

TRANSPORT MEMO: FAST TRACK ACT (2024) REFERRAL

Subject: Waitiri Development Project (J003315)

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Reviewed By: Leo Hills

Date: 22 May 2026

1 INTRODUCTION

1.1 GENERAL

Oaks Living Limited proposes development across various sites for the Waitiri Development Project using the Fast Track Approvals Act 2024 ("FTAA").

The overall purpose of this report is to outline the traffic engineering aspects of the development and how effects will be managed.

The Project involves the development of five separate sites within the Gibbston Valley area. The proposed development within each site broadly includes:

Ara Tihi – Eastburn

- 22 rural lots (> 2 ha).

Mānia – Glenlee Glenroy

- Open space areas;
- A golf course including a lodge, resort precinct and clubhouse / community hub;
- 91 lots of varying size; and
- A rural visitor accommodation area;

Karapuken - Drystone

- Open spaces areas;
- A village precinct;
- An educational facility; and
- 424 lots of varying sizes.

Taiheke – Riverside

- Open space areas;
- A cultural facility; and

- 192 lots of varying sizes.

Kūrae - Waitiri

- Open spaces areas;
- A clubhouse / community hub;
- A solar farm;
- A nursery;
- 386 lots of varying sizes; and
- A rural visitor accommodation area.

1.2 PURPOSE OF THIS MEMO

This memo has been prepared to support a referral for assessment to be completed under the Fast Track Approvals Act (2024). This memo provides a high-level summary of the transportation matters related to the proposal to develop a range of activities as described above.

To support the referral, this memo provides a high-level review of the transport aspects of the proposal, including:

- Summary of the proposal and site description;
- High level analysis of traffic impacts;
- Proposed additional assessment to support application; and
- Conclusion.

2 PROJECT TEAM

Commute has significant experience working with public and private organisations including large residential developments, commercial developments and providing advice to Auckland Transport, NZTA, the Ministry of Education and other government agencies.

Leo Hills is a Director at Commute Transportation. Leo has over 28 years' experience in traffic and transportation engineering, including intersection design, traffic safety engineering and design of passenger transport routes and facilities. His work has included projects that focussed on strategic assessment of roading and passenger transport routes through to detailed design tasks of transport schemes.

3 SITE DESCRIPTION AND PROPOSAL

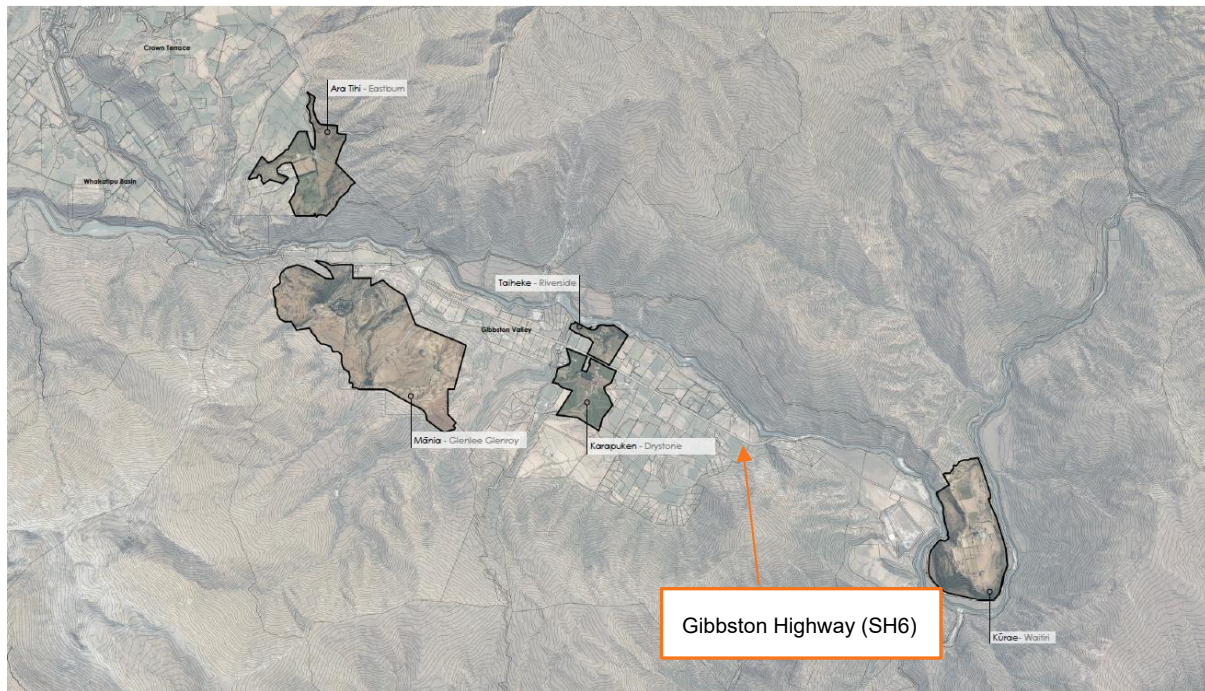
3.1 SITE DESCRIPTION

The Waitiri Development Project is located within sites along Gibbston Highway (SH6) in the Queenstown-Lakes District. The sites are located within an established rural landscape characterised by vineyards, pastoral farming, lifestyle properties and a dispersed pattern of rural dwellings and visitor-related activities typical of the Gibbston Valley area.

The sites have direct frontage primarily to SH6 and are strategically positioned between Queenstown and Cromwell, providing convenient access to both centres.

Figure 1 shows the site locations in relation to the surrounding area.

Figure 1: Site Locations



The various sites within the development will be primarily accessed via Gibbston Highway (SH6) with some sites gaining access via local roads within the area.

Gibbston Highway forms part of SH6 and is classified as a State Highway as per NZTA. In vicinity of the sites, SH6 has a sealed width of approximately 8.5m with general widening along bends to accommodate for heavy vehicles. There are no dedicated pedestrian or cycle facilities provided on SH6 in vicinity of the sites. SH6 has a posted speed limit of 100km/h.

Traffic count data for SH6 has been obtained from the Waka Kotahi State Highway traffic monitoring map. SH6 carries in the order of 5,715 vehicles per day (vpd) approximately 2.5km west of the Victoria Flats North site, with 9% of the vehicles recorded as heavy vehicles.

The sites are currently zoned as a mix of Gibbston Valley Character Zone (GVCZ) or Rural General Zone (RGZ) under both the Queenstown Lakes Operative and Proposed District Plans.

3.2 PROPOSAL

The applicant is proposing development of the sites to provide for a range of uses, including residential, recreational, industrial, commercial and educational activities. The proposed development will include a network of internal local roads within the individual sites with majority of the sites gaining access via SH6 and / or local roads connecting to SH6.

The overall proposed development will involve the subdivision of 1,115 residential lots and the development of approximately 330.84 ha into commercial areas, recreational use, education facilities and open space areas as well as all associated earthworks, construction works and structures.

Figure 2 shows details of the proposed development in each area.

Figure 2: Details of Proposed Development at Each Site

	Ara Tihi Eastburn	Mānia Glenlee/Glenroy	Taiheke Riverside	Karapuke Drystone	Kūrae Waitiri	Totals
Open Space	-	157.70 ha	5.73 ha	22.19 ha	98.76 ha	284.38 ha
Rural Visitor	-	2.52 ha	-	-	2.89 ha	5.41 ha
Resort Precinct	-	3.96 ha	-	-	-	3.96 ha
Lodge	-	12.50 ha	-	-	-	12.50 ha
Club House/Com. Hub	-	2.06 ha	-	-	0.57 ha	2.63 ha
Village Precinct	-	-	-	5.51 ha	-	5.51 ha
School	-	-	-	2.10 ha	-	2.10 ha
Cultural Dev. Node	-	-	6.15 ha	-	-	6.15 ha
Nursery	-	-	-	-	4.47 ha	4.47 ha
Solar Farm	-	-	-	-	3.73 ha	3.73 ha
High Density Lots ~250m ²	-	-	74	93	-	167
Medium Density Lots ~500m ²	-	-	28	62	119	209
Low Density Lots ~700m ²	-	-	59	197	137	393
Large Lot Residential ~1,000m ² < 4,000m ²	-	-	27	59	97	183
Rural Living ~4,000m ² < 2 ha	-	64	4	13	33	114
Rural > 2 ha	22	27	-	-	-	49
Total Lots:	22	91	192	424	386	1,115

Figure 3 to Figure 7 below show the proposed development including its internal roading configuration and proposed connections to the existing road network.

Figure 3: Plan of Proposed Development (Ara Tihi - Eastburn)

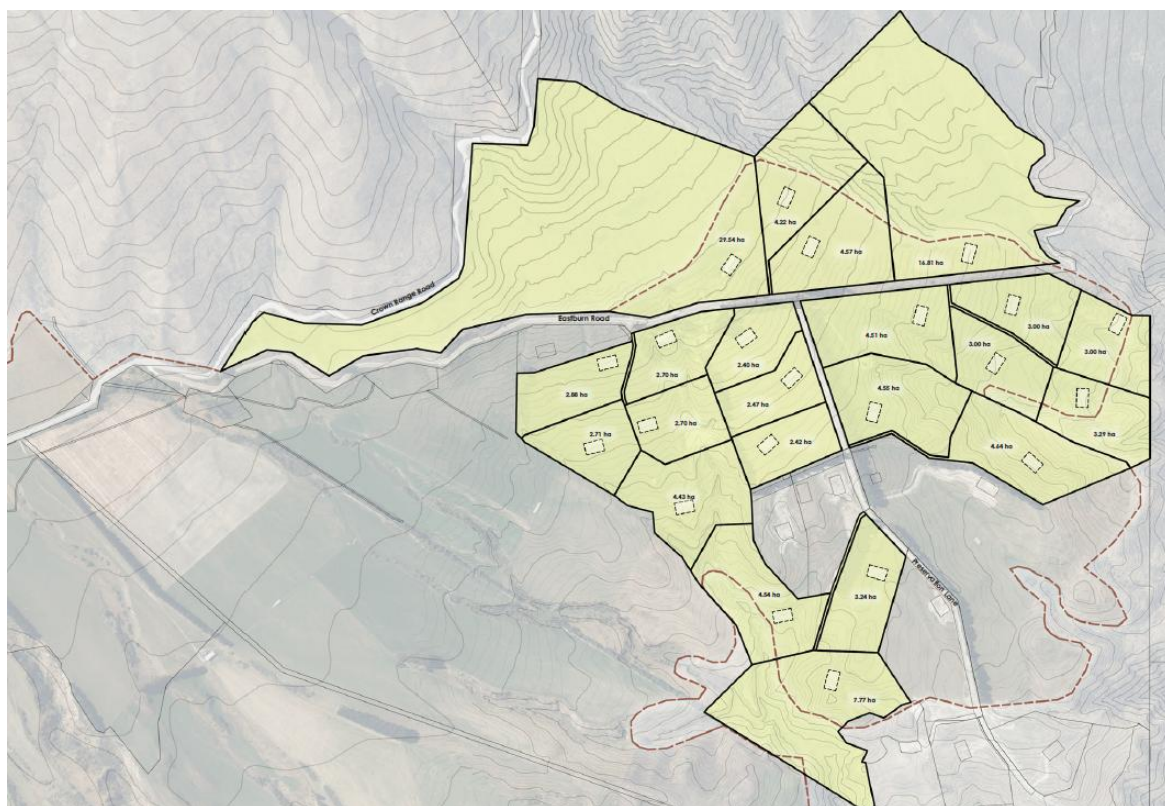


Figure 4: Plan of Proposed Development (Mānāia – Glenlee / Glenroy)

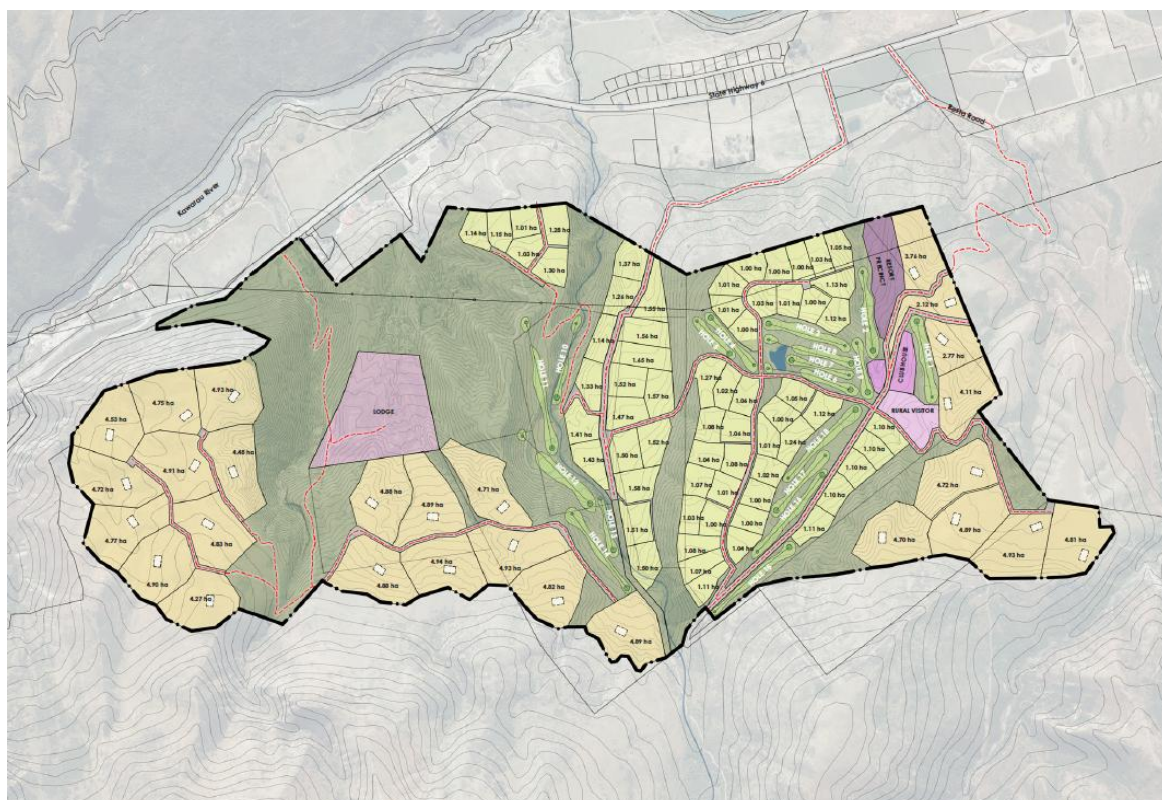


Figure 5: Plan of Proposed Development (Taiheke – Riverside)

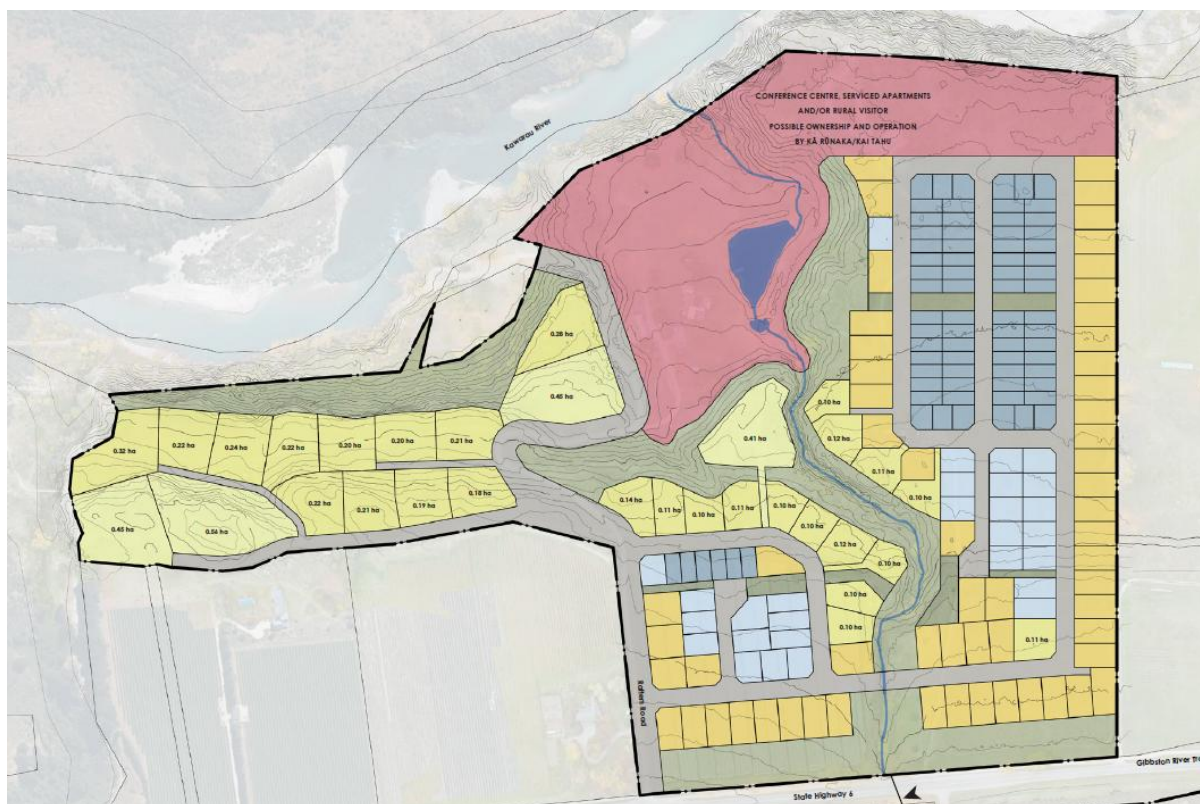


Figure 6: Plan of Proposed Development (Karapuken - Drystone)

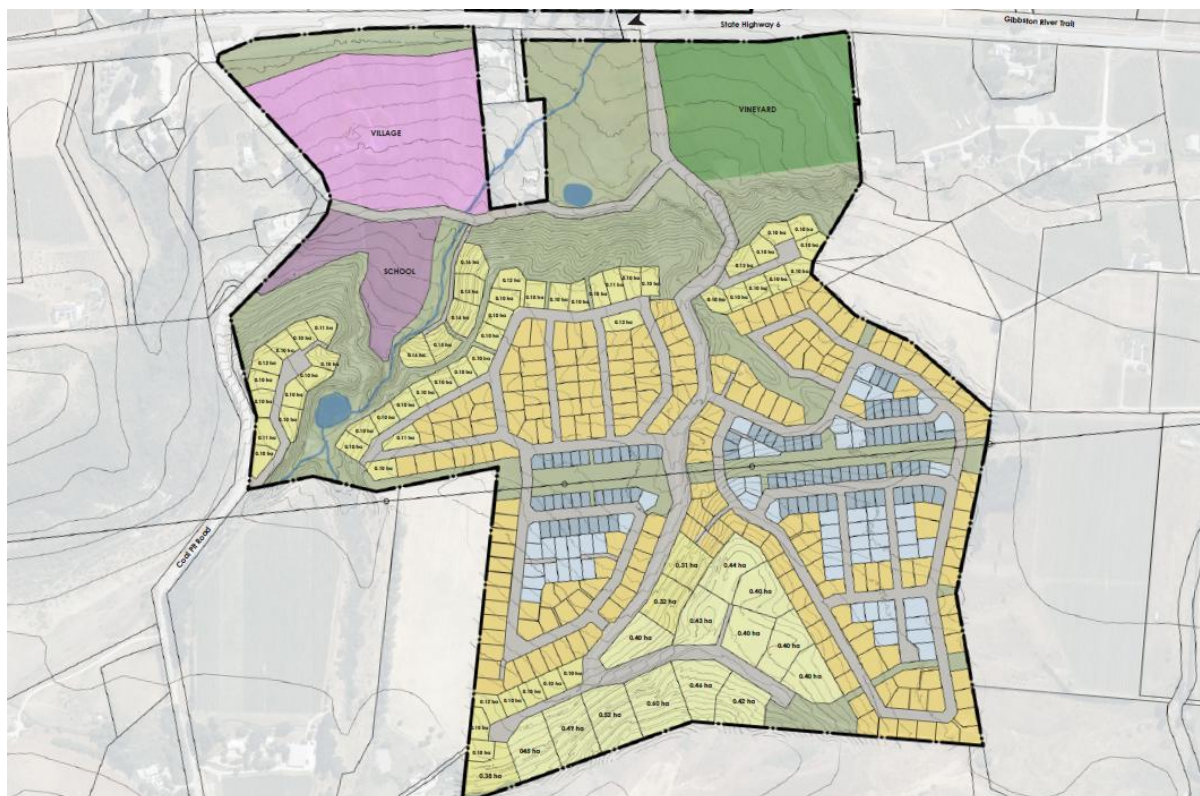


Figure 7: Plan of Proposed Development (Kūrae – Waitiri)



As this is a large development, a staged approach to implementation is anticipated.

4 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

4.1 TRAFFIC GENERATION

The peak hour trip generation of each site within the Waitiri Development Project has been estimated based on the Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment Version 1.1* (TfNSW Guide). As noted on page 3 of the document, “*This Guide supersedes the GTGD 2002 and TDT 2013/04a on 4 November 2024. This Guide applies to TIAs connected and development applications lodged on or after 4 November 2024*”.

With regard to residential lots it has been assumed that each lot will contain one dwelling as details of individual lots / dwellings are unknown at this stage. We consider this to be a reasonable assumption at this stage; however we note this will be reassessed for the substantive application Integrated Transportation Assessment (ITA).

4.1.1 ARA TIHI – EASTBURN

The ‘Ara Tihi – Eastburn’ site is proposed to include 22 rural (> 2 ha) lots.

For low density residential dwellings, the TfNSW Guide suggests AM and PM peak hour trip generation rates of 0.83 trips per dwelling and 0.84 trips per dwelling, respectively, with a daily rate of 7.53 trips per dwelling.

Accordingly, the proposed 22 rural lots are expected to generate in the order of **18 vph** during the AM and PM peak hours and in the order of **166 vpd**.

4.1.2 MĀNIA – GLENLEE / GLENROY

The 'Mānia – Glenlee Glenroy' site proposes to include a clubhouse / community hub and resort precinct as part of a 9-hole golf course and a rural visitor accommodation area within the site. Additionally, 64 rural living lots ($\sim 4,000\text{m}^2 < 2 \text{ ha}$), 27 rural lots ($> 2 \text{ ha}$) and one super lot ($1 \text{ ha} < 2 \text{ ha}$) are proposed.

It has been assumed that the majority of the trips to / from the clubhouse and resort precinct will be from the golf course. In this regard, the TfNSW Guide suggests Saturday as the peak period for golf courses with a peak hour trip generation rate of 3.8 trips per hole and a daily trip generation rate of 22.8 trips per hole. Outside this time (e.g. in more typical peak commuter hours), trip generation will be lower, however, this absolute peak has been used as a worst-case scenario which also allows for some resort patrons to be separate from golf club activities (i.e. non-playing users).

Table 1 summarises the trip generation for the 'Mānia – Glenlee Glenroy' site.

Table 1: 'Mānia – Glenlee Glenroy' Trip Generation

Activity	No. of Lots / Holes	Peak Hour Rate	Peak Hour Trips	Daily Rate	Daily Trips
Residential lots	92 lots	0.83 to 0.84	76 to 77	7.53	693
Golf course	9 holes	3.8	34	22.8	205
<u>TOTAL</u>			110 to 111		898

It should be noted that the peak periods for the golf course are expected to differ to regular commuter peak periods such as that for residential lots. However, as a worst-case scenario it is considered that the site will generate approximately **110 to 111** vehicle trips in the peak hour and **898** vehicle trips per day.

In regard to the rural visitor area within the site, it has been estimated approximately 92 units are proposed from the high-level site plans of 'Mānia – Glenlee Glenroy'. The TfNSW Guide does not provide specific trip rates for rural visitor areas however does provide trip rates for motels which are considered appropriate to assess the trip generating potential for the rural visitor area.

In this regard, the TfNSW Guide suggests a peak hour (evening) trip rate of 0.4 trips per unit and a daily trip rate of 3 trips per unit. As such, the rural visitor area is expected to generate in the order of **37** trips in the peak hour and **276** trips per day. This will be confirmed at a subsequent stage once more detailed plans and details are available.

4.1.3 KARAPUKEN – DRYSTONE

The 'Karapuken – Drystone' site proposes the following:

- A village precinct;
- A school;

- 93 x high density lots (~250m²);
- 62 x medium density lots (~500m²);
- 197 x low density lots (~700m²);
- 59 x large lot residential (~1,000m² < 4,000m²); and
- 13 x rural living lots (~4,000m² < 2 ha).

With regard to the village precinct, which will likely be commercial areas, exact details of the Gross Floor Area (GFA) are unknown at this stage, however we note that there will likely be trips to / from the village precinct that are internal to the 'Karapuken – Drystone' site as well as trips to / from other sites within the overall development. The general purpose of the village is to keep residents in the area and thus not have to travel to Queenstown. This will be further assessed in the ITA of the substantive application.

Table 2 below summarises the overall trip generation for the residential component within the 'Karapuken – Drystone' site.

Table 2: 'Karapuken – Drystone' Trip Generation – Residential

Activity	No. of Lots	TfNSW Guide Classification	Peak Hour Rate	Peak Hour Trips	Daily Rate	Daily Trips
High density residential lots	93	Medium density residential (30 to 60 dwellings per hectare and close proximity to commercial / education / employment facilities)	0.41 to 0.60	38 to 56	3.67	341
Medium density residential lots	62	Low density residential (each dwelling on its own lot)	0.83 to 0.84	51 to 52	7.53	467
Low density residential lots	197			164 to 165		1,483
Large lot residential	59			49 to 50		444
Rural living lots	13			11		98
<u>TOTAL</u>	424			313 to 334		2,833

In regard to the proposed education facility, it has been assumed that the number of students this will cater to will be in the range of 150 to 300 students. The trip generation assessment in Table 3 below assumes 300 students and 50 staff members. It has also been assumed that approximately 15% of the students and staff will live internal to the development and 85% of the trips generated will be external to / from the site.

Table 3: Trip Generation of Education Facility

Activity	Trip Rate in Peak Hour	Unit	Estimated Peak Hour Trips
Education Facility	85% of number of students and staff	300 students 50 staff	255 from students 43 from staff
<u>TOTAL</u>			298

4.1.4 TAIHEKE – RIVERSTONE

The 'Taiheke – Riverstone' site proposes the following:

- A lodge;
- A cultural facility (likely to be operated as a conference / facility centre);
- 74 x high density lots (~250m²);
- 28 x medium density lots (~500m²);
- 59 x low density lots (~700m²);
- 27 x large lot residential (~1,000m² < 4,000m²); and
- 4 x rural living lots (~4,000m² < 2 ha).

Table 3 below summarises the overall trip generation for the residential component within the 'Taiheke – Riverstone' site.

Table 3: 'Taiheke Riverstone' Trip Generation – Residential

Activity	No. of Lots	TfNSW Guide Classification	Peak Hour Rate	Peak Hour Trips	Daily Rate	Daily Trips
High density residential lots	74	Medium density residential (30 to 60 dwellings per hectare and close proximity to commercial / education / employment facilities)	0.41 to 0.60	30 to 44	3.67	272
Medium density residential lots	28	Low density residential (each dwelling on its own lot)	0.83 to 0.84	23 to 24	7.53	211
Low density residential lots	59			49 to 50		444
Large lot residential	27			22 to 23		203
Rural living lots	4			3		30
<u>TOTAL</u>	192			127 to 144		1,160

With regard to the cultural facility, likely to operate as a conference centre, it has been assumed that one-off events will be hosted here catering for up to 150 people and occurring up to 20 times a year.

These events are expected to occur outside of peak commuter hours, therefore we consider that majority of the staff trips will be outside of peak commuter hours, however we note that some guest trips may occur during peak hours.

Table 4 summarises the expected trip generation from the cultural facility (conference centre).

Table 4: Estimated Cultural Facility Trip Generation

Event Occupancy	Vehicle Occupancy	Expected Trips (per direction)
150 guests	Assuming a car occupancy of 1.2 people per car	125
20 staff	Assuming a car occupancy of 1 person per car	20
<u>TOTAL</u>		145

4.1.5 KŪRAE – WAITIRI

The 'Kūrae – Waitiri' site proposes the following:

- Community hub;
- A plant nursery;
- A solar farm;
- A rural visitor area;
- 119 x medium density lots (~500m²);
- 137 x low density lots (~700m²);
- 97 x large lot residential (~1,000m² < 4,000m²); and
- 33 x rural living lots (~4,000m² < 2 ha).

It is considered the community hub is not expected to generate any external trips as the primary users of this will be residents of the development.

As outlined in Section 4.1.2 above, the TfNSW Guide outlines trip generation rates for motels which is considered appropriate to assess the trip generating potential of the rural visitor area within the 'Kūrae – Waitiri' site. From the high-level site plans of 'Kūrae – Waitiri', it has been estimated approximately 92 units are proposed. The TfNSW Guide suggests a trip rate of 0.4 trips per unit and a daily trip rate of 3 trips per unit. As such, the rural visitor area in the 'Kūrae – Waitiri' can be expected to generate in the order of **37** trips in the peak hour and **276** trips per day.

With regard to the solar farm component of the site, it is expected that this will generate no traffic once operational.

For plant nurseries, the TfNSW Guide suggests two-way peak hour vehicle trips of 57 + 0.7 per 100m² of site area.

A site area of approximately 4.47 ha is proposed for the plant nursery, as such, it is expected to generate in the order of **370** two-way vehicle trips during the peak hour.

Table 4 below summarises the overall trip generation for the residential component within the 'Kūrae – Waitiri' site.

Table 4: 'Kūrae – Waitiri' Trip Generation – Residential

Activity	No. of Lots	TfNSW Guide Classification	Peak Hour Rate	Peak Hour Trips	Daily Rate	Daily Trips
Low density residential lots	137	Low density residential (each dwelling on its own lot)	0.83 to 0.84	114 to 115	7.53	1,032
Medium density residential lots	119			99 to 100		896
Large lot residential	97			81		730
Rural living lots	33			27 to 28		248
<u>TOTAL</u>	386			321 to 324		2,906

As such, the 'Kūrae – Waitiri' site is expected to generate in the order of **321 to 324** vph during the peak hour.

4.2 ACTIVE MODES

There are limited land use activities within walking or cycling distances from the proposed sites. As such, no provisions for active modes are proposed on Gibbston Highway (SH6). There is however a comprehensive network proposed internal to the sites, with access between the activities available. The specific widths and design of these networks will be confirmed in the ITA.

4.3 PUBLIC TRANSPORT

There is currently limited public transport in vicinity to the site, which is not unexpected given the rural nature of the surrounding area. This assumption has been used in the trip generation above.

There is however the potential as the area develops for public transport to be incorporated in the area (e.g. park 'n' ride, public buses / shuttles). This will be reviewed in the ITA and will have the potential to reduce the trip generation.

4.4 PARKING

Each activity / use will have its own dedicated parking provision, with the quantity per activity to be determined as part of the ITA prepared for the substantive application. The site is considered large enough that sufficient space will be available to meet the expected demands on site, resulting in no parking effects on the surrounding road network.

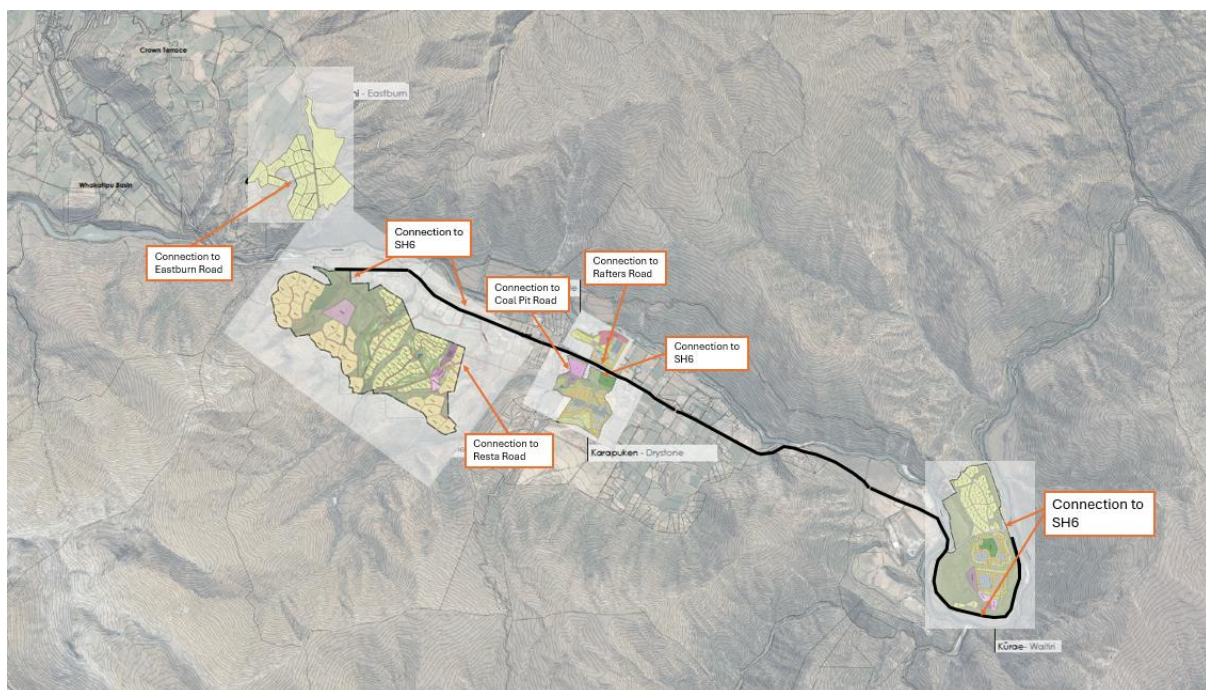
4.5 PROPOSED ACCESS LOCATIONS

The Project is proposed to connect to the surrounding road network in several locations:

- **Ara Tihi – Eastburn** – lots gain access directly off Eastburn Road which then connects to Crown Range Road.
- **Mānia – Glenlee Glenroy** – provides new access onto Gibbston Highway (to 18 rural lots), main access via a new paper road onto SH6 and access onto Resta Road which will be upgraded to support the development
- **Karapuken – Drystone** – provides a direct connection onto Gibbston Highway at existing paper road and access onto Coal Pit Road;
- **Taiheke – Riverside** – provides a direct connection onto Rafter's Road which will be upgraded to support the development and provides access onto Gibbston Highway; and
- **Kūrae – Waitiri** – provides two connections onto Gibbston Highway (SH6);

Figure 8 below shows the proposed network connections.

Figure 8: Proposed Network Connections



4.5.1 SIGHT DISTANCE

A high-level desktop sight assessment has been undertaken to determine the appropriateness of the proposed access locations. Table 5 provides an assessment of this under a 50 km/h or 100 km/h speed environment (depending on access locations) and Gibbston Highway is classified as a State Highway.

Table 5: High-Level Sight Distance Assessment

Connection / Site	Speed Environment	Requirement	Provision	Comment
SH6 / Kūrae – Waitiri (east)	100 km/h	170m (residential only).	>170m looking east Approx. 100m looking west.	Looking west from the access location does not comply, further investigation required to move the access further south.
SH6 / Kūrae – Waitiri (south)	100 km/h	250m	>250m both directions.	Complies
SH6 / Karapuken – Drystone	100 km/h	250m	>250m both directions.	Complies.
SH6 / Mānia – Glenlee Glenroy	100 km/h	250m	>250m both directions.	Complies.
Rafters Rd onto SH6 / Taiheke – Riverside	100 km/h	250m	>250m both directions.	Complies.
Coal Pit Rd / Karapuken – Drystone	50 km/h	80m	>80m both directions.	Complies.
Resta Rd onto SH6 / Mānia – Glenlee Glenroy	100 km/h	250m	>250m both directions.	Complies.
Eastburn Rd onto Crown Range Rd / Ara Tihi – Eastburn	50 km/h	45m (residential only)	Approx. 45m looking west. >45m looking east.	Complies.

4.5.2 ACCESS FORMS

Given the increased number of trips generated to and from the sites due to the proposed development, it is considered some intersections and public roads will need to be upgraded to serve the development sites.

NZTA's updated Planning Policy Manual 'Access onto the State Highway' has been reviewed to inform the appropriate treatment for turning vehicles. As outlined in Section 4.1 of this report, SH6 carries in the order of 5,715 vehicles per day (vpd) approximately 2.5km west of the Victoria Flats North site.

Figure 9: Warrant for Right Turn Bay on State Highway 6

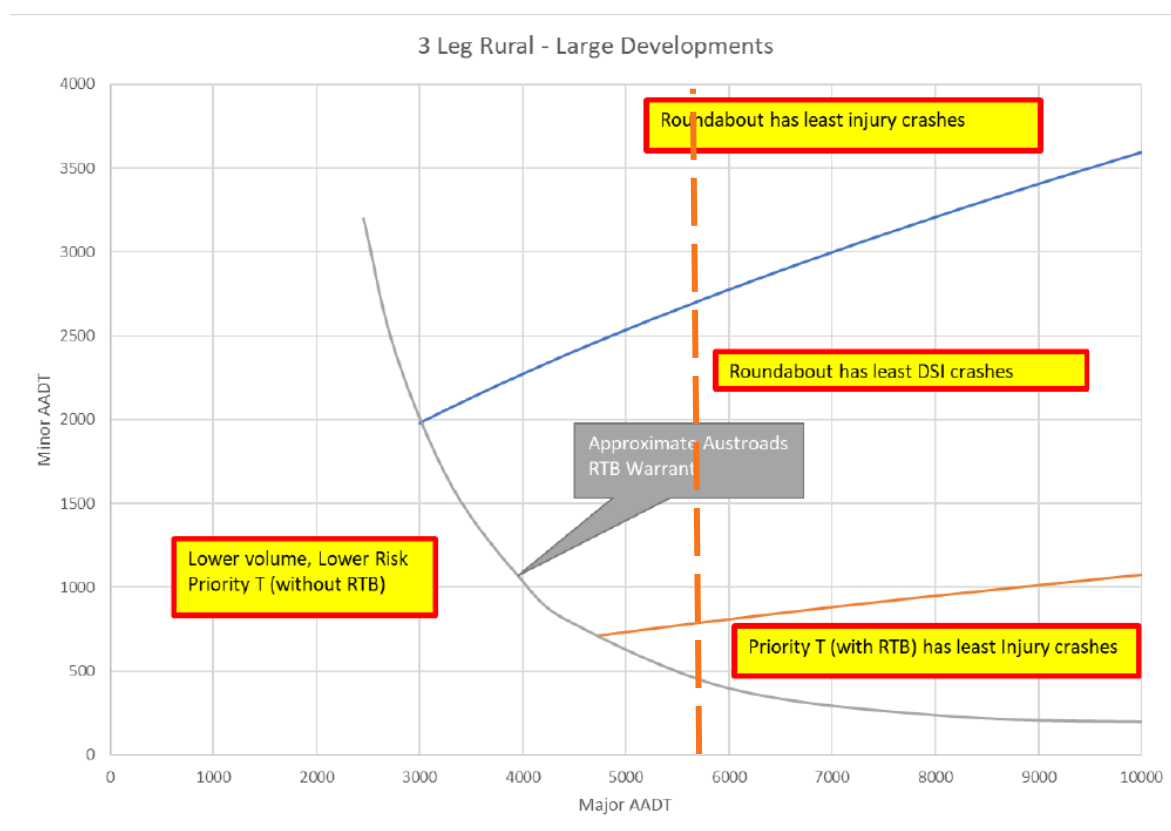


Figure 5-2: Larger Development Guide

Following a high-level analysis based on the trip generation assessment undertaken in Section 5.1 of this report, the recommended upgrade for each site access and subsequent intersection with the road network has been outlined in Table 6 below.

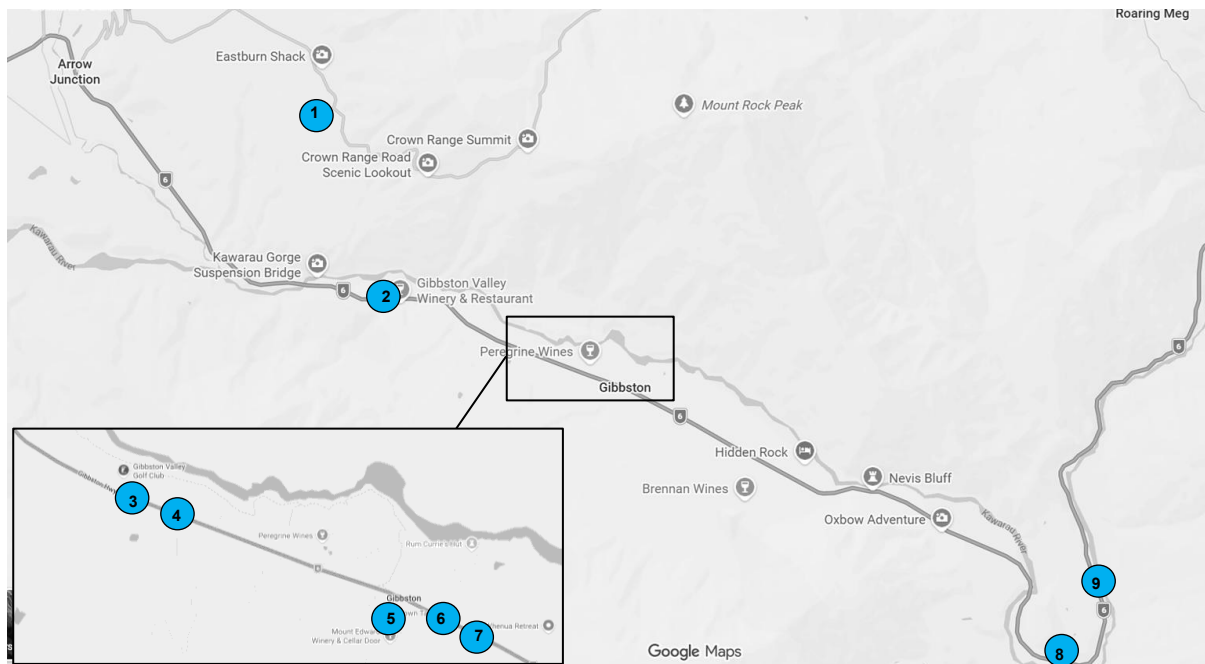
Table 6: Recommended Upgrades

Number	Connection / Site	Recommended Upgrade
1	Eastburn Rd onto Crown Range Rd / Ara Tihi – Eastburn	No right turn bay or roundabout required. Upgrade to Eastburn Road
2	New Access onto SH6 / Mānia – Glenlee Glenroy	No right bay is required due to very low volumes expected at this access. Access to be upgraded to NZTA standards.
3	New Road (existing paper Road) onto SH6 - Glenlee Glenroy	Right turn bay required.
4	Resta Road onto SH6 / Mānia – Glenlee Glenroy	Right turn bay required and Resta Road to be upgraded.
5	Coal Pit Rd / SH6 – Drystone	Right turn bay currently provided on SH6 to Coal Pit Road (no upgrade required). It

		is recommended Coal Pit Road is upgraded.
6	Rafters Rd onto SH6 / Taiheke – Riverside	Right turn bay required and Rafters Road is upgraded.
7	New Road (existing paper Road) onto / SH6 – Drystone	Right turn bay required and paper road is upgraded.
8	SH6 / Kūrae – Waitiri (south)	Right turn bay on SH6.
9	SH6 / Kūrae – Waitiri (east)	Right turn bay on SH6.

The location of these are shown in Figure 10 below.

Figure 10: Upgrade locations



5 WIDER NETWORK

5.1 CURRENT ISSUES

It is recognised the parts of Queenstown's roading network currently experience congestion. In particular:

- Frankton Road (SH6) travelling into Queenstown and Frankton at the Shotover Bridge (especially morning peak hour)
- Frankton Road (SH6A) between Queenstown from Frankton (especially midday / afternoon peak hour)
- Frankton Congestion: High-traffic flows from the airport, Remarkables Park, and nearby schools, causing issues especially at the SH6 / SH6A roundabout.

5.2 PROPOSED UPGRADES

NZTA have prioritised construction of the works in Frankton which include:

- Signalising the SH6 and SH6A Frankton intersection,
- Signalising the nearby SH6/Hansen Road / Joe O'Connell Drive intersection.
- Signalising the nearby SH6A/ McBride Street intersection
- Extending the Bus Hub and add traffic signals (on SH6) at the entry and exit to make that movement easier for buses.
- Constructing new bus stops, adding cycle lanes, and creating shared use paths in the Frankton area.

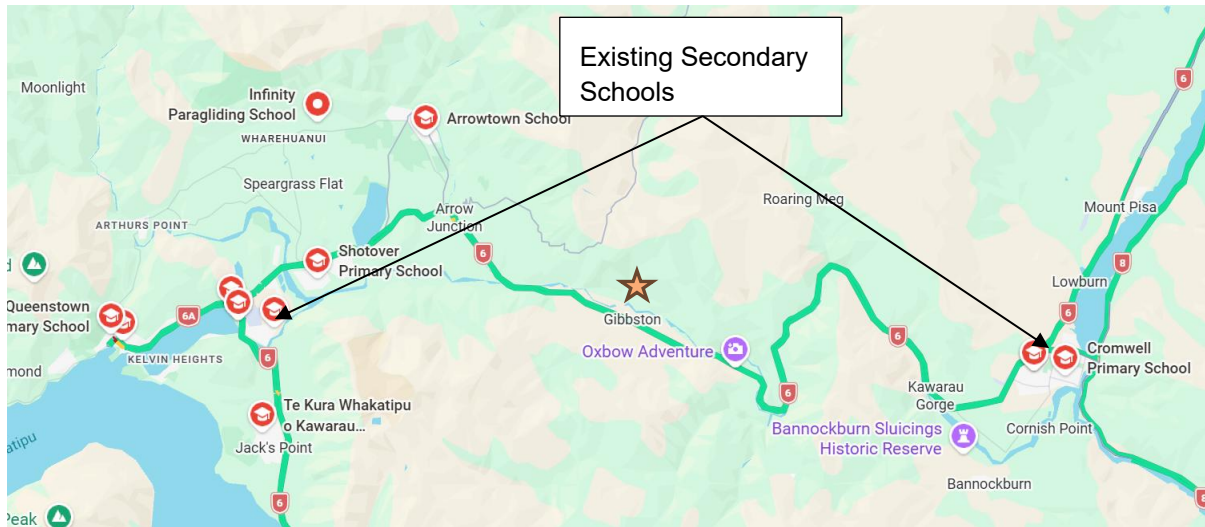
These upgrades, while expected to provide significant improvements will not on their own solve the traffic / transportation issues in Queenstown.

5.3 WIDER ASSESSMENT

Based on the assessment above, all of the sites will generate in the order of 1,000-1,250 vehicles per hour. There are however a number of factors that mean the proposal will have a reduced effect / increase in traffic on the critical SH6 / SH6A network into Queenstown including:

- For all the sites (apart from Ara Tihi – Eastburn), Cromwell and Ladies Mile are within a shorter travel time than Queenstown. Therefore, any trips that will occur to / from the sites will more likely be captured by the Cromwell or SH6 east of Ladies Mile transport network instead of the Queenstown SH6A network;
- The provision of an educational facility / school in the proposal, provides a school east of the Shotover river in an area without a school that can cater for both the proposed residential dwellings and existing students in the area (see Figure 11 below). As a result. the school has the potential to reduce travel outside of the area (both proposed and existing), and encourages traffic in the non-peak direction to occur (eg away from Queenstown in the am peak);
- It is understood that there is future industrial / employment land proposed in the wider Gibbston area. The provision of residential dwellings near this employment land will thus encourage living / working in the same area.
- The provision of amenities in the proposal (village precinct, golf course, retail) will both encourage residents to stay in the area and encourage visitors outside the area to travel in the non-peak direction to Gibbston.

Figure 11: Schools



6 PROPOSED FURTHER ASSESSMENT

Following on from this high-level assessment, further detailed analysis will be undertaken to confirm these initial findings.

Traffic Modelling

Intersection modelling will be undertaken for the key interfaces between the development and the existing road network. This will include the intersections of:

- Gibbston Highway (SH6) and the access points to the site;
- Gibbston Highway / Rafters Road;
- Gibbston Highway / Coal Pit Road; and.
- Gibbston Highway / Resta Road.

Given that there is limited area traffic modelling available for the rural parts of the Queenstown Lakes region, the methodology proposed to complete this will utilise existing counts, that are then subsequently factored to reflect background traffic growth. The expected traffic generation of the sites will then be distributed across the network based on likely destinations and existing census data. The traffic modelling will be undertaken using intersection modelling software (SIDRA).

This traffic modelling will also be completed to confirm the proposed mitigations by staging, to ensure that the identified mitigations are linked to the appropriate stage.

Intersection Design

Each intersection on Gibbston Highway (SH6) will require further intersection design consideration to ensure that vehicles can access the site in the identified locations in a safe and efficient manner. This will include consideration of right turn treatments and if they are necessary.

Vehicle Tracking

Vehicle tracking will be completed to confirm that all relevant development standards will be met to support the internal design of each site and the interface with the existing network.

Integrated Transport Assessment

An Integrated Transport Assessment (ITA) will be developed to undertake a more detailed assessment of the transport effects of the proposal. The ITA will include the following key assessment areas:

- **Background:** A description of the proposed activity, purpose and intended use of ITA.
- **Existing Land Data:** A description of location, site layout, existing use, adjacent and surrounding land use.
- **Existing Transport Data:** Description of access arrangements, onsite car parking, surrounding road network (including hierarchy, updated traffic volumes (if necessary) and a road safety assessment). Comment on public transport, walking and cycling networks.
- **Existing Travel Characteristics:** Trip generation of existing use, and baseline development potential of the site.
- **Proposal Details:** Description of the proposal including site layout, vehicle access, on site car parking, internal vehicle circulation and end of journey facilities if any).
- **Predicted Travel Data:** Trip generation of the proposal including consideration of other modes and other potential developments in the area.
- **Appraisal of Transportation Effects:** Assessment of safety, efficiency both locally and wider. This will include a thorough assessment on the wider roading network (i.e. Cromwell and Queenstown).

We note that the retail / commercial activities are to be sized to reduce residents' reliance on travel to / from Queenstown and / or Cromwell. In a general sense, for all the sites apart from Ara Tihi – Eastburn, Cromwell and Ladies Mile are within a shorter travel time than Queenstown. Therefore, any trips that will occur to / from the sites will more likely be captured by the Cromwell or SH6 east of Ladies Mile transport network instead of the Queenstown network. This has an advantage of not adding significant levels traffic to the most congested section of SH6 (Ladies Mile to Queenstown).

- **Avoiding or Mitigating Actions:** Details of any mitigating measures and revised effects.
- **Compliance with Policy and Other Frameworks:** Queenstown Lakes District Plan objectives, policies and rules.
- **Discussion and Conclusions:** Assessment of effects and conclusion of effects.

7 CONCLUSION

Based on our experience and information received to date, it is concluded that there are no transport related reasons why the development as described above could not proceed under a fast-track application process.

We acknowledge that further assessment will be undertaken as part of the Integrated Transport Assessment, however at this stage we have not identified any significant transport effects that would preclude this development from occurring. Overall, we consider that there are not expected to be any significant adverse transport-related effects provided necessary upgrades are put in place, and this will be confirmed through the substantive application.

We trust this meets your requirements. Please do not hesitate to contact us if you have any questions or require any additional information.

Commute Transportation Consultants