

Samuel Corbett for QLDC – Summary of Evidence, 13 February 2017

Chapter 41 Jacks Point Zone and Chapter 43 Millbrook Resort Zone – Hearing Stream 09

1. I have been engaged by Queenstown Lakes District Council (**QLDC**) to provide evidence in relation to transport matters that relate to the Jacks Point and Millbrook chapters of the Proposed District Plan (**PDP**).

Jacks Point

2. A traffic assessment was undertaken by Traffic Design Group (**TDG**) in 2012 for the area under consideration (Jacks Point and Hanley Downs area) as part of a Plan Change to the ODP, which amended the Hanley Downs part of the zone (Plan Change 44). The land use assumptions and modelling results presented in the TDG assessment have been considered in my evidence for assessing the efficiency and safety of access from the State Highway to the Jacks Point Zone.
3. The traffic modelling results in the TDG Report demonstrated that a single access (the existing intersection at State Highway 6 / Maori Jack Road) would not have sufficient capacity to cater for the anticipated traffic under the Plan Change 44 scenario.
4. As part of Plan Change 44 it was proposed that a second access be provided at the existing State Highway 6 / Woolshed Road intersection. The traffic modelling results in the TDG Report demonstrated that with two accesses operating (the existing intersection at State Highway 6 / Maori Jack Road and State Highway 6 / Woolshed Road intersection), the former intersection operates well but Woolshed Road operates poorly. A roundabout was proposed at Woolshed Road as a longer term solution, which would improve the level of service at this intersection.
5. The TDG Report also noted that travel demand management and/or public transport improvements could be implemented as a means of reducing traffic generated by the Jacks Point Zone. These measures would be consistent with the strategic direction established in the Wakatipu Transportation Strategy (WTS), which seeks to deliver a fully integrated transport system that meets the growth in travel demand. However, there does not appear to have been any further consideration of public transport measures since the TDG Report was prepared.

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6. For the Jacks Point Zone, the maximum land use capacity has now changed significantly since the TDG assessment was completed in 2012. In fact, the notified chapter allows for a 55% increase in dwellings as compared to the figures assumed in the TDG assessment (5,277 dwellings vs. 3,434 dwellings). The proposed Jacks Point village centre has also increased in size.
 7. The total commercial, retail and community areas assumed under the full zone in the TDG assessment is 20,000 m². Under the notified PDP it is estimated that 206,075 m² of such activity could occur based on certain assumptions regarding the mix of uses (e.g. commercial, community, residential, and visitor accommodation) that will be accommodated within the villages and EIC. This means a significant increase in the estimated commercial/ retail capacity compared to that assessed in the TDG assessment. This increase is largely due to the addition of the EIC, the increased size of the Jacks Point village, an acknowledgment that a much greater proportion of the villages could be developed as commercial, retail, and community areas than assumed by TDG, and that TDG did not factor in the capacity within the Homestead Bay Village.
 8. The sensitivity test that TDG undertook showed that up to 2,934 dwellings could be built in the full Jacks Point development in addition to the other non-residential activities before access at the Woolshed Road or Maori Jack Road intersections becomes restricted. Given the level of residential activity being enabled at notification (estimated as 5,277 dwellings and visitor accommodation units), the traffic to, from, and within the development will likely increase significantly, as each residential property is required to be assessed as generating 8 vehicles movements per day (two-way).
 9. I support the location of the Woolshed Road access with State Highway 6 given that the majority of the peak hour traffic generated by Jacks Point Zone will be travelling to or coming from the Frankton and Queenstown areas in the north. It is important to note that if the Woolshed Road / State Highway SH6 intersection is to be used in future for access by the development, it will likely require upgrading for increased safety and capacity, which would include appropriate turning lanes on State Highway SH6 and realignment of Woolshed road approach to the intersection designed to meet the QLDC and the New Zealand Transport Agency (**NZTA**) intersection design standards.

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10. I support providing access to and from State Highway 6 at the intersections at Maori Jack Road, Woolshed Road, and at the third access approved via RM160562 by the NZTA on the basis that the TDG assessment demonstrated the need for two accesses to service the predicted traffic generation from Jacks Point.
 11. There is insufficient data at present to determine the potential traffic effects on the internal and wider roading network. Therefore, it is recommended that additional traffic modelling is undertaken to better understand the traffic effects associated with the Jacks Point Zone at the resource consent stage. I am comfortable to note that the zoning could proceed at this point in time without the additional traffic modelling, however traffic effects need to be a matter of discretion/control when considering development proposed within the villages.
 12. I have reviewed the relevant evidence related to traffic matters for the Jacks Point Zone including the s42A report and the highlights summary of the s42A report prepared by Ms Vicki Jones. I note that Ms Jones has revisited the yield figures resulting in some minor changes to the s42A yield, and also the yield likely from her recommended position. These changes do not change my views or recommendations.

Millbrook

13. For the Millbrook Zone, the overall number of residential units provided for in the rules is not changing (remaining at 450), however there is a new access off Streamside Lane which will also be used to access properties in the Dalgleish Farm portion of the extended Millbrook zone.
14. For the Millbrook Zone, I consider that the extension of the zone over the Dalgleish Farm will not result in adverse traffic effects as the overall number of dwellings permitted in the zone is not proposed to be increased.
15. I have reviewed the relevant evidence related to traffic matters for the Millbrook Zone including Chapter 43 – Millbrook PDP and it does not change my views or recommendations.