

Anthony MacColl for NZ Transport Agency – Summary of Evidence, 12 October 2016
Chapters 12 and 15: Business Zones - Hearing Stream 08

1. This is a summary statement to my primary evidence dated 18 November 2016.
2. The objective of the Transport Agency is to carry out its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system as outlined in section 94 of the Land Transport Management Act (LTMA). The purpose and principles of the RMA are broader than the Transport Agency's statutory objective. However, the Transport Agency's statutory objective is consistent with and contributes to, achieving the purpose of the RMA. State highways are a physical resource under the RMA framework and accordingly need to be sustainably managed. One of the functions of the Transport Agency, as outlined in s95 of LTMA, is to assist, advise and co-operate with approved organisations such as local territorial authorities. It is from this premise that the Transport Agency submitted on the proposed District Plan (PDP).

Queenstown Town Centre (Chapter 12)

3. Policy 12.2.4.1 encourages a reduction in the dominance of vehicles in the Town Centre and promotes the use of public transport and safe pedestrian and cycle accesses. Policy 12.2.4.2 promotes a compact walkable Town Centre Zone and a suite of actions to improve the pedestrian experience. These policies both promote multi modal forms of transport. I am of the view that these policies will assist in the sustainable management of the transport network and support the recommendations' of the Council Officer.
4. The Council Officer's proposed amended Policy 12.2.4.6 encourages visitor accommodation activities to be located and designed in a manner that minimises the effects on the efficiency of the whole transport network. The Council Officer's proposed amended Rule 12.4.2 provides useful controls to enable the delivery of the outcomes sought from Policy 12.2.4.6. Accordingly, I support the Council Officer's proposed amendments to the Policy 12.2.4.6 and Rule 12.4.2 and suggest they will help minimise the potential adverse effects on the transport network.

Notification

5. The Transport Agency submitted that, as the road controlling authority for State highways, it should be deemed an affected party for visitor accommodation requiring access to a State highway. The Council Officer recommends providing an addition to Rule 12.6.1

which exempts, at the discretion of Council, the Transport Agency from the proposed exclusion rule. One of the functions of the Transport Agency, as defined in s95 of the LTMA, is to manage all State highways. In my view if a development requires a resource consent and relies on the State highway for access then it is the Transport Agency's responsibility to assess the access(es) in terms of their effects on the safety, efficiency and functionality of the State highway. Consequently, the Transport Agency has to be deemed an affected party for these activities. In view of the above, I suggest proposed Rule 12.6.1.1 should be further amended from

".....the road controlling authority may be deemed an affected party"

to

".....the road controlling authority may shall be deemed an affected party".

Local Shopping Centres (Chapter 15)

6. Policy 15.2.3.4 signals that those activities' that cause inappropriate environmental effects, or are more appropriately located in other zones should be avoided. Policy 15.2.3.5 provides site specific considerations for the Local Shopping Centre Zone at 1 Hansen Road in Frankton. This includes ensuring the development is integrated and has particular regard to the safe and efficient operation of the transport network. Rule 15.4.3.2 gives effect to these policies, Rule 15.5.1 applies building restrictions to the building coverage of this site and Rule 15.5.4 applies further developmental restrictions to the site located between Hansen Road and Frankton Cemetery. The Council Officer recommends retaining this suite of policies and rules mostly as proposed. I support the recommendations of the Council Officer and suggest the above-mentioned policies and associated rules will help mitigate some of the potential adverse transport effects of development of this specific site.

Tony MacColl

30 November 2016