

**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

**SUMMARY OF EVIDENCE OF JASON BARTLETT
16 August 2017**

INTRODUCTION

Qualifications and experience

- 1 My name is Jason Bartlett.
- 2 My Evidence in Chief dated 9 June 2017 outlines my experience and qualifications relevant to this evidence in respect of the Queenstown Mapping Hearings of the Proposed District Plan.
- 3 Since preparation of my Evidence in Chief I have also reviewed the rebuttal evidence of Ms Wendy Banks for QLDC.
- 4 I note that the Submissions of Hansen (840) and Giddens (828) now relate to the extension of the proposed Local Shopping Centre Zone to Include 16, 18, 18B and 20 McBride Street. These properties are currently used for the following activities:
 - (a) 16 McBride Street is operating and consented as a dental surgery and commercial activities;
 - (b) 18 McBride Street is operating and consented as office activity;
 - (c) 18B McBride Street is used as residential with an active consent allowing for office activity; and
 - (d) 20 McBride Street is used as residential with a recent application to allow for office activity.
- 5 It is noted that the majority of these properties are operating (two of) or approved to operate (one of currently) within the range of commercial activity which would be enabled by the proposed zone change. It is therefore considered that the traffic and parking anticipated by the proposed zone change is already, or accepted, within the local road network.
- 6 Ms Banks, in her rebuttal evidence, considers that McBride Street is a residential street. This is not the case, McBride Street is an Arterial Road which should be managed to provide an efficient transport link between different parts of the District. At present McBride Street is being managed more akin to Collector Road with managed parking, speed humps and narrow traffic lane. The current management of McBride Street is relevant. The current arrangement causes congestion as drivers navigate oncoming vehicles and facilitate

passing amongst parked vehicles. If the road was managed as an Arterial Road by removal of speed humps and parking on one of the road, congestion along this route would be removed.

- 7 Now that Hawthorne Drive (Eastern Access Road) and the Frankton Road Roundabout improvements (SH6/SH6A) have been completed and a significant amount of congestion and delay has been removed from the local roading network. NZTA have plans to dual lane the portion of SH6 between the Airport Roundabout and Grant Road Roundabout as well as increasing the capacity of the Frankton Road Roundabout (SH6/SH6A). These improvements are anticipated to greatly increase the capacity and remove congestion from the adjacent state highway network.
- 8 The site is well located to benefit from good alternative transport connections to other residential and commercial areas of the District. It is my opinion 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 change in zoning.
- 9 I consider that the projects recently undertaken by NZTA and QLDC have reduced traffic congestion adjacent to the site.
- 10 With the reduced area to be rezoned including a majority of sites already operating as commercial activities I consider that the impacts on the local transport network from traffic and parking will be minimal.

Jason Bartlett

16 August 2017