regional Council has plans to expand the current public transport services operating in the Wakatipu Basin. The Transport Agency plans to provide supporting infrastructure improvements such as bus stops and bus priority measures and key locations to support the new public transport services in the area.
- 7 For public transport to work most effectively, it relies on density of development (a combination of both commercial/industrial and residential). Commercial and industrial development is already provided in the Frankton Flats zone. For this reason, the

Transport Agency supports medium and/or high density residential zoning in the Frankton Flats Area on the north side of State Highway 6.

OUTSTANDING ISSUES

W & M Grant – submitter 455

- 8 The Transport Agency opposes any business or commercial zoning in the Hansens Road area, as the State Highway 6/Hansens Road intersection is not equipped to deal with the increased volume of traffic associated with such development. The Transport Agency has plans to make this intersection left-in, left-out to avoid dangerous right-turn movements onto the State Highway. This intersection design is not suitable for high traffic volumes associated with business or commercial developments.

Jandel Trust and Hansen Family Partnership – submitters 717 and 751

- 9 The Transport Agency opposes the submissions by Jandel Trust and Hansen Family Partnership which seek Business Mixed Use Zone (*BMUZ*) on the north side of State Highway 6 in the Frankton Flats area. The Transport Agency maintains its position that this is inappropriate because of the likely traffic generation rates and cross-highway pedestrian movements which would be much higher than from a residential zone, and is not consistent with the safe and efficient operation of the State Highway.

Jardine Family Trust and Remarkables Station Limited – submitter 715

- 10 I have reviewed the supplementary evidence provided by Mr Jason Bartlett (dated 8 August 2017) which includes further information about potential access options to service the expansion of the Jacks Point Zone. I noted in my rebuttal evidence that the Transport Agency's preference is for existing State Highway accesses to be used to service the proposed development. In his rebuttal, Mr Bartlett assessed two access options to service the proposed Jacks Point Zone expansion: an upgrade of the Maori Jack Road intersection with State Highway 6; or an upgrade of this intersection in combination with a new State Highway 6 intersection to access the addition 541 dwellings at Homestead Bay.

- 11 In his rebuttal evidence Andy Carr notes that there will be downstream effects from any new access to State Highway 6 from the Homestead Bay development. This has been addressed in Tony MacColl's summary of evidence.

- 12 The Transport Agency must assess additional State Highway accesses through the Government Roding Powers Act 1989 (*GRPA*). Any new accesses must be consistent with maintaining the safe and efficient functioning of the State Highway network. Based on the information provided by Mr Bartlett, the Transport Agency would, in theory, support either access option. However, the Transport Agency will still need to complete an assessment under the GRPA closer to the time of development, prior to approving any access reconfigurations or additional State Highway accesses.

CONCLUSIONS

- 13 It is important that the Hearing Panel consider the safe and efficient functioning of the State Highway, and also the demand for further residential development and desirability of enabling cohesive transport networks when considering rezoning requests.

Tony Sizemore
NZ Transport Agency
6 September 2017