

**BEFORE THE HEARINGS PANEL FOR THE QUEENSTOWN LAKES
PROPOSED DISTRICT PLAN**

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Hearing Stream 13 – Queenstown Mapping

AND

IN THE MATTER Submission 455, W & M Grant

**STATEMENT OF EVIDENCE OF JASON BARTLETT
9 June 2017**

INTRODUCTION

Qualifications and experience

- 1 My name is Jason Bartlett. I am an experienced traffic and transportation engineer. My academic and professional qualifications are:
 - (a) New Zealand Certificate in Engineering, Civil Option obtained in 1993;
 - (b) Bachelor of Engineering (BE) from the University of Canterbury awarded in 1996;
 - (c) Graduate Member of the Institution of Professional Engineers of New Zealand (G.IPENZ), since 1995; and
 - (d) Chartered Engineer and Member of the Institution of Civil Engineers (CEng MICE), since 2007.
- 2 I have over twenty years' experience in road design, network management, traffic and transportation engineering including nine years in the UK. During my time in the UK I became a Chartered Engineer and a Member of the Institution of Civil Engineers.
- 3 Since April 2008 I have been working as a traffic and transportation engineer in Queenstown. The first four of these years was for GHD Limited. I now operate my own traffic engineering consultancy, Bartlett Consulting, which I established in July 2012.

Expert witness code of conduct

- 4 I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's Consolidated Practice Note dated 1 December 2014. While this matter is not before the Environment Court, I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Involvement in project

- 5 In this matter I have been engaged by the land owners and Submitters, W & M Grant (455) to provide traffic engineering advice relating to the proposed zone change.
- 6 In preparing this evidence I have reviewed the following documents or reports relevant to my area of expertise:
- (a) The further Submission of NZTA in opposition (455.1 – FS1092.16);
 - (b) The Transport Evidence of Ms Wendy Banks, Sections 5.71 to 5.77; and
 - (c) QLDC Section 42A Report/Evidence of Ms Kimberly Banks, Section 6.
- 7 I have prepared my evidence based on my:
- (a) Expertise as a traffic and transport engineer;
 - (b) Familiarity with the application site and surrounding area; and
 - (c) Familiarity with the above mentioned documents.

Scope of evidence

- 8 My evidence addresses the following matters:
- (a) Overview of the traffic related elements of the Submissions in relation to Hansen Road and SH6; and
 - (b) Response to Transport Evidence and QLDC s42A Report/Evidence.

SUBMISSION

- 9 The Grant Submission (455) relates to their property at the intersection of Hansen Road and Frankton-Ladies Mile Highway (SH6). It is proposed to change the zoning of this property to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.
- 10 The Submission would allow greater development of the site than is currently allowed under the rural zoning. The greater development

enabled by this zone change could generate a significantly greater traffic generation than existing.

TRANSPORT ENVIRONMENT AND ASSESSMENT

- 11 Hansen Road is a Local Road under the Operative QLDC District Plan. The function of this road type is to provide access to adjacent properties.
- 12 The property is also adjacent to SH6 an Arterial Road under the Operative QLDC District Plan and a regional state highway which is managed by NZTA.
- 13 It would be appropriate that any development facilitated by the proposed zone change is accessed from Hansen Road. Any access from Hansen Road would rely on the use of the Hansen Road intersection with SH6/Joe O'Connell Drive. This is a cross intersection which, given current traffic flows on SH6 will make the right turn from Hansen Road difficult. It is also noted that there are proposals to diver Hansen Road to link with the 4th approach to SH6/Hawthorne Drive roundabout. The 4th approach to this roundabout was considered in the design as a transport route to the Frankton Flats North area, this approach has not been constructed. It is unsure if, or when, this proposal will be implemented.
- 14 There are a number of commercial, retail and residential amenities located near to this site including public bus services which stop at the Five Mile Retail Centre on the opposite side of SH6 or at the Frankton Bus Interchange within 500m of the site. From the Frankton Bus Interchange there are a number of public transport services to many parts of the District. Additionally, there is an off-road pedestrian and cycle trail on the opposite side of the SH6 (within the Events Centre) providing connections to local facilities or further to Queenstown, Kelvin Heights, Frankton Flats/Glenda Drive and beyond to the greater Wakatipu area. Unfortunately the nearest crossing over SH6 is located at the nearby Grant Road roundabout and there are no formed footpath on the western side of SH6 adjacent to the site.
- 15 The QLDC 2015-2045 Infrastructure Strategy includes a number of future road projects in Frankton including State highway

improvements including road widening and intersection improvements (refer Table 1). It is possible that this may include the length of SH6 adjacent to the site and improvements to the Hansen Road intersection with SH6.

- 16 In discussion with the Submitters they would support a left in/left out redesigned of the Hansen Road intersection. The Submitters can work with NZTA to achieve an improved intersection as well as pedestrian facilities adjacent to their property and proposed zone change.

TRANSPORT EVIDENCE – Ms Wendy Banks

- 17 I have reviewed the portion of Ms Wendy Banks' Transport Evidence that relates to the Submission. Ms Banks opposes the proposed zone change. The main reasons being; pedestrian safety and the Configuration of the Hansen Road intersection with SH6.
- 18 Within Ms Banks' evidence she identifies a number of improvement project which are to be undertaken by NZTA and QLDC which will relieve congestion on the adjacent SH6, this includes upgrading the Hansen Road intersection with SH6 is upgraded as part of the proposed four laneing of SH6, Sections 5.5 to 5.7 and 5.36 (Arnott). Presumably this work will allow for the construction of an improved intersection and pedestrian facilities with consideration to the proposed extension of the Local Shopping Centre zone to the west of the site. It is likely that improvements to the SH6/Hansen Road intersection will restrict turning movements to left turns only (left to and left from Hansen Road only), I consider this to be an appropriate approach. The Submitters are willing to Work with NZTA to achieve a safe intersection that would work with their proposed zone change and the proposed extension to the LSC zone.
- 19 I share Ms Banks' concerns regarding pedestrian safety when accessing local amenities from the site given the lack of suitable footpath facilities close to the site. Presumably any SH6 improvements in the area would include improved pedestrian infrastructure as has occurred at the recently constructed Grant Road and Eastern Access Road/Hawthorne Drive Roundabouts. This would also improve access to the proposed extension to the LSC

zone. The Submitter are willing to work with NZTA to establish suitable pedestrian facilities adjacent to the state highway and their proposed plan change.

SECTION 42A REPORT/EVIDENCE – Ms Kimberly Banks

- 20 I have reviewed the portion of Ms Kimberly Banks' Evidence that relates to the Submission. Ms Kimberly Banks' Evidence reiterates Ms Wendy Banks' traffic concerns.

CONCLUSION

- 21 The Grant Submission (455) requests either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities at their property at the intersection of Hansen Road and Frankton-Ladies Mile Highway (SH6).
- 22 It is appropriate that the proposed to zone change would be accessed from Hansen Road, a Local Road in the QLDC road hierarchy and appropriate for provision of access to adjacent properties.
- 23 It is likely that the Submission would allow a greater density of development within the site and will have a significantly greater traffic generation than existing on-site activities. The additional traffic would increase traffic at the adjacent intersection of Hansen Road with SH6 and would increase pedestrian activity at the site.
- 24 The Submitters can work with NZTA to achieve an improved Hansen Road intersection as well as pedestrian facilities adjacent to their property and proposed zone change.

Jason Bartlett

9 June 2017