

**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 12
– Upper Clutha
Mapping Annotations
and Rezoning Requests

**REPLY OF WENDY BANKS
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

TRANSPORT

10 July 2017

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Appendix 1: Summary table of rezonings where traffic related upgrades are required

1. INTRODUCTION

1.1 My name is Wendy Banks. I prepared a statement of evidence in chief and rebuttal on traffic and transportation, for the Upper Clutha Hearing Stream 12. My qualifications and experience are listed in my evidence in chief dated 17 March 2017.

1.2 The purpose of this reply evidence is to specifically respond to matters raised by the Panel during the course of the hearing. In particular, I provide responses to the Panel's request to provide clarification as to my rezoning position where traffic related upgrades are required. I also address several submissions where I have changed my rezoning position or wish to clarify my position.

2. UPGRADES FOR POSITIVE ZONING RECOMMENDATION

2.1 At the hearing, and through the Panel's Minute concerning the Content of the Council's Reply dated 20 June 2017 (**Reply Minute**), the Panel requested that I provide a table for the situations where traffic related upgrades are a critical condition before I can give a positive zoning recommendation. A table setting out this information is set out in **Appendix 1**. For completeness the table sets out the relevant submissions and whether I:

- (a) do not oppose the submission if some traffic related upgrade is undertaken and I set out what the physical work or upgrade is; or
- (b) do not oppose the submission as my concerns can be addressed through the Subdivision Chapter at the time of consent.

2.2 For clarity, if a submission is not listed in **Appendix 1** I continue to hold my rezoning position as set out in my evidence filed before the hearing.

2.3 The Panel also asked me to recommend a mechanism, for each of the submissions I do not oppose if specific physical work is undertaken, by which the Hearing Panel could be satisfied the

relevant upgrades will be undertaken. This recommendation is beyond my expertise and so Mr Barr will be addressing this point in his reply evidence.

3. CARDRONA VALLEY ROAD LSCZ

3.1 During the hearing, the Panel asked that I consider the reduction in the Local Shopping Centre Zone (**LSCZ**) as recommended by Council Planner Ms Jones at Cardona Valley Road and whether there will be sufficient capacity to increase the traffic demand on West Meadows Road.

3.2 The LSCZ is recommended to be reduced to approximately 1 ha of developable land compared to the original 2.7ha of land notified. This would result in more than half the trips reduced based on gross floor calculations. This would make a significant difference in terms of traffic generation and the volumes along Cardona Valley Road.

3.3 Following the hearing, Willowridge Developments Limited submitted a plan showing the extension of West Meadows Drive to the Alpha Ridge subdivision. I do not oppose this because it will form an integrated road network system and will enable various route choices for drivers and consequently traffic will be distributed over a wider area.

3.4 In conclusion, I consider that the combined reduction in LSCZ on Cardrona Valley Road and the connection of West Meadows Drive to the Alpha Ridge subdivision will create better traffic outcomes.

4. JUDE BATTON (460)

4.1 The submitter sought to rezone Lichen Lane and Sam John Place from Rural Residential (**RR**) to LDR, which I opposed in my evidence in chief.¹ At the hearing the submitter confirmed that she prefers a density of 2000m². I support the change in density per lot because with this density only an additional 20 lots would be yielded instead of

¹ Statement of Evidence Ms Wendy Banks on behalf of the Queenstown Lakes District Council dated 17 March 2017, at paragraphs 11.1 to 11.2.

536 as originally calculated, and the decrease in the number of lots yielded results in significantly less traffic generated.

5. ALLENBY FARMS (502)

5.1 Allenby Farms² sought to rezone 19.6ha of notified Rural land to LLR in the Mt Iron area, with an estimated yield of 49 lots. In my evidence in chief I opposed the submission based on no further supporting evidence on how these sites would be accessed.

5.2 I have reconsidered my position following the hearing as I understand that the accesses to the site will be made via Hidden Hills Drive and Rob Roy Lane. I now do not oppose the rezoning because there is sufficient road capacity to cater for the development particularly with the reduction in dwellings to 15 lots.

6. DEBORAH BRENT (369)

6.1 Deborah Brent³ has sought for a zone boundary realignment to extend the zone boundary to enable more LLR in the Studhome Road area.

6.2 My view in my evidence in chief was that the cumulative effect of rezoning the land south of Studholme Road would generate considerable vehicle trips during the peak hour (over 200) that could potentially create safety and capacity issues, particularly given that Studholme Road is not fully formed.

6.3 In light of questions during the hearing, I have reconsidered my position and I no longer oppose the rezoning sought by Ms Brent as long as the full extent of Studholme Road is fully formed and completed prior to the development. The number and location of accesses should also be assessed at the time of development.

² Evidence of Ms Banks, at paragraphs 11.11 to 11.12.

³ Evidence of Ms Banks, at paragraphs 13.1 to 13.6.

7. HAWTHENDEN LIMITED (776)

7.1 Hawthenden Limited was assessed alongside Deborah Brent's (369) submission in my evidence in chief where I opposed part of the submission based on the unformed full extent of Studholme Road. In light of questions during the hearing, I have reconsidered my position and I no longer oppose the rezoning sought for the three areas requested by Hawthenden Limited as long as the full extent of Studholme Road is fully formed and completed prior to the development. The number and location of accesses should also be assessed at the time of development.

8. ORCHARD ROAD HOLDINGS LTD (91)

8.1 Orchard Road Holdings Ltd has sought for a rezoning from Rural zone to LDR along the north side of Orchard Road that would enable 632 lots.

8.2 I have changed my view following the hearing and now do not oppose the submission. My original concerns were that the potential trips generated from a LDR zone would be detrimental to the surrounding network, in particular at the staggered Cardrona Valley Road / Orchard Road / Studholme Road intersection. However, upon reconsideration I now consider that as long as a structure plan is prepared that shows the major and minor roads, potential location of any parks, and the walking and cycling connections, both within the site and to the LDR zones that adjoin the site on its west and north boundaries, I do not oppose the submission.

9. JACKIE REDAI AND OTHERS (152)

9.1 Jackie Redai and Others has requested for a rezoning from notified Rural to RR zone for the combined 41ha of land along Riverbank Road from Orchard Road to Ballantyne Road.

9.2 In light of questions during the hearing, I have reconsidered my position and I do not oppose the submission providing a Structure Plan is prepared along the same lines as the one I consider

necessary for the Orchard Road Holdings Ltd (91) submission, which I outline above.

10. WILLOWRIDGE DEVELOPMENTS LTD (249)

10.1 Willowridge Developments Ltd⁴ has sought for a total area of 12.296ha of land to be rezoned from Rural to Industrial B on the corner of Ballantyne Road and Riverbank Road.

10.2 I refer to paragraph 18.9 of my evidence in chief where I state that until an Integrated Transport Assessment (**ITA**) is undertaken I oppose the rezoning request. In light of questions during the hearing, I have reconsidered my position and I now no longer oppose the request because I consider that my concerns can be addressed through the ITA. Therefore I consider that the ITA should be a requirement before development occurs.

11. RIVERBANK ROAD

11.1 John Young (733), Marianne Roulston (741), Gerald Telford (742), K and M R Thomlinson (743), Danni and Simon Stewart (745), M and E Hamer (747), Craig and Maree Jolly and Shaw (749), Peter J E Gilliam O Watson (750), Graham P and Mary H Dowdall (753), E B Skeggs (756) and Elizabeth Purdle (17) all⁵ seek to rezone 30ha of land between Orchard Road and State Highway 6 from Rural Lifestyle (**RL**) to RR.

11.2 In paragraph 19.3 of my evidence in chief I note my concern with the impact of the added traffic on Riverbank Road and the three intersections along that road as a result of the rezoning. In light of questions during the hearing, I have changed my position and do not oppose the submission if the existing intersections along Riverbank Road were upgraded if necessary through traffic modelling.

4 Evidence of Ms Banks at paragraphs 18.5 to 18.9

5 Evidence of Ms Banks at paragraphs 19.1 to 19.3.

12. JEREMY BELL INVESTMENTS LTD (782)

12.1 Jeremy Bell Investments Limited⁶ seek that 14.54 ha of land to the south of Wanaka airport and SH6 be rezoned from proposed Rural to Wanaka Airport Mixed Use Zone.

12.2 I have read Mr Carr's summary and notes following the hearing and I refer to Mr Carr's paragraph 15 where he proposes to give greater certainty to the traffic-related effects by limiting the amount of development that can take place within the site as a Permitted Activity. Mr Carr recommends that no more than 880 vehicle movements (two-way) per peak hour be the threshold for the Permitted Activity, based on a Level of Service D.

12.3 I agree with Mr Carr's recommendation and therefore have changed my position, based on the Permitted Activity rule for developments. However, I consider a Level of Service C for the traffic movements is more appropriate. The level of service criteria is graded from A to F, with A being the best traffic flow conditions and F being the worst. Level of Service D is categorised as approaching unstable flow, with traffic speeds slightly decrease as traffic volumes increase slightly. A Level of Service of C is considered to be at stable or at near free flow conditions, in my view, this should be the target rather than a lower operation level.

13. VARINA PROPERTY LIMITED (591)

13.1 Varina Propriety Limited⁷ has requested to rezone a parcel of 9 sites from notified LDR to MDR with a Visitor Accommodation Sub zone. In my evidence in chief I had concerns with the Visitor Accommodation Sub zone and the associated traffic and safety issues that may arise from permitted activities.

13.2 Following the hearing, I have reconsidered my position in opposing the submission, and I change my view providing that an Integrated

6 Evidence of Ms Banks at paragraphs 20.24 to 20.27..

7 Evidence of Ms Banks at paragraphs 9.1 to 9.5

Transport Assessment is prepared to highlight and identify the issues that I raised in my evidence in chief.

A handwritten signature in black ink, appearing to read 'Wendy Banks', with a long horizontal flourish extending to the right.

Wendy Banks

10 July 2017

APPENDIX 1

SUMMARY TABLE OF REZONINGS WHERE TRAFFIC RELATED UPGRADES ARE REQUIRED

BACKGROUND INFORMATION				UPDATE TO MY POSITION	
Submission No. and Name	PDP notified zoning	Rezoning Sought	Rezoning position prior to hearing ⁸	NOT OPPOSED if traffic related upgrade required prior to development	NOT OPPOSED as concerns raised can be addressed through Subdivision Chapter
592 Wanaka Kiwi Holiday Park and Motel Ltd	Large Lot Residential (LLR)	Visitor Accommodation (VA) Sub Zone	Opposed	Construction of the full extent of Studholme Road or upgrade to the intersection of Ardmore Street/Studholme Road so it can cater for the trips generated from the future development.	
395 (Trustees of the Gordon Family Trust) and opposed by 1101 Aspiring Lifestyle Retirement Village and 1212 Wanaka Lakes Health Centre	LDR	MDR	Do not oppose	Recommend that the vehicular access to be located off Golf Course Road and the provision of footpaths and cycleways that connect to existing and proposed provisions to access the local amenities in the surrounding area.	

⁸ This is sourced from Ms Banks' rebuttal evidence, unless it was not addressed there. If so, this is sourced from her evidence in chief.

BACKGROUND INFORMATION				UPDATE TO MY POSITION	
Submission No. and Name	PDP notified zoning	Rezoning Sought	Rezoning position prior to hearing ⁸	NOT OPPOSED if traffic related upgrade required prior to development	NOT OPPOSED as concerns raised can be addressed through Subdivision Chapter
591 Varina Property Limited	LDR	MDR with VA Sub Zone	Do not oppose in part, consider VA Sub zone should not apply	Integrated Transport Assessment to control the level of activity enabled by the VA Sub Zone should be undertaken before development occurs.	
460 Jude Batton	RR	LDR	Oppose		✓
502 Allenby Farms Ltd	Rural	Large Lot Residential	Oppose		✓
369 Deborah Brenbt	Rural	LLR	Oppose	Completion of the full extent of Studholme Road. Control of number and location of accesses.	
776 Hawthenden	Rural	Rural Lifestyle (RL) and Rural Residential	Do not oppose in part, consider Rural and RL for Area C	Completion of the full extent of Studholme Road. Control of number and location of accesses.	

BACKGROUND INFORMATION				UPDATE TO MY POSITION	
Submission No. and Name	PDP notified zoning	Rezoning Sought	Rezoning position prior to hearing ⁸	NOT OPPOSED if traffic related upgrade required prior to development	NOT OPPOSED as concerns raised can be addressed through Subdivision Chapter
91 Orchard Road Holdings Ltd	Rural	LDR	Oppose	A structure plan that shows the major and minor roads, potential location of any parks, and the walking and cycling connections, both within the site and to the Low Density Residential Zones that adjoin the site on its west and north boundaries.	
152 Jackie Redai and Others	Rural	RR	Oppose	A structure plan that shows the major and minor roads, potential location of any parks, and the walking and cycling connections, both within the site and to the Low Density Residential Zones that adjoin the site on its west and north boundaries.	

BACKGROUND INFORMATION				UPDATE TO MY POSITION	
Submission No. and Name	PDP notified zoning	Rezoning Sought	Rezoning position prior to hearing ⁸	NOT OPPOSED if traffic related upgrade required prior to development	NOT OPPOSED as concerns raised can be addressed through Subdivision Chapter
249 Willowridge Developments Ltd	Rural	Industrial B	Oppose	An Integrated Transport Assessment should be undertaken before development occurs	
733 John Young, 741 Marianne Roulston, 742 Gerald Telford, 743 K and M R Thomlinson, 745 Danni and Simon Stewart, 747 M and E Hamer, 749 Craig and Maree Jolly and Shaw, 750 Peter J E Gilliam O Watson, 753 Graham P and Mary H Dowdall, 756 E B Skeggs and 17 Elizabeth Purdle	RL	RR	Oppose	Upgrades to existing intersections on Riverbank Road if necessary as determined through traffic modelling.	

BACKGROUND INFORMATION				UPDATE TO MY POSITION	
Submission No. and Name	PDP notified zoning	Rezoning Sought	Rezoning position prior to hearing ⁸	NOT OPPOSED if traffic related upgrade required prior to development	NOT OPPOSED as concerns raised can be addressed through Subdivision Chapter
782 Jeremy Bell Investments Ltd	Rural	Wanaka Airport Mixed Use Zone	Oppose	Use threshold of Level of Service C to determine the amount of development that can take place within the site as a Permitted Activity.	