

**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 Stage 3 of the
Proposed District Plan

**SECOND STATEMENT OF EVIDENCE OF MICHAEL ANDREW SMITH
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

TRANSPORT - GENERAL INDUSTRIAL ZONE

UPPER CLUTHA TRANSPORT LIMITED REZONING

18 March 2020

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1. PROFESSIONAL DETAILS

- 1.1 My full name is Michael Andrew Smith. I hold the position of Principal Transportation Engineer at Stantec, who I have been with since 1996.
- 1.2 I hold a Masters of Engineering in Transport (MET) from the University of Canterbury. I am a Chartered Professional Engineer of Engineering New Zealand (CMEngNZ / CPEng), and a Registered Professional Engineer Queensland (RPEQ).
- 1.3 I have 25 years' experience in traffic engineering, and regularly undertake assessments of resource consent applications for transport matters for various local authorities across NZ.
- 1.4 I have experience in road safety, traffic engineering, construction and assessing development applications from a traffic compliance and impact perspective. I have assessed numerous development applications in the Queenstown Lakes district.
- 1.5 I have been engaged by the Queenstown Lakes District Council (**QLDC** or **Council**) to provide evidence in relation to the requested rezoning by Upper Clutha Transport Limited (**3256**) (**Upper Clutha Transport**) on Stage 3 of the Queenstown Lakes District Plan (**PDP**).
- 1.6 Although this is a Council hearing, I confirm that I have read the Code of Conduct for Expert Witness contained in the Environment Court Practice Note and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.
- 1.7 The key documents I have used, or referred to, in forming my view while preparing this evidence are:
- (a) QLDC operative District Plan (**ODP**);
 - (b) QLDC proposed District Plan (**PDP**);

- (c) QLDC Land Development and Subdivision - Code of Practice (**CoP**);
- (d) NZTA Manual of Traffic Signs and Markings; Parts 1 & 2;
- (e) NZTA State Highway Geometric Design Manual (Draft)
- (f) AUSTROADS Guide to Road Design; Part 3: Geometric Design; 2017
- (g) AUSTROADS Guide to Road Design; Part 3: Geometric Design; 2009

2. EXECUTIVE SUMMARY

2.1 The key conclusions of my evidence are:

- (a) The Upper Clutha Transport submission does not provide adequate evidence or assessment demonstrating effects of the rezoning on the existing road network.
- (b) The NZ Transport Agency (**NZTA**) will be affected by the increase in traffic onto State Highway 6 and State Highway 8A if the rezoning is granted, and I therefore recommend that consideration by NZTA should be considered for any impacts, or improvement standards to meet their specific requirements.
- (c) Consequently, I oppose the relief sought by Upper Clutha Transport from a traffic perspective.

3. GENERAL DESCRIPTION OF THE UPPER CLUTHA TRANSPORT SITE

- 3.1** Upper Clutha Transport Limited (**UCT**) seeks to change the zoning of 8.02 hectares of a 13.89-hectare site in Luggate from Rural Zone to GIZ. The submission site legally described as Lot 1 DP 300025 and Lot 1 DP 475297, identified in red in Figure 1 below.

Aerial photograph of the site



Figure 1 – submission site

- 3.2** The site bounds Church Road to the northeast, and would otherwise be surrounded by Rural Zone. It is anticipated that access to Church Road from the site will be via an access / intersection formation in accordance with QLDC standards, and that followed best practice geometric design for the appropriate usage form. In this location, Church Road is defined as a two-way carriageway, with a single lane in each direction.
- 3.1** Church Road is a typical sealed rural road (QLDC recorded width is 6.1 metres), with a priority Give Way control at the junction with State Highway 6. This intersection is well formed, and appropriate for the current level of service.
- 3.2** Church Road also forms a T-Junction with State Highway 8A, with State Highway 8A forming the approach leg of the Tee, and requiring

drivers to Give Way to traffic progressing along Church Road onto the continuation of State Highway 8A over the Clutha River.

- 3.3** Church Road is recorded as being approximately 1.45 km in length, with an Average Daily Traffic (**ADT**) of some 505 vehicles per day (**vpd** – estimated) recorded in the Mobileroad™ database. Church Road is recorded as having 10% heavy vehicle commercial vehicles (**HCV**).

4. GENERAL ROADING ELEMENTS

- 4.1** The following section details the elements identified for the submission site.

Speed environment

- 4.2** I have reviewed the information for Church Road, and am of the mind that Church Road is appropriate for the current level of development (ie Rural Zone). It is noted that Church Road has a legal speed limit of 100 km/hr. It is noted that NZTA has consulted on lowering the speed limit within the Luggate Township. At the time of writing this evidence, I was not aware of any proposed changes for the current 100 km/h rural approaches to Luggate.

- 4.3** The frontage of the site is generally outside of the Luggate urban form, and as such is subject to the open road speed of 100 km/h.

- 4.4** The submitter has provided no evidence to demonstrate that a new industrial zone accessing Church Road where the speed limit is 100km/h will not create any safety issues. I consider that is necessary.

Linkage to Church Road

- 4.5** Church Road is generally straight in the horizontal alignment. It is noted that there are some minor vertical curves along Church Road that could have an impact on the indivisibility of approaching traffic when considering the potential formation of a new access point.

- 4.6 I am of the opinion that the current alignment of Church Road does not present any reason that a suitably formed connection for the site to junction onto Church Road could not be achieved in accordance with best practice design.

SH 6 / SH 8A Intersection form

- 4.7 The SH 6 / SH 8A is located north west of the site and would need to cater for additional traffic movements from the proposed rezoning to GIZ. I consider that the current State Highway intersection forms appear to operate for the existing traffic demands. I am not aware of any improvement works proposed by NZTA, however I do recommend that specific request be made to NZTA to determine if any improvements are planned.
- 4.8 The proposed rezoning to GIZ will require a reassessment of the intersection form, considering the NZTA requirements for possible inclusion of a right turn facility and associated widening, if required. This has not been provided with the submission. I refer also to my comments below on the suitability of Church Road in its current formation.

5. REQUIRED ROAD FORM FOR REZONING

- 5.1 There has been no assessment presented on the possible yield of transport movements within the proposed GIZ at the submission site.
- 5.2 Utilising the District Plan, and the QLDC Land Development and Subdivision Code of Practice (Table 3.2: Road Design Standards), it is noted that a road width (Rural) of some 6.4 metres meets the requirements for a lower level of development and use. Any increase in land use traffic generation would require the consideration of either localised or full length widening of the road. This may require physical works improvements to meet the QLDC standards for Church Road.

5.3 I recommend this analysis is provided by the submitter.



Mike Smith

Principal Transportation Engineer – Road Safety

18 March 2020