

**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 338, Middleton Family Trust

**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 been engaged by the land owners and Submitters, Middleton Family Trust (338) to provide traffic engineering advice relating the access to the Zone Change identified in their Submission, 338.
- 6 In preparing this evidence I have reviewed the following documents or reports relevant to my area of expertise:
- (a) The Transport Evidence of Ms Wendy Banks, Sections 6.7 to 6.12; and
 - (b) QLDC Section 42A Report/Evidence of Ms Kimberley Banks, Section 13.
- 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.

Scope of evidence

- 8 My evidence addresses the following matters:
- (a) Overview of the traffic related elements of the Submission; and
 - (b) Response to Transport Evidence and QLDC s42A Report/Evidence.

SUBMISSION

- 9 The Submission (338) allows for the establishment of a new residential are on land at the western end of Tucker Beach Road. The plans provided in the submission allows for 53ha of Low Density Residential and a further 18ha of Rural Residential resulting in a maximum yield of 1105 low density lots and 45 rural residential lots.
- 10 The drawings provided in the Submission identify a possible access road from SH6 utilising a new approach from the roundabout Frankton-Ladies Mile Highway (SH6) and Hawthorn Drive (Eastern Access Road). This roundabout was design to have a future 4th approach serving the Frankton Flats North area to the northwest of SH6.

TRANSPORT ENVIRONMENT AND ASSESSMENT

- 11 The site is currently accessed from Tuckers Beach Road. Tucker Beach Road is a Collector Road within the QLDC road network. Tucker Beach Road is a rural road which is accessed from SH6 immediately to the south of the Shotover River Bridge. This road also provides the only road link to Quail Rise.
- 12 It is expected that the future road network will include a Collector Road link from Quail Rise through the Frankton Flats North area to the roundabout intersection of SH6 and Hawthorne Drive. There are a number of road proposal in this area including a new link to Hansen Road. At this stage it is not clear if or how this road network will be delivered.
- 13 The proposed residential Zone will be able to provide transport links to SH6 via:
 - (a) A new road directly from the SH6/Hawthorne Drive Roundabout utilising the 4th approach; and/or
 - (b) The existing Tucker Beach Road.
- 14 There is very little information regarding traffic provided in Submission. However, the location of the proposed residential area allows for consideration of traffic being spread across two SH6 intersections. This spread of traffic can reduce any overall traffic effects.
- 15 It is noted that the size of this development will generate a significant traffic flows at each SH6 intersection. The Tucker Beach Road intersection has safety concerns and improvements are being considered by NZTA. The roundabout intersection of SH6/Hawthorne Drive has been designed to accommodate additional traffic from a 4th approach. However, the extent of development within the Frankton Flats North area is unknown or its effect on the efficiency of this roundabout.
- 16 To further any assessment of the traffic effects of this proposed zone changes a transport assessment will need to be undertaken. It is likely that this will need considerable input from NZTA to understand the committed/zoned and realist traffic flows on SH6 in an appropriate design year.

TRANSPORT EVIDENCE – Ms Wendy Banks

- 17 I have reviewed the portion of Ms Wendy Banks' Transport Evidence that relates to the Submission. Ms Banks opposes the proposed zone change. Ms Banks is concerned that the size of the proposed zone changes will generate a significant traffic flow which cannot be accommodated by the 4th approach to SH6/Hawthorn Drive roundabout.
- 18 I acknowledge that there is minimal traffic information provided with the Submission. The submission also highlights that the main access would be directly to the SH6/Hawthorn Drive roundabout. It is possible that the traffic generation used within Ms Wendy Banks' evidence is slightly higher than would be anticipated. However, it is likely that the traffic outcome would be similar regarding effects at the SH6/Hawthorne Drive Roundabout.
- 19 With traffic distributed over two access routes it is likely that the overall traffic effects would be reduced although this is difficult to predict given there is no definitive approach to traffic distribution to the 4th approach to the roundabout.
- 20 The Submission should include a transport assessment, even at a high level, to begin discussion with NZTA regarding the modelling of effects on SH6 at both the roundabout intersection and at the Tucker Beach Road intersection. I consider that this should be concluded that further information is required.

SECTION 42A REPORT/EVIDENCE – Ms Kimberley Banks

- 21 I have reviewed the portion of Ms Kimberley Banks' Evidence that relates to the Submission. Ms Kimberly Banks' Evidence reiterates Ms Wendy Banks' traffic concerns. The overall recommendation is to reject the Submission.

CONCLUSION

- 22 The Middleton Family Trust Submission (338) seeks to rezone an area of rural land to facilitate the development of Low Density and Rural Residential lots. It is possible that this zone change could provide up to 1105 low density lots and 45 rural residential lots. The existing site access is from Tucker Beach Road, it is proposed to retain this access

and to construct a new access to the site from the 4th approach (not constructed) to the SH6/Hawthorne Drive roundabout.

- 23 There is little information regarding traffic in the Submission. The transport effects of this zone change will need to be consideration with the future transport networks in the Frankton Flats North area. It is therefore my opinion that a transport assessment is required to establish the traffic effects of the proposed development.

Jason Bartlett

9 June 2017