

**SUMMARY EVIDENCE OF JASON BARTLETT ON BEHALF OF D. J JONES FAMILY
TRUST AND N. R SEARELL FAMILY TRUST**

INTRODUCTION

- 1 My full name is Jason Bartlett. My qualifications and experience are set out in my Evidence in Chief.

SCOPE OF SUMMARY OF EVIDENCE

- 2 This Summary of Evidence sets out the key points within my Evidence in Chief (**EIC**).
- 3 In this summary of evidence, I will also address matters raised in the evidence prepared on behalf of Bannockburn Responsible Development Incorporated (**BRDI**) which are within scope of my expertise. I will address the following:
- (a) Perceived breaches of the road design; and
 - (b) Perceived effects of street lighting.

SUMMARY OF EVIDENCE

- 4 The proposal is to subdivide 88 Terrace Street to create 20 residential lots. These lots will rely on access via Terrace Street and its intersection with Bannockburn Road. Terrace Street and the intersection with Bannockburn Road will accommodate the additional traffic generated by the proposed subdivision. To improve pedestrian safety a new footpath is to be created along the full length of Terrace Street with a footpath crossing over Bannockburn Road. This will mean that pedestrians will not be required to share the carriageway with vehicles.
- 5 The proposal will create an onsite road network consisting of an extension of Terrace Street and a separate loop road which will be vested with Council. These roads are to be formed with two opposing traffic lanes. These roads will be vested as local roads and their design is akin to a rural road style similar to other roads within the Bannockburn environment including the existing Terrace Street.

- 6 The extension of Terrace Street will include street lighting at footpath crossings and the two (2) intersections with the loop road. Additional bollard lighting is provided to illuminate footpaths and pedestrian areas within the road corridor.
- 7 I have reviewed the draft consent conditions. I considered that with these consent conditions the Proposal will not have any adverse transport effects on the safety or efficiency of the onsite roads and the adjacent transport network including the local pedestrian and cycling environment.

EVIDENCE OF BANNOCKNBURN RESPONSIBLE DEVELOPMENT INCORPORATED

- 8 I have reviewed the evidence filed on behalf of BRDI, which responds to the Trust's application.
- 9 The evidence for BRDI concludes that the application as drafted should be rejected due to significant effects which cannot be adequately mitigated.
- 10 In this section I address those parts of the BRDI evidence that address matters within scope of my expertise.
- 11 The approach I have adopted in this response section is to identify those parts of the BRDI evidence where I disagree, and to explain my reasons for disagreement.

Response to evidence of James Dicey

- 12 At paragraph 18(e), the evidence of James Dicey for BRDI specifies that one of the "core fatal flaws" of the application is:

The roading and traffic breaches which have not been adequately addressed, impacting other Terrace Street residents and more broadly other residents of Bannockburn.

- 13 I do not agree. This matter is discussed along with any potential effects within my Transport Assessment (dated 7 August 2023) which formed part of the Application and reiterated in my EIC at paragraphs 16 and 17 as part of the Transport Assessment, and in response to submissions at paragraphs 27 to 34. Although I note my recommendation to provide a footpath link along Terrace Street, between the site and Bannockburn Road. This footpath will improve

overall pedestrian safety as pedestrians will not be required to share the road carriageway with vehicles.

- 14 To summarise my previous assessment, I considered that the Proposal will not have any adverse transport effects on the safety or efficiency of the adjacent transport network which includes Bannockburn Road, the intersection of Terrace Street with Bannockburn Road, and the existing Terrace Street.
- 15 At paragraph 18(f), the evidence of James Dicey for BRDI specifies that one of the "core fatal flaws" of the application is:

The lighting effects of both the subdivision, houses which are built there and the applications cumulative effects on the night sky.

- 16 The proposed subdivision will include some street lighting. Within my Transport Assessment (dated 7 August 2023) I note that street lighting is essential for pedestrian safety and is expected for all streets within the urban environment and residential zoning. The Proposal will include three (3) street lights at intersections and footpath crossings. In other locations bollard lighting is provided to illuminate the footpaths and pedestrian areas within the road corridor. I discuss this in my evidence in chief at paragraph 20 and at paragraph 35 in response to submissions. I confirm that I am comfortable with this approach given the road environment within Bannockburn and this forms the basis of the draft consent condition 6. m) which is appended to the evidence of Craig Barr (Appendix A & B).
- 17 I am not a street lighting engineer. Although I note that modern street lights and bollard lights use low voltage LED lamps which are focused onto the ground and within the street network to avoid upward light spill and minimise the impacts of lighting on the night sky. The design of lighting is managed through a NZ Standard, the AS/NZS1158 series of standards. This is also a requirement of the CODC Land Development and Subdivision Engineering Standard, the addendum to NZS4404:2004¹. I consider the selection of street lighting and bollard lighting using current design standards in line with the CODC engineering standards will mitigate the impacts of street lighting, including bollard lighting, on the night sky.

¹ Refer CODC Land Development and Subdivision Engineering addendum to NZS4404:2004, section 3.3.15.

- 18 I consider that the provision of subdivision street lighting, including bollard lighting, is suitable for the road environment within Bannockburn with separate footpaths so pedestrians are not required to share the road carriageway with vehicles.
- 19 Thank you again for the opportunity to present my evidence and I am happy to address any questions.

Jason Bartlett

28 February 2025