

Before Queenstown Lakes District Council

In the matter of The Resource Management Act 1991

And A requested change to the Mount Cardrona Station Special
Zone of the Queenstown lakes District Council's Operative
District Plan – **Plan Change 52**

SUMMARY EVIDENCE OF CHRIS ROSSITER FOR

Mt Cardrona Station Limited

Dated 11 July 2017

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INTRODUCTION AND QUALIFICATIONS

- 1 My full name is Michael Christopher Rossiter.
- 2 I am a Chartered Professional Engineer and a Member of the Institute of Professional Engineers New Zealand. I hold a Bachelor of Science degree from the University of Exeter, England. I have ten years of experience in traffic engineering and transportation planning within New Zealand and am currently employed as a Principal Transportation Engineer with the firm of TDG (previously Traffic Design Group).
- 3 I have been responsible for investigating and evaluating the traffic and transportation effects of a wide range of land use developments throughout New Zealand. These have included specific resource consent applications as well as subdivision and plan change applications.
- 4 I have complied with the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2014. This evidence is within my area of expertise, except where I state that I am relying on another person, and I have not omitted to consider any material facts known to me that might alter or detract from the opinions I express.

SUMMARY EVIDENCE

- 5 I refer to, and adopt as my evidence, the letter dated 29 November 2016 from TDG which provides an update on recent traffic counts and an assessment of the potential traffic effects that could arise as a result of the proposed Plan Change 52 development (**Letter**).
- 6 As stated in that Letter, the analysis provided builds upon a previous transport assessment report from TDG in respect of the MCS Plan Change Application in 2007. That previous report concluded that the Special Zone could accommodate 2,500 visitor accommodation and residential units and still maintain a satisfactory level of service on the road network.
- 7 My Letter provides an overview of the following matters:
 - (a) The existing transport infrastructure;
 - (b) Existing travel patterns;
 - (c) Traffic generation anticipated from the proposed development of Plan Change 52; and
 - (d) Effects on the traffic environment.

- 8 My Letter concludes that Overall, the proposed changes to the Mount Cardrona Station Special Zone will not generate adverse effects on road safety or efficiency.
- 9 I am happy to answer any questions the Panel has regarding this Evidence and my Letter.

Dated this 11th day of July 2017