



Stantec New Zealand

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Enquiries: Chris Rossiter
Project No: 310204685

Moore Living
PO Box 2694
Queenstown 9300

Attention: Joshua Moore

Dear Joshua

**RE: Silver Creek Residential Subdivision
Transport Connectivity**

Following your request, we have prepared this assessment of the transport network connectivity of the Silver Creek Residential Subdivision site to support your application for resource consent under the Fast Track process.

Stantec has provided transportation design and planning advice for the large lot subdivision of the site. This included analysis of the existing and future transport environment, responding to council requests for further information and an investigation of public transport services to improve accessibility for the site and wider area. Stantec continues to provide advice on the road network design and also public transport facilities so that these can meet council design standards as far as possible given the steep topographic constraints of the site.

This report provides an overview of the site context and its accessibility for all modes of transport.

1. Site Context

Figure 1-1 shows the location of the Silver Creek subdivision site in relation to central Queenstown. The site which has been zoned for residential development is about 4 km east of Queenstown and is located above the existing residential development along the lower slopes of Queenstown Hill. Goldfield Heights, Potters Hill Drive and Middleton Road provide the road connections for the existing residential development between the site and State Highway 6A (SH6A) Frankton Road which provides the only strategic road connection between Queenstown and wider state highway network through Frankton to the east.

Queenstown Lakes District Council (QLDC) and the NZ Transport Agency Waka Kotahi (NZTA) have developed plans for improvements to the Frankton Road corridor to improve safety and public transport facilities. The proposed works include signalisation of the Frankton Road / Goldfield Heights intersection. Goldfield Heights forms part of the Collector Road network on Queenstown Hill which also includes St Georges Avenue, Highview terrace, Hensman Road, Edinburgh Drive and Dublin Street. Together these roads provide an alternate route between Queenstown and the upper sections of Goldfield Heights.

Potters Hill Drive and Middleton Road effectively represent long cul-de-sacs within the road network and have no lateral connections between them. Potters Hill Drive currently terminates south of the subdivision site boundary. The existing residential development on Middleton Road currently finishes east of the subdivision site boundary.

Design with community in mind

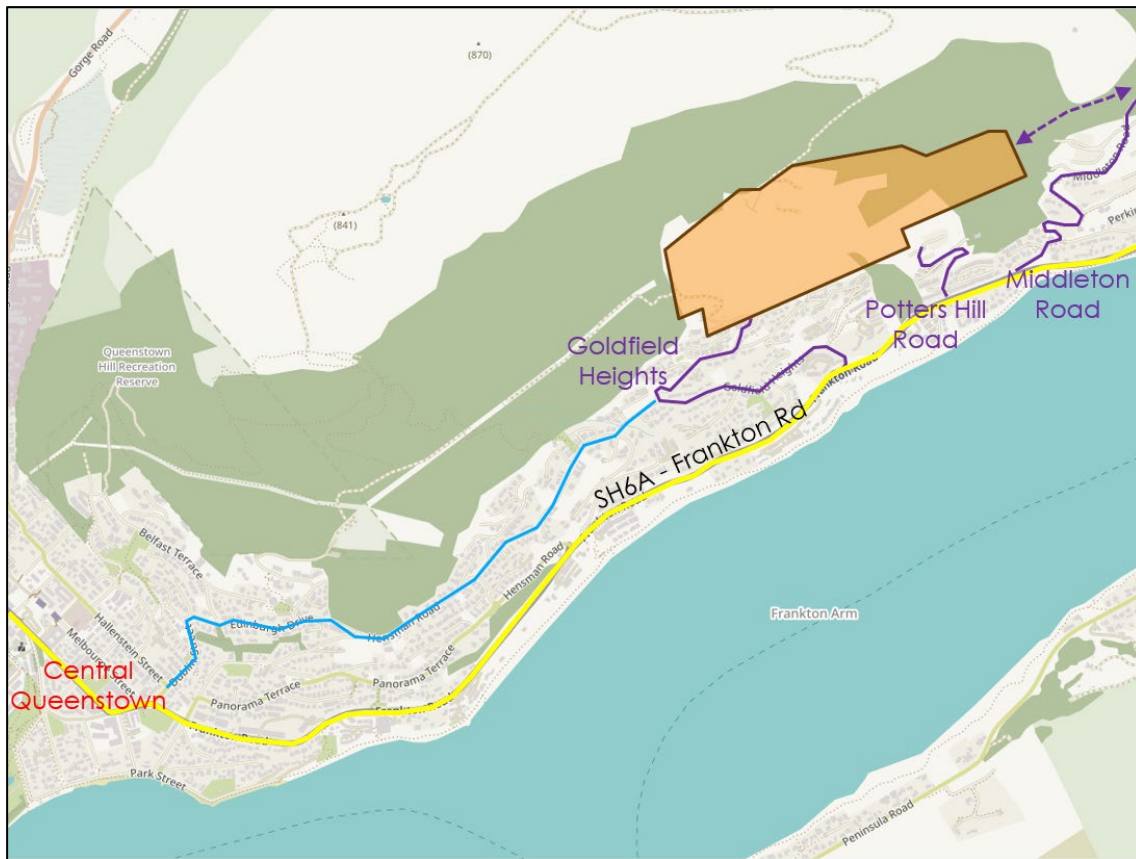


Figure 1-1: Site Context

2. Silver Creek Subdivision

Figure 2-1 shows the masterplan for the Silver Creek subdivision. The subdivision road designs will be designed to align with the QLDC Land Development and Subdivision Code of Practice (COP) as far as is practical given the steep topographic constraints that exist.

The road network within the subdivision has been designed to provide good connectivity to all surrounding residential areas. A Collector standard road will be constructed to link the existing upper limit of Goldfield Heights at the southwestern corner of the site through the southern portion of the site to the eastern boundary. The eastern limit of the Collector Road has been designed to allow for an onward connection to Middleton Road.

Additional connectivity will be provided via local road connections to Potters Hill Drive and also Middleton Road. Together, the connections will create a more permeable and resilient network by creating links between the upper limits of the existing cul-de-sacs.



Figure 2-1: Silver Creek Subdivision Masterplan

3. Public Transport

The existing public transport services do not utilise any of the local road network in the Queenstown Hill area and all services between Queenstown and Frankton travel along Frankton Road. Although there is a high frequency of buses on Frankton Road, the accessibility of the services to residents of Queenstown Hill is generally poor and involves walking times of more than five minutes.

The proposed development of the subdivision site with a collector road standard connection between Goldfield Heights and eastern boundary would enable a future onward connection to Middleton Road. This creates the opportunity for a new bus route to be established that would provide good accessibility to public transport services for existing residents on Queenstown Hill and also new residents within the subdivision site.

4. Summary

The ongoing development of residential zoned land on Queenstown Hill including the Silver Creek site will add to the overall travel demands in the area. The proposed master plan will result in a level of development that is consistent with the underlying land zoning and will not contribute to any effects that would not have been anticipated by that zoning. The signalisation of the Frankton Road / Goldfield Heights intersection which is proposed as part of the wider Frankton Road improvement works will ensure that this intersection will have an increased capacity to accommodate the growth in travel demands safely.

The Silver Creek residential subdivision creates an opportunity to improve the transport connectivity across the eastern end of Queenstown Hill and reduce reliance on Frankton Road for travel to Queenstown. The proposed connections to Potters Hill Drive and Middleton Road will create a more permeable and resilient network by creating links between the upper limits of the existing cul-de-sacs.

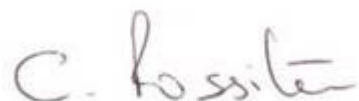
The proposed road network includes an eastern extension to the existing Queenstown Hill Collector Road network that would create an opportunity to establish a new bus service route with a higher level of

accessibility than the existing services on Frankton Road. This represents a critical design requirement for the subdivision and means that the road network design will be able to support the QLDC objective of increasing the public transport mode share by creating a route with a high level of accessibility to the public transport service.

Overall, Stantec considers that the subdivision transport network can be designed to create a robust and resilient road network for the Queenstown Hill area using designs that achieve a high level of compliance with the council standards.

Yours sincerely

Stantec New Zealand

A handwritten signature in black ink, appearing to read 'C. Rossiter', is positioned above the printed name and title.

Chris Rossiter
Principal Transportation Engineer