

**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 Submissions 840 C & S Hansen and 828 Brett Giddens

**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 discussed the proposed Local Shopping Centre zone changes with the Submitters, Hansen and Giddens, in September/August 2015. I have subsequently been asked to prepare this evidence in relation to the Submissions of Hansen (840) and Giddens (828) to the Proposed QLDC District Plan.
- 6 In preparing this evidence I have reviewed the following documents or reports relevant to my area of expertise:
- (a) The Submissions of Hansen (840) and Giddens (828);
 - (b) The Transport Evidence of Ms Wendy Banks, Section 8.102 to 8.113; and
 - (c) QLDC Section 42A Report/Evidence of Ms Ruth Evans, Section 5.
- 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.
- 8 This evidence also relates in part to the zone change submission of Williams (141) which has a similar location, rezoning submission and access to the surrounding transport Network.

Scope of evidence

- 9 My evidence addresses the following matters:
- (a) Overview of the traffic related elements of the Submissions in relation to the current and future transport networks at Frankton; and
 - (b) Response to Transport Evidence and QLDC s42A Report/Evidence.

SUBMISSIONS

- 10 The Submissions (840 & 828) include a similar area of land, the Hansen Submission (840) includes a smaller portion of the land included in the Giddens Submission (828). In my evidence I have considered the potential effects of both these submissions.

- 11 These Submissions both request that an area of Low Density Residential is rezoned as Local Shipping Centre (or to a more appropriate higher density zone such as HDR or MDR, 828). The zone change would enable an increased density of development at the site and would allow for a mix of residential, commercial and retail activities.

TRANSPORT ENVIRONMENT

- 12 The site is located to the east of, and accessed from, McBride Street. McBride Street is an Arterial Road within the Operative QLDC District Plan. The formation of McBride Street is more akin to a Collector Road with parking on either side of the road and road humps to restrict access, traffic speeds and efficiency along this Street. McBride Street is often congested as a result of traffic diverting or shortcutting the adjacent Kawarau Road (SH6) which often suffers severe congestion as a result of the poor operation of the roundabout intersection of Kawarau Road (SH6) with Frankton Ladies Mile Highway (SH6) and Frankton Road (SH6A).
- 13 Kawarau Road (SH6) is located to the east of the site. There is a QLDC reserve between the site and SH6 which is likely to prevent any vehicle access from SH6.
- 14 NZTA and QLDC are undertaking a number of traffic improvements to relieve congestion in the general area including:
- (a) Kawarau Falls Bridge – A new bridge is being constructed to replace the existing one lane bridge. The new bridge will reduce congestion southbound and will reduce the northbound congestion related to the pulsing effects of the existing traffic lights;
 - (b) SH6/SH6A Roundabout Improvements – NZTA are currently undertaking Stage 1 of improvements which will widen the roundabout approaches in order to increase the traffic flow through the roundabout. In particular this will reduce congestion northbound and westbound on the SH6 approaches to the roundabout. I believe that NZTA have further Stages to these improvements to increase the capacity of this roundabout; and
 - (c) Eastern Access Road –QLDC are providing the Eastern Access Road/Hawthorne Drive, a direct link between SH6 (Frankton Ladies

Mile Highway) and Remarkables Park. This is intended to remove some traffic from the SH6/SH6A roundabout and thereby reduce congestion on the State Highway Network.

- 15 These projects are expected to relieve congestion on the State Highway network and will reduce the future traffic flows on McBride Street.
- 16 The site is located adjacent to the Frankton bus interchange which is located within the QLDC Reserve and accessed from SH6. This interchange provides connecting bus services to other parts of the District including Remarkables Park (Airport), Kelvin Heights, Queenstown (Fernhill and Arthurs Point), Five Mile, Frankton Flats Lake Hayes Estate and Arrowtown. In addition regional bus services provide services to Wanaka, Southland, Central Otago and beyond. It is also noted that there are other bus stops within walking distance of the site on Karawau Road (Near McBride Street intersection) and at the Airport. The site is well located to make use of public transport services throughout the District.
- 17 QLDC and ORC are providing additional funding for public passenger transport services to increase the network coverage and frequency of service whilst also reducing user costs. These initiative will further improve public transport connections with the site.
- 18 Adjacent footpaths provide access along SH6 and McBride Street connecting between the existing Frankton Shopping Centre, Remarkables Primary and the Airport. In addition local Queenstown Trails Commuter Route connects the site to the Queenstown Trails network as well as the Queenstown Events Centre, Five Mile, Frankton Flats and Glenda Drive. The Queenstown Trails network provides pedestrian and cycle routes to Queenstown, Kelvin Heights, Lake Hayes Estate, Quail Rise and beyond to Arrowtown and the greater Wakatipu area.
- 19 The site is well connected to local walking and cycling facilities connecting with local residential, commercial and retail areas.
- 20 The proposed zone changes will increase traffic generation and parking demand as a result of potential on-site activities enabled by the zone change. Any development of the site will require planning

approvals through the Resource Consent process where Section 14 of the Operative QLDC District Plan provides a mechanism to manage traffic effects of any development. Section 14 provides minimum access, on-site manoeuvring and on-site parking requirements. It is considered that compliance with current planning provisions of the Operative QLDC District Plan will result in acceptable traffic outcomes for any on-site activities enabled by the proposed zone change.

- 21 Any development of the site will be well connected to the local road network via McBride Street whilst also having direct connections to adjacent public transport services and local walking and cycle networks. These good connections to alternative transport routes are likely to reduce dependence on the private car.
- 22 It is noted that a nearby Submission, Williams (141) would also have similar transport links and development based on their proposed commercial zoning.

TRANSPORT EVIDENCE – Ms Wendy Banks

- 23 I have reviewed the portion of Ms Wendy Banks' Transport Evidence that relates to the Submissions. Ms Banks opposes the Submissions (840 & 828) based on the existing traffic and parking conditions and that additional, commercial type development, may exacerbate traffic and parking issues in the local area.
- 24 The existing traffic conditions are a result of the poor efficiency of the nearby SH6/SH6A roundabout which places additional traffic demand on McBride Street. A significant portion of McBride Street traffic is shortcutting congestion on the adjacent state highway network.
- 25 NZTA and QLDC are working on a number of traffic improvement projects in the area which will reduce traffic, and congestion, on McBride Street.
- 26 It is possible that the proposed zone change will result in more commercial type activities on-site. This type of development does have a higher traffic generation than the current Low Density Residential zoning. Any development within the proposed Local Shopping Centre zone, residential or commercial in nature, will need planning approvals and to comply with the transportation controls of the Operative QLDC

District Plan (Section 14). Compliance with these transport controls; on-site parking, manoeuvring and access, will mean that any potential traffic effects would be acceptable.

- 27 The site is also well connected with alternative transport options including walking and cycling networks and the public passenger transport network. Improvements to the public passenger network would mean that in the future there may be a reduced dependence on the private car and potential further reducing any potential traffic and parking effects.

SECTION 42A REPORT/EVIDENCE – Ms Ruth Evans

- 28 I have reviewed the portion of Ms Ruth Evans' Evidence that relates to the Hansen (840) and Giddens' (828) Submissions. Ms Evans' Evidence reiterates Ms Banks' traffic outcomes that the proposed zone change is rejected based on existing traffic and parking issues. This is also Ms Evan's view of the nearby zone change proposed by the Williams (141) Submission.

CONCLUSION

- 29 Submissions 840 (Hansen) and 828 (Giddens) both request that an area of Low Density Residential is rezoned as Local Shipping Centre. The proposed zone change would enable an increased density and/or a mix of residential, commercial and retail activities on-site.
- 30 The site is well located to benefit from good alternative transport connections to other residential and commercial area the District. It is likely that these alternative transport options would reduce the dependence on the private car and reduce potential traffic effects from on-site activities enabled by the proposed plan change.
- 31 Additionally, I consider that the current projects being undertaken by NZTA and QLDC would improve traffic conditions at and surrounding the site in the future. With these improvements I do not regard existing traffic and parking issues within the local road network as being a reason to reject these Submissions on transport grounds.

Jason Bartlett
9 June 2017