

**Proposed Te Pūtahi Ladies Mile Plan Variation  
Summary of Evidence of Jason Bartlett on behalf of Anna Hutchinson Family Trust and  
Glenpanel Developments Limited**

**Background**

1. As directed by paragraph 12.2 of Hearing Minute 1, I set out below a summary of the key points of my evidence.
2. I prepared a joint statement of expert evidence alongside Mr Don McKenzie dated 20 October 2023 on behalf of Anna Hutchinson Family Trust.
3. I prepared a statement of expert evidence also dated 20 October 2023 on behalf of Glenpanel Developments Limited.
4. I participated in the facilitated expert conferencing of transportation experts held in Queenstown on 30 October and was a signatory of the resulting Joint Witness Statement (Transportation) dated 30 October 2023. I was also subsequently involved in further conferencing between transport and urban design experts held over the past three weeks resulting in the Joint Witness Statement dated 24 November 2023.

**Key points of my evidence**

*Anna Hutchinson Family Trust (AHFT)*

5. The AHFT land, the Extension Area, which lies to the west of the Variation Area located between Lower Shotover Road and the Shotover River. I consider that the Extension Area is strategically important with respect to current and future transport connections
6. The Extension Area is able to enhance active transport links between the Variation Area and the Ladies Mile Communities to Frankton Flats. This can include the extension of active travel routes via Lower Shotover Road, Spence Road, and Old Shotover Bridge<sup>1</sup>.
7. The Extension Area is generally within 400m to 800m of the bus stops to be located to the west of the Lower Shotover Road/SH6 intersection. I consider that this is within a walkable catchment of these bus stops<sup>2</sup>. My preference is that Extension Area and the Variation Area would be served by local, off highway, public transport services.
8. The inclusion of the Extension Area provides the opportunity to provide improved road transport connections at the western end of the Variation Area. This includes improvements to the Lower Shotover Road/SH6 intersection, especially given the

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<sup>1</sup> QLDC have committed funding within the Regional Land Transport Plan 2021-31 for the development of Route A2 between Old Shotover Bridge and Frankton.

<sup>2</sup> Based on NZTA Public Transport Design Guidance.

NZTA shift to signalisation of this intersection and the requirement of an urbanised SH6 corridor.

*Glenpanel Development Limited (GDL)*

9. The GDL lane is located within Sub-area B of the Variation. Based on the Variation masterplan this land is reliant on the provision of the Collector Type A road to enable access to any development. I consider that this road should be positioned over the existing unformed legal road to enable development of this land without reliance on others to the east and west. I note that Mr Shields has softened his approach to the position of this road, but not the active travel corridor.
10. The Variation provisions require that major transport elements are delivered ahead of development. It was agreed through the Joint Witness Statement for Transportation that this should be interpreted as 'occupation' meaning that the transport infrastructure is in place ahead of demand occurring by development.
11. To enable the development anticipated within TPLM, and to meet the objectives of the Variation, I consider that some development must be possible ahead of the provision of SH6 works and specific transport infrastructure requirements of the current Zone Provisions and the Structure Plan.

**Urbanisation of SH6 Corridor**

12. I agree with urbanising the SH6 Corridor. The transport infrastructure will go some way to creating an urbanised the corridor including signalised intersections and crossings to enable pedestrian access across SH6. I consider that reduced building setbacks are crucial to achieving a urbanised feel to the road and to assist with lowering the operation speed to 60km/hr or lower. To this end, I agree with the reduced building setback of around 10m. I would prefer the setback to be further reduced particularly around the signalised intersections.

**Rapid Transit Service**

13. I consider that the SH6 corridor is a rapid transit service. It is a planned frequent service between Ladies Mile and Queenstown utilising separated bus lanes and bus priority so that it will be largely separated from other traffic. I consider that this is important if public transport is to achieve the required modal shift identified within the transport modelling.

**Jason Bartlett**