

Appendix 14: Objectives and Policies of the Statutory Planning Documents

Partially Operative Proposed Otago Regional Policy Statement (Proposed RPS)

Part B Chapter 1 Resource management in Otago is integrated

Objective 1.1 – Otago’s resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities.

Policy 1.1.2 – Social and cultural wellbeing and health and safety

Provide for the social and cultural wellbeing and health and safety of Otago’s people and communities when undertaking the subdivision, use, development and protection of natural and physical resources by all of the following:

- a) Recognising and providing for Kāi Tahu values;*
- b) Taking into account the values of other cultures;*
- c) Taking into account the diverse needs of Otago’s people and communities;*
- d) Avoiding significant adverse effects of activities on human health;*
- e) Promoting community resilience and the need to secure resources for the reasonable needs for human wellbeing;*
- f) Promoting good quality and accessible infrastructure and public services.*

Part B Chapter 4 Communities in Otago are resilient, safe and healthy

Objective 4.3 – Infrastructure is Managed and Developed in a Sustainable Way

Policy 4.3.1 – Recognise and provide for infrastructure by all of the following:

- a) Protecting and providing for the functional needs of lifeline utilities and essential or emergency services;*
- b) Increasing the ability of communities to respond and adapt to emergencies, and disruptive or natural hazard events;*
- c) Improving efficiency of natural and physical resource use;*
- d) Minimising adverse effects on existing land uses, and natural and physical resources;*

- e) *Managing other activities to ensure the functional needs of infrastructure are not compromised.*

Policy 4.3.2 – Recognise the national and regional significance of all of the following infrastructure:

- a) *Renewable electricity generation activities, where they supply the National Grid or local distribution network;*
- b) *National Grid;*
- c) *Electricity sub-transmission infrastructure;*
- d) *Telecommunication and radiocommunication facilities;*
- e) *Roads classified as being of national or regional importance;*
- f) *Ports and airports and associated navigation infrastructure;*
- g) *Defence facilities;*
- h) *Rail infrastructure;*
- i) *Municipal infrastructure.*

Policy 4.3.3 – Provide for the functional needs of infrastructure that has regional or national significance, including safety.

Policy 4.3.5 - Protect infrastructure with national or regional significance, by all of the following:

- a) *Restricting the establishment of activities that may result in reverse sensitivity effects;*
- b) *Avoiding significant adverse effects on the functional needs of such infrastructure;*
- c) *Avoiding, remedying or mitigating other adverse effects on the functional needs of such infrastructure;*
- d) *Protecting infrastructure corridors from activities that are incompatible with the anticipated effects of that infrastructure, now and for the future.*

Part B Chapter 5 People are able to use and enjoy Otago's natural and built environment

Objective 5.2 - Historic heritage resources are recognised and contribute to the region's character and sense of identity.

Policy 5.2.1 – Recognise all the following elements as characteristic or important to Otago's historic heritage:

- a) *Residential and commercial buildings;*
- b) *Māori cultural and historic heritage values;*
- c) *19th and early 20th century pastoral sites;*
- d) *Early surveying, communications and transport, including roads, bridges and routes;*
- e) *Early industrial historic heritage, including mills and brickworks;*
- f) *Gold and other mining systems and settlements;*
- g) *Dredge and ship wrecks;*
- h) *Coastal historic heritage, particularly Kāi Tahu occupation sites and those associated with early European activity such as whaling;*
- i) *Memorials;*
- j) *Trees and vegetation.*

Policy 5.3.2 – Protect and enhance places and areas of historic heritage, by all of the following:

- a) *Recognising that some places or areas are known or may contain archaeological sites, wāhi tapu or wāhi taoka which could be of significant historic or cultural value;*
- b) *Applying these provisions immediately upon discovery of such previously unidentified archaeological sites or areas, wāhi tapu or wāhi taoka;*
- c) *Avoiding adverse effects on those values that contribute to the area or place being of regional or national significance;*
- d) *Minimising significant adverse effects on other values of areas and places of historic heritage;*
- e) *Remedying when adverse effects on other values cannot be avoided;*
- f) *Mitigating when adverse effects on other values cannot be avoided or remedied;*
- g) *Encouraging the integration of historic heritage values into new activities;*
- h) *Enabling adaptive reuse or upgrade of historic heritage places and areas where historic heritage values can be maintained.*

Proposed Dunedin Second Generation District Plan (2GP)

Note: Shading of text below denotes provisions remain subject to appeal. Underlining denotes defined terms in the 2GP.

Part A, Plan Overview and Strategic Directions, Section 2 Strategic Directions

Objective 2.2.6: Public health and safety – The risk to people's health and safety from contaminated sites, hazardous substances, and high levels of noise or emissions is minimised.

Policy 2.2.6.1: Protect people from noise, light or offensive emissions that may create adverse effects on health or well-being through rules that:

- a. encourage heavier industrial activities into industrial zones, which have lenient noise limits and do not allow residential or other noise sensitive activities in these zones;*
- b. require adequate separation distances between noise sensitive activities and activities that may generate excessive noise in the rural zones;*
- c. require acoustic insulation of buildings containing noise sensitive activities in mixed use environments;*
- d. allow for lighter industrial activities in mixed use zones, provided any parts of the activity that may generate excessive noise or odour are in a part of the building without doors and windows opening onto a pedestrian street frontage mapped area;*
- e. restrict the level of noise and light spill from activities and development to safe levels depending on the nature of the receiving environment (zone); and*
- f. restrict activities that generate high levels of noise from locating in residential zones.*

Objective 2.3.1: Land and facilities important for economic productivity and social well-being – Land and facilities that are important for economic productivity and social well-being, which include industrial areas, major facilities, key transportation routes, network utilities; and productive rural land are:

- c. protected from less productive competing uses or incompatible uses, including activities that may give rise to reverse sensitivity; and*
- d. in the case of facilities, able to operate efficiently and effectively.*

Policy 2.3.1.5: Identify key transportation routes, and protect the safety and efficiency of these roads from inappropriate subdivision or development through:

- a. rules that control the location and design of access points; and*
- b. rules that require minimum on-site car parking and loading requirements.*

Objective 2.3.3: Facilities and spaces that support social and economic wellbeing – Dunedin has a range of accessible recreational, sporting, social and cultural facilities and spaces, which provide for high levels of physical, social, and cultural well-being across the community.

Objective 2.4.1: Form and structure of the environment – The elements of the environment that contribute to residents' and visitors' aesthetic appreciation for and enjoyment of the city are protected and enhanced. These include:

- a. important green and other open spaces, including green breaks between coastal settlements;*
- b. trees that make a significant contribution to the visual landscape and history of neighbourhoods;*
- c. built heritage, including nationally recognised built heritage;*
- d. important visual landscapes and vistas;*
- e. the amenity and aesthetic coherence of different environments; and*
- f. the compact and accessible form of Dunedin.*

Objective 2.4.2: Heritage – Dunedin's heritage is central to its identity and is protected and celebrated as a core value of the city, through the heritage conservation and retention of important heritage items, and the maintenance and active use of built heritage.

Policy 2.4.2.1 –

- a. Identify in a schedule (Appendix A1.1) buildings and structures that have significant heritage values and use rules to:*
 - i. manage additions and alterations to, or removal for relocation of these buildings, in a way that maintains important heritage values;*
 - ii. restrict demolition of these buildings except in limited circumstances;*
 - iii. support adaptive re-use, heritage conservation and restoration; and*
 - iv. prioritise protection of heritage values over compliance with other performance standards where there is a conflict.*
- b. Identify heritage buildings and structures based on the following criteria:*
 - i. historic and social significance;*
 - ii. spiritual/cultural significance, including significance to Māori;*
 - iii. design significance; and*
 - iv. technological/scientific significance.*

Policy 2.4.2.3 - Encourage adaptive re-use of heritage buildings through rules that:

- a. enable a wider range of activities to be undertaken in scheduled heritage buildings in the Warehouse Precinct and the Smith Street and York Place zones);*
- b. exempt scheduled heritage buildings from minimum parking standards;*
- c. enable earthquake strengthening; and*
- d. enable work required to comply with sections 112 and 115 of the Building Act 2004.*

Objective 2.7.2: Efficient transportation – The multi-modal land transport network, including connections between land, air, and sea transport networks operates safely and efficiently for all road users.

Policy 2.7.2.1 –

Support the safe and efficient operation of the multi-modal land transport network through rules that:

- a. provide for transportation activities;*
- b. manage the location, scale and design of high trip generators;*
- c. manage the location, number and design of vehicle accesses;*
- d. require on-site vehicle loading where vehicle loading on-street could compromise the safety and efficiency of the transport network;*
- e. require on-site car parking where necessary to enable adequate accessibility and to avoid or adequately mitigate adverse effects on the safety and efficiency of the transport network;*
- f. manage the design of parking, loading and access areas; and*
- g. require minimum separation distance of vehicle crossings from level crossings.*

Policy 2.7.2.2 – Encourage cycling by:

- a. considering the need for and design of on-site cycle parking as part of consent applications where accessibility is a relevant consideration;*
- b. considering the safety of cyclists entering and exiting sites where effects on the safe and efficient operation of the transport network is a relevant consideration;*
- c. enabling parking spaces required through minimum parking standards to be used for bicycle parking; and*

- d. *considering reductions in parking requirements where a travel management plan which encourages cycling has been implemented and/or a lower requirement due to a shift to active modes and/or public transport has been demonstrated.*

Part B, City Wide Activities, Section 4 Temporary Activities

Objective 4.2.1 – Temporary activities are enabled while:

- c. *minimising, as far as practicable, any adverse effects on the amenity and character of the zone; and*
- d. *ensuring any adverse effects on people's health and safety are minimised as far as practicable.*

Policy 4.2.1.1 – Require temporary activities to be designed and operated to minimise, as far as practicable, adverse effects on:

- a. *the amenity of surrounding properties; and*
- b. *people's health and safety.*

Part B, City Wide Activities, Section 6 Transportation

Objective 6.2.3 – Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel modes and its affordability to the public.

Policy 6.2.3.9 - Only allow land use and development activities or subdivision activities that may lead to land use or development activities, where:

- a. *adverse effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated; and*
- b. *any associated changes to the transportation network will be affordable to the public in the long term.*

Part C, City Wide Provisions, Section 9 Public Health and Safety

Objective 9.2.2 – Land use, development and subdivision activities maintain or enhance people's health and safety.

Policy 9.2.2.1 – Require activities to be designed and operated to avoid adverse effects from noise on the health of people or, where avoidance is not practicable, ensure any adverse effects would be insignificant.

Part C, City Wide Provisions, Section 13, Heritage

Objective 13.2.1 – Scheduled heritage buildings and structures are protected.

Policy 13.2.1.1 – Encourage the maintenance, ongoing use and adaptive re-use of scheduled heritage buildings, including by enabling repairs and maintenance, earthquake strengthening, and work required to comply with section 112 (Alterations) and section 115 (Change of Use) of the Building Act 2004 where it is done in line with policies 13.2.1.2-13.2.1.4.

Policy 13.2.1.7 – Avoid the demolition of a protected part of a scheduled heritage building or structure unless the following criteria are met:

- a.
 - i. *the building or part of the building poses a significant risk to safety or property; or*
 - ii. *the demolition is required to allow for significant public benefit that could not otherwise be achieved, and the public benefit outweighs the adverse effects of loss of the building; and*
- b. *there is no reasonable alternative to demolition, including repair, adaptive re-use, relocation or stabilising the building for future repair; and*
- c. *for building and structures located within a heritage precinct:*
 - i. *development post demolition will maintain or enhance the heritage streetscape character and amenity in accordance with Policy 13.2.3.6; and*
 - ii. *conditions will be imposed which would give reasonable certainty that this will be completed within an acceptable timeframe.*

Objective 13.2.4 – Dunedin's archaeological sites are protected from inappropriate development and use.

Policy 13.2.4.1 – Require an archaeological authority to be obtained, if one is required, prior to undertaking earthworks on a scheduled archaeological site.

Part D, Management Zones, Section 18 Commercial and Mixed Use Zones

Objective 18.2.1 - Dunedin has a well-structured and economically and socially successful range of commercial and mixed use environments based on:

- a. *the CBD, which is the focus for employment, retail, entertainment, leisure, visitor accommodation, and arts and culture activities;*
- b. *vibrant and viable principal centre, suburban and rural centre zones, which provide hubs for social and economic activity for rural, suburban and principal communities;*

- c. *Neighbourhood Centre Zone, which provides for the day to day needs of local areas, with the Neighbourhood Destination Centre Zone also servicing visitor needs, and the Neighbourhood Convenience Centre Zone also servicing the needs of passing motorists;*
- d. *a range of mixed use zones (WP, PPH, SSYP and HE zones) around the edge of the CBD, which provide for a compatible mix of inner-city living, commercial, and light industrial activities;*
- e. *an area south of the CBD (CEC – South Zone), which provides for high trip generators, large format general retail and bulky goods retail which are likely to be incompatible with the amenity expectations of the CBD and which may require larger sites than available in the CBD;*
- f. *an area to the north-east of the CBD (CEC – North Zone), similar to the CEC – South but also containing a mix of activities which support the adjoining CBD and Hospital zones;*
- g. *an area around Andersons Bay Road (TR Zone), which provides for trade related retail and specific categories of high trip generators, which are likely to be incompatible with the amenity expectations of the CBD; and*
- h. *an area around Birch and Kitchener Streets and the coast (HE Zone) which provides for the continuation of the existing environment characterised by industrial activity, while allowing for a transition toward a vibrant and attractive place to live, work and visit by also providing for conference, meeting and function, entertainment and exhibition, restaurant, visitor accommodation, training and education and residential activities.*

Policy 18.2.1.10 - Provide for hospital activity in the CEC - North Zone, to allow for the relocation of Dunedin Hospital into this zone.

Operative Dunedin District Plan

Environmental Issues

Objective 21.2.2 – Ensure that noise associated with the development of resources and the carrying out of activities does not affect public health and amenity values.

Policy 21.3.3 – Protect people and communities from noise and glare which could impact on health, safety, and amenity.

Transportation

Objective 20.2.2 – Ensure that land use activities are undertaken in a manner which avoids, remedies or mitigates adverse effects on the transportation network.

Objective 20.2.4 – Maintain and enhance a safe, efficient and effective transportation network.

Policy 20.3.3 – Provide for activities on roads and footpaths where this:

- (a) Is compatible with the function of the road.*
- (b) Is safe for road users and pedestrians.*
- (c) Has no more than minor adverse effects.*

Policy 20.3.4 – Ensure traffic generating activities do not adversely affect the safe, efficient and effective operation of the roading network.

Policy 20.3.5 – Ensure safe standards for vehicle access.

Policy 20.3.6 – Encourage heavy traffic to use appropriate routes.

Policy 20.3.8 – Provide for the safe interaction of pedestrians and vehicles.

Policy 20.3.9 – To sustainably manage transport infrastructure, particularly that of national or regional importance, in a way which will provide for its effective operation and preserve its capacity to meet the reasonably foreseeable needs of future generations, while avoiding, remedying or mitigating any adverse effects resulting from the operation of this infrastructure.