

**BEFORE THE INDEPENDENT HEARING PANEL APPOINTED BY THE
QUEENSTOWN LAKES DISTRICT COUNCIL**

UNDER the Resource Management Act 1991 (RMA)
IN THE MATTER of the Te Pūtahi Ladies Mile Plan Variation in accordance
with section 80B and 80C, and Part 5 of Schedule 1 of the
Resource Management Act 1991.

**JOINT STATEMENT OF TRANSPORT EXPERTS IN RELATION TO TE
PŪTAHI LADIES MILE PLAN VARIATION**

DATED 30 OCTOBER 2023

Introduction

- 1 This joint witness statement (**JWS**) records the outcome of conferencing of transport expert witnesses in relation to the Te Pūtahi Ladies Mile Plan Variation (**TPLM Variation**).
- 2 The expert witness conferencing held on Monday 30th October 2023, at iMeet Co-Working and Shared Space, 45 Camp Street, Queenstown. Helen Atkins facilitated the conferencing in person.
- 3 Attendees at the conference were:
 - (a) Colin Shields.
 - (b) Anthony Pickard.
 - (c) Jason Bartlett.
 - (d) Don McKenzie.
 - (e) Leo Hills.
 - (f) Andy Carr (attendance commencing 10.30am).
 - (g) John Parlane (remotely).
 - (h) Dave Smith (remotely).

Code of Conduct

- 4 This JWS is prepared in accordance with sections 9.4 to 9.6 of the Environment Court Practice Note 2023.
- 5 We confirm that we have read the Environment Court Practice Note 2023 and agree to abide by it.

Key information sources relied on

- 6 The following material has been reviewed by and/or relied upon by us when coming to our opinions:
 - (a) The TPLM Variation (and associated documents);
 - (b) The evidence of Colin Shields dated 29 September 2023;
 - (c) The evidence of Anthony Pickard dated 29 September 2023;
 - (d) The relevant parts of the Section 42A Report as it touches on transport issues (**s42A Report**);

- (e) The evidence of Jason Bartlett, dated 20 October 2023;
- (f) The joint statement evidence of Don McKenzie and Jason Bartlett, dated 20 October 2023;
- (g) The evidence of Leo Hills, dated 20 October 2023;
- (h) The evidence of Andy Carr, dated 20 October 2023;
- (i) The evidence of John Parlane, dated 20 October 2023;
- (j) The evidence of Dave Smith, dated 20 October 2023;
- (k) The evidence of Stuart Dun dated 29 September 2023.

Purpose and scope of conferencing

- 7 The purpose of conferencing was to identify, discuss, and highlight points of agreement and disagreement in relation to transport relevant to the TPLM Variation, and identify any technical drafting changes to the proposed District Plan provisions (and the reasons for those changes).
- 8 **Attachment A** records the agreed issues, areas of disagreement and the reasons, along with any reservations, and technical drafting changes to the proposed District Plan provisions (and the reasons for those changes).

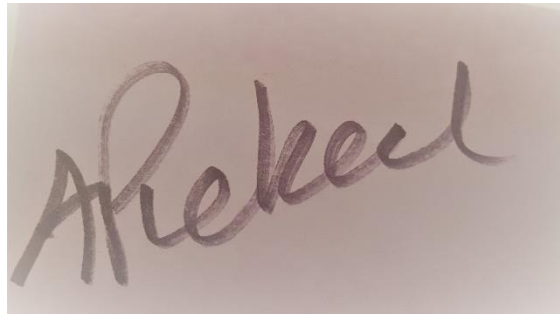
Signatories

- 9. Note that, with the exception of Andy Carr, all the signatories were present throughout the entire conferencing session. Andy Carr was only present for the session dealing with the Ladies Mile Pet Lodge, Anna Hutchison Family Trust and Glenpanel Developments Ltd submissions. Therefore, as indicated below, his signature only relates to those components as per Attachment A.

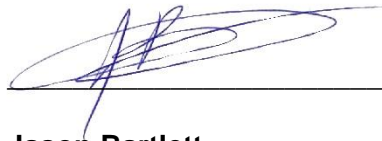
Dated: **30 October 2023**



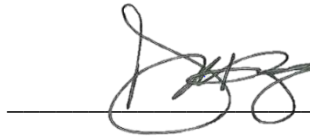
Colin Shields



Anthony Pickard



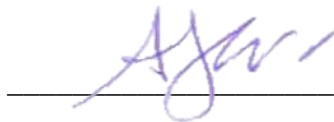
Jason Bartlett



Don McKenzie



Leo Hills



**Andy Carr (in relation the submission point by
Ladies Mile Pet Lodge)**



John Parlane

A handwritten signature in blue ink, appearing to read 'Dave Smith', with a large, stylized initial 'D'.

Dave Smith

ATTACHMENT A – EXPERT CONFERENCING ON TRANSPORT

Participants: Colin Shields (CS), Anthony Pickard (AP), Jason Bartlett (JB), Don McKenzie (DM), Leo Hills (LH), Andy Carr (AC), John Parlane (JP), Dave Smith (DS)

Issue	Agreed Position	Disagreements or reservations, with reasons
Current performance of transport network within vicinity of TPLM	It was generally agreed that the way in which the current performance of the transport network within the vicinity of TPLM has been described by CS and DS is correct	Note the reservations regarding the need for there to be an update of the modelling assumptions and modelling of the performance of the transport network particularly in relation to mode share.
Updated Transport Modelling included in the evidence of CS and DS	<p>CS and DS noted that they have been working together with regards to the updated transport modelling.</p> <p>The experts agreed that the modelling to date is acceptable and it represents the current/future situation. The modelling demonstrates the importance of achieving the mode share targets that have been assumed. A number of parties noted that if the area develops, it is therefore important to measure mode share in order to compare actual performance against the modelling.</p>	<p>In terms of any future modelling and monitoring, given that mode share is vital to the consideration of the overall transport situation, it will be crucial to ensure that this continues to get further focus.</p> <p>There were no specific suggestions that anything more specific for Ladies Mile was needed.</p>
Impacts of the TPLM Variation on transport network	The experts acknowledged that the transport network is currently not operating at a high level of service (LOS) in the peak periods. In terms of the impacts of the Variation it was agreed that the focus for TPLM is on ensuring that things do not get worse – i.e. any	

	reduction in the LOS from the current level would not be acceptable.	
Waka Kotahi submission and proposed amendments to planning provisions and other development controls (summarised in paragraph 13.2 of DS's evidence)	<p>The experts generally agreed that the proposals from DS in paragraph 13.2 of his evidence would be beneficial.</p> <p>There was no detailed discussion of the specific wording and the experts agreed that any such changes should be considered at the planning conference.</p> <p>It was also agreed that this joint statement of transport experts should be provided to the planners prior to their conferencing session on Friday 3 November.</p> <p>Specifically, the following matters were discussed and generally agreed (unless noted in the next column):</p>	<p>There was a general discussion about the various proposals including a discussion of timing and when the various works should take place and who should promote them – noting that not all of them are just a matter for Waka Kotahi.</p> <p>While agreeing that these matters were beneficial, the experts did not agree that all of these matters should be included as conditions, and they all undertook to advise the panel of their views at the hearing.</p>
	Para 13.2 a (an upgrade to the existing SH6 / Stalker Road intersection which manages conflicting demands across the intersection approaches to achieve efficient operation as far as practicable). It was agreed this is desirable. The question that was discussed is what form the upgrade should take and when it will	

	<p>actually take place. No specific agreement was reached as to specific form of intersection, other than agreement that signalisation would contribute to achievement of overall transport outcomes for Ladies Mile. DS notes that CS intends to undertake Sidra modelling of a signalised intersection arrangement.</p>	
	<p>Para 13.2 b (an upgrade to SH6 / Howards Drive intersection which manages conflicting demands across the intersection approaches to achieve efficient operation as far as practicable). Similar to 13.2 a but CS noted that this is likely to be subject to the findings of the SIDRA modelling, and subject to consideration as a signalised intersection. There was agreement that signalisation of this intersection would also contribute to the achievement of the overall transport outcomes for Ladies Mile.</p>	
	<p>Para 13.2 c (corresponding treatments to urbanise the SH6 corridor in keeping with a 60 kph environment). CS noted that the issue of setbacks are a trickier issue as they are not just about transport/traffic effects but are driven from an urban design/planning/landscape perspective. DS noted that Waka Kotahi does not have an urban designer within its expert team for the Variation, but he commented that the overall position of Waka Kotahi is that a 60km speed environment would help to achieve overall outcomes of non-vehicular modes. Other experts agreed but noted that this is a multi-disciplinary issue.</p>	<p>The experts all agreed that from a transport perspective, a lower speed environment accompanied by a reduction and / or removal of the setbacks would be a better outcome. However, all experts acknowledge there are broader considerations at play here.</p>

	<p>Para 13.2 d (retaining or enhancing objectives 49.2.5 and 49.2.6, and any planning mechanisms, that support the early establishment of non-residential activity within TPLM). CS refers to the s42A report at paragraph 11.150 onwards. In terms of the establishment of schools, CS notes that Ministry of Education accept that the variation will provide the impetus for the establishment of both primary and secondary school facilities. With regards to other non-residential activities CS notes that (as per para 11.158 of the s42A) it refers to the fact that a large supermarket will likely be established in the variation area.</p>	
	<p>13.2 e (delivery of the following NZUP components), DS reiterated the position expressed in his evidence that all items should be completed prior to any development:</p> <ul style="list-style-type: none"> i SH6 Howards Drive intersection upgrade; ii SH6 westbound bus lanes along Ladies Mile; and iii SH6 westbound and eastbound bus lanes along SH6 to between the Shotover Bridge and SH6 / 6A with associated intersection improvements. 	<p>There was a discussion about NZUP and uncertainty in the new political environment. AP noted that QLDC is proceeding on the basis that NZUP is able to deliver on the various matters it has signalled. He commented that there had been business case approvals had been given prior to incorporation of these projects within the NZUP programme.</p> <p>Views ranged from requiring these matters to be in place prior to occupation through to assuming these projects are committed and allowing growth to occur to add impetus to these projects.</p>
	<p>13.2 f (install northbound bus priority on Stalker Road and any additional bus priority to provide for continuous unimpeded as far as possible throughout local roads in Shotover Country and Lake Hayes Estate).</p>	<p>It was noted that this bus priority would be desirable to have now. It was further noted that the success of the mode shift assessment is dependent on this happening.</p>

		<p>It was further noted that this relates to the point made about monitoring the success of the mode shift assessment.</p> <p>AP provided information regarding that the northbound public transport priority lane on Stalker Road is within the minor improvements programme but does not yet have a time frame. The image provided at the end of Attachment A identifies the indicative extent.</p>
	<p>Para 13.2 g (regular traffic monitoring be undertaken to measure the success of the various initiatives aimed at reducing reliance on private vehicle travel). Same point as for f and issue 2 above regarding the success of the mode shift assessment</p>	
	<p>13.2 h (the implementation of effective and ongoing travel planning including regular monitoring be integrated into the Transport Interventions Plan). Not discussed in detail but generally goes hand-in-hand with para 12.2g discussion)</p>	
	<p>13.2i (a requirement for the preparation of an Integrated Transportation Assessment for resource consent applications). CS noted that greater levels of certainty will be developed as part of the ITA assessment that is required to be done via the existing provisions of the District plan – Chapter 29 – for any development that provides 50+ residential units (or equivalent). DS</p>	

	acknowledges that this is a satisfactory to address effects of future resource consent applications.	
Anna Hutchison Family Trust submissions and effect of adding Extension Area from transport perspective	There was no agreement reached as between the experts on the inclusion of the Extension Area.	<p>CS noted that nothing in the evidence from the Trust changes his position as set out in his evidence. The primary reason for his view is that distance of the Trust land from the proposed community facilities within the “main” part of the Variation land. CS did not agree with the assumptions made by the Trust over the proposed public transport system incorporating both “express” services and local access services. CS emphasised the “one seat” approach adopted by the ORC/QLDC in the business case for bus services in Queenstown.</p> <p>CS was concerned that based on information available to date he did not see the direct pedestrian/cycle connections through the Trust’s land could be delivered effectively at a reasonable gradient.</p> <p>DS confirmed that he shares CS’s concerns that inclusion of the Trust’s land would not result in a compact urban form which is what the variation is intending to achieve.</p> <p>AP noted that it is important not to just focus on public transport but to consider all modes of transport – cycling, pedestrians. He cited opportunity for the Old Shotover Bridge connection to link into the Council’s proposal A2 and A7 for connections to Frankton. AP noted that the A2 route, Old Shotover Bridge to Frankton had funding and was likely to proceed soon.</p>

<p>Winter Miles Airstream Ltd submission and appropriateness of transport infrastructure triggers for Sub-Area E</p>	<p>It was agreed that clarity is needed regarding whether the QLDC's s42A planner (Jeff Brown) in preparing his reporting meant that all mitigation/upgrade items need to be completed as a trigger for development of Sub-Area E or whether what is meant is only those items that are relevant to the development of Sub-Area E need to be completed. CS noted it is his view that it is the latter – only those relevant to the development of Sub-Area E.</p> <p>With regard to the reference to the underpass being the preference CS noted the reference to it being the preference should be deleted as others (non-traffic) consider that the underpass should be kept as a future proofed option.</p> <p>DS and the other experts agreed that the installation of signalised intersections at Stalker Road and Howards Drive accompanied by a lower speed environment would eliminate the need for an underpass.</p>	
<p>Ladies Mile Property syndicate submission and whether minimum density of 60 dwellings per hectare is required for TPLM transport strategy</p>	<p>This was not agreed see next column.</p>	<p>CS noted that it is his view that there is a connection between density and the success of the mode share assumptions. He agrees that is finally balanced between 40 – 60 dwellings but that anything below 40 would not deliver the required density to support an effective public transport system. In short CS considers that at least 40-60 d/ha is required for effective mode shift. There are also Urban Design reasons for 60 dwellings/Ha and hence it is not just transport reasons.</p>

		In CS's view if the 60 is dropped completely this would result in big reduction in population and then there is an issue with regards to it undermining public transport viability and for the viability / outcome for schools or for non-residential activities. DM noted that additional overall population numbers could be achieved via inclusion of the Hutchison Family Trust land.
Ladies Mile Pet Lodge submission and evidence on "Key Crossing" and preference for moving "Key Crossing" west	<p>The underpass is noted above which AC was not present for.</p> <p>It was agreed that if the underpass is removed there is no need for the Crossing Curtilage Area Overlay on the Pet Lodge land.</p> <p>The view of all the experts is that from a transport point of view, there is no transportation requirement for an underpass and it should be removed completely. It was agreed that this should be passed onto the planners before their conferencing on Friday.</p> <p>It was further agreed that if the underpass is removed then it is important to provide at grade pedestrian crossings in support of the desire to achieve a lower speed (60km/h), urban arterial for Ladies Mile.</p>	AC noted that if the underpass was to remain as an option for crossing the highway, he wants to have it noted that there is an issue of where it is located. He will include this in his presentation to the Panel – it is in his evidence.
Glenpanel Developments Ltd submission	The relocation of the collector road A to the existing unformed legal road was not agreed.	CS noted that the reason for the location of the collector road is not just a transport reason. He refers to the evidence of urban designer Stuart Dunn at

a. location of E-W Collector Road within RPLM Structure plan		paragraphs 77-83. The current location of the legal (paper) road is that it does not present a workable solution from a viability for urban design and landscape reasons. From a transport reason the location is better because it is more central.
b. transport infrastructure required for progressing Sub-Area B c. staging of non-residential development ahead of residential development	The experts agreed that in terms of the timing to have the transport infrastructure in place before progressing Sub-Area B this should relate to the 'occupation' of the first development. By occupation this means as soon as the first development is placing a demand on transport infrastructure then it is important that the transport infrastructure is in place before that demand occurs.	AP noted that using the word "occupation" may be problematic in terms of District Plan definitions and this is something that should be passed onto the planners to consider at their conferencing on Friday. Note in terms of the structure plan process, that the submitter is progressing their development. It was agreed that JB would provide a further information/update to CS to explain what he meant in his evidence regarding any agreements with Waka Kotahi and ORC before CS completes his rebuttal.

Drafting changes proposed to the District Plan provisions and the technical reasons for those changes (9.11(e) Hearing Panel Minute)	
Change proposed	Technical Reasons
That the reference to preferred underpass is not included in Policy 49.2.6.4 clause (b).	As per above the experts do not support the inclusion of the preferred underpass. It has been passed onto the planners to word-smith.
Clarification at rule 49.5.33 with regards to Sub-Area B the requirement to undertake works – development is to be linked to the first time that demand is created by the 'occupation' of a development.	As per above it has been agreed to pass this onto the planners for consideration and word-smithing.

Indicative extend of the northbound public transport priority lane on Stalker Road

