

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL**

**UNDER**

the Resource Management Act 1991

**IN THE MATTER**

of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

**AND**

**IN THE MATTER**

of submissions and further submissions by  
**REMARKABLES PARK LIMITED AND**  
**QUEENSTOWN PARK LIMITED**

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**SUMMARY OF EVIDENCE OF ANTHONY THOMAS PENNY ON BEHALF OF  
REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED**

**(TRAFFIC ENGINEERING AND TRANSPORTATION PLANNING)**

**STREAM 13 REZONING HEARINGS**

**4 September 2017**

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LAWYERS**

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## **1. INTRODUCTION**

- 1.1 My name is Anthony Thomas Penny and I have been requested to address the transportation matters associated with the proposed Queenstown Park Special Zone (**QPSZ**). My qualifications and experience are specified in my main statement of evidence dated 9 June 2017.

## **2. TRANSPORTATION MATTERS ASSOCIATED WITH THE QPSZ**

- 2.1 The QPSZ will enable the installation of a gondola from Remarkables Park to the Remarkables Skifield and the development of discreet areas of Queenstown Park for rural residential and rural visitor activities. The gondola will provide alternative access to the top of the Remarkables and also to the development pods and potentially to Lake Hayes Estate.
- 2.2 The QPSZ also contemplates access to Queenstown Park by road, by ferries and via trails for pedestrians and cyclists.

## **3. TRANSPORTATION OBJECTIVES AND POLICIES**

- 3.1 The QPSZ is considered to be generally consistent with the objectives and policies in the Proposed District Plan (**PDP**) relating to transportation. There is an emphasis on reduced environmental effects through efficient operation of transportation infrastructure and increased use of modes other than private motor vehicles. The gondola is the prime element in terms of reducing effects because it will substantially reduce the amount of vehicular traffic and carparking associated with travel up The Remarkables.
- 3.2 The gondola will also reduce the traffic and parking associated with the development pods facilitated by the QPSZ, as will access to these sites provided by trails (including new bridge(s) across the river) and jet boat ferries. As a result the Queenstown Park access road, which will largely follow the existing farm track along the south side of the Kawarau River, will not need to accommodate a high level of traffic and can be constructed to a lower standard. That will encourage more use of the alternative modes and reduce the effects of the construction as described by other witnesses.

#### **4. COUNCIL REPORT**

- 4.1 The initial Council report on the QPSZ expressed concern about a lack of information regarding transportation matters particularly the effect of the traffic generated by the development pods. My statement of evidence (and that of Mr Serjeant) addressed these concerns and Mr Mander in his rebuttal evidence stated “I do not oppose the rezoning on traffic and transportation grounds provided the NZ Transport Agency is notified of any applications affecting the site and the proposed Rule 44.5.2 is recommended to be accepted.”
- 4.2 Rule 44.5.2 states that “The Boyd Road/State Highway intersection is to be upgraded prior to any residential or visitor accommodation within the Rural Visitor or Rural Residential Activity areas.” Otherwise such accommodation will be a non-compliant activity..”
- 4.3 Roads are part of the Comprehensive Development Plan consent (Rule 44.4.8), which is a restricted discretionary activity. Rule 44.6.2 states that notice shall be served on persons considered to be adversely affected when consent for a restricted discretionary is sought. I would expect that NZTA would be served notice of the upgrade of the Boyd Road/State Highway intersection.

#### **5. CONCLUSION**

- 5.1 I have concluded as follows:
- (a) The proposed corridor through the QPSZ to enable the installation of a gondola will result in reduced transportation effects associated with the movement of people up and down The Remarkables;
  - (b) The development facilitated by the proposed rural visitor and rural residential pods within the QPSZ can be provided with access via the gondola and/or via jet boat ferries and/or via walking and cycling trails, reducing the number of motor vehicles using the access road;
  - (c) Car parking and drop-off facilities for private and public transport can be provided at the Remarkables Park Town Centre and Lake Hayes Estate gondola stations reducing the need for parking at the Remarkables Skifield and at the rural residential and visitor pods in the QPSZ; and

(d) The gondola can also provide an effective alternative form of public transport particularly for commuters and school children travelling between Remarkables Park and Lake Hayes Estate.

5.2 Overall, I have concluded that the QPSZ is generally consistent with the transportation objectives and policies of the PDP and the regional planning documents. Furthermore, I expect that the transportation infrastructure for the development enabled by the zone can be designed to be compatible with the transportation-related rules in the PDP, with the appropriate design codes and with the projects included in the respective transport strategies. Accordingly, the zone can be supported from a transportation perspective.

Tony Penny

**4 September 2017**