

**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 715, Jardine Family Trust and Remarkables  
Station Limited

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**MEMORANDUM OF TRAFFIC CONFERENCING**

**5 September 2017**

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## **INTRODUCTION**

- 1 This memorandum has been provided to inform the panel of traffic conferencing undertaken on the 5<sup>th</sup> September 2017 with respect to the rezoning Submission of Jardine Family Trust and Remarkables Station Limited (715).
- 2 The traffic conferencing involved:
  - (a) Ms Wendy Banks;
  - (b) Mr Anthony MacColl;
  - (c) Mr Antony Sizemore; and
  - (d) Mr Jason Bartlett.
- 3 The purpose of this conferencing was to discuss with NZTA if a state highway access to Homestead Bay is possible.
- 4 The discussion was based on the Homestead Bay extension from 244 residential dwellings to a potential 785 residential dwellings from the zone change. An increase of 541 residential dwellings
- 5 All, Ms Banks, Mr MacColl, Mr Sizemore and Mr Bartlett, have provided in evidence that any access onto the state highway for the additional dwellings will need NZTA approvals.

## **DISCUSSION**

- 6 The NZTA is supportive of residential development and growth in the Jacks Point Zone.
- 7 Both Mr Sizemore and Mr MacColl stated that it was their strong preference for the proposed Homestead Bay extension to be accessed via the existing Maori Jack Road. This will require improvements to the existing intersection with SH6 to accommodate anticipated traffic. NZTA would prefer that in the long term this intersection would be upgraded to a roundabout, Ms Banks agreed with NZTA's position on this matter.
- 8 If it was not possible to use Maori Jack Road (owned by JPROA) to access the proposed Homestead Bay extension a new access could be formed at, or about, the location identified in the supplementary evidence of Mr Bartlett. NZTA approval for a new intersection would

be required at the time of development. The new intersection would be required to meet current standards and detailed modelling and assessment would be required to support the design. It is likely that the form of this new intersection would be similar to the T-intersection layout provided in the supplementary evidence of Mr Bartlett.

- 9 Any modelling, and NZTA approvals, would need to consider downstream effects at the other wider Jacks Point/Hanley Downs Zone intersections with SH6.
- 10 It was agreed by all that modelling for a new intersection and/or intersection improvements should be based on a 10 year design year period with a realistic expectation of growth from committed/consented development.
- 11 It was considered that an interim trigger may be the best way to manage and monitor both development and the downstream effects of development on other intersections. The potential triggers discussed were:
  - (a) When the level of development at Homestead Bay goes beyond the level estimated to be permitted under the notified Proposed QLDC District Plan, 244 residential dwellings; and
  - (b) When the level of development at Homestead Bay exceeds a total of 500 residential dwelling equivalents, being approximately 50% of the additional residential dwellings enabled by the proposed rezone.
- 12 It was agreed that any access to the state highway from the Jacks Point Zone would need to consider how traffic flows from the ultimate development (potentially 5982 dwellings including Homestead Bay extension<sup>1</sup>) would be managed at a high level.


## **AGREED OUTCOMES**

- 13 That the preferred approach is that the full development of Homestead Bay is to be served via Maori Jack Road.

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<sup>1</sup> From the Rebuttal Evidence of Ms Banks.

- 14 If access via Maori Jack Road is not legally possible a new access could be constructed at, or about, the location identified in the evidence of Mr Bartlett.
- 15 That any access from the SH6 must be approved by NZTA at the time of development (Discretionary/Restricted Discretionary). Approvals are required either; to form a new access, or to upgrade the existing Maori Jack Road intersection.
- 16 Approval from NZTA shall be required at:
- (a) The time any access is to be formed from SH6;
  - (b) The time of development when more than 244 residential dwellings will be enabled at Homestead Bay; and
  - (c) The time of development when more than 500 residential dwelling equivalents will be enabled at Homestead Bay.
- 17 Approvals from NZTA will require:
- (a) Confirmation of the type of intersection, or intersection improvements, to be constructed at SH6;
  - (b) Demonstration that the intersection, or intersection improvements, will be able to meet current design standards; and
  - (c) Modelling of the proposed intersection, or intersection improvements, including and the downstream effects on the wider Jacks Point/Hanley Downs Zones State highway intersections. Modelling should be for an appropriate design year and a realistic expectation of growth to that design year.

Wendy Banks:  ..... Date: 6 September 2017

Anthony MacColl:  ..... Date: 6 September 2017

Antony Sizemore:  ..... Date: 6/9/17

Jason Bartlett:  ..... Date: 6 September 2017