Current Alerts and Notices





As of 6am Sunday 28 February 2021, Dunedin will move to Alert Level 2 in response to the COVID-19 global pandemic. For latest information on DCC facilities and services, visit www.dunedin.govt.nz/COVID-19. For all other COVID-19 information, visit www.covid19.govt.nz.

Waikouaiti/Karitane residents advised not to drink tap water. More information here.

Potentially toxic algae is present at Tomahawk Lagoon and the Silverstream in Mosgiel. More information here.



Postal address

Variation 2 Submission Form 5

Settach ment has 8 passes 12 passes in total Clause 6 of First Schedule, Resource Management Act 1991	Last updated: 25 Feb 2021 11:34am
[2 Pages in total] Clause 6 of First Schedule, Resource Management Act 1991	
This is a submission on Variation 2 to the Second Generation Dunedin City Di	
Your submission must be lodged with the Dunedin City Council by midnight of	on 4 March 2021.
Submitter details	
First name *(required)	
Last name *(required)	
Organisation (if applicable)	
Keep Halfway Bush Semi Rural Inc	
Contact person/agent (if different to submitter)	
Alice Wouters/Angela Ruske	

Posicone rinaer (new window)	
Email	
(please type in a valid email address - name@domain, name.name@domain (eg name@name.co.nz, name.name@name.org etc)	
Trade competition	
Please note: If you are a person who could gain an advantage in trade competition through your submission, your right to make a submission may be limited by clause 6(4), Schedule 1 of the Resource Management	
Act.	
I could gain an advantage in trade competition through this submission *(required)	
• O Yes	
•	
If you could gain an advantage in trade competition through this submission please select an answer	
My submission relates to an effect that I am directly affected by and that a. adversely affects the environment; and b. does not relate to trade competition or the effects of trade competition.	
• O Yes	
• O No	

Submission

Submissions on Variation 2 can only be made on the provisions or mapping which are changing or alternatives that are clearly within the scope of the 'purpose of the proposals' as stated in the s32 report. Submissions on other aspects of the 2GP are not allowed as part of this process.

You must indicate which parts of the variation your submissions relates to. You can do this by either:

- making a submission on the Variation Change ID (in which case we will treat your submission as
 applying to all changes related to that change topic or alternatives within the scope of the purpose of
 that proposal); or
- · on specific provisions that are being amended.

Variation 2 change	e	ID
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(please see the <u>Variation 2 – Summary of Changes</u> for the change ids: (for example: D2 or D2, A3, F3)

Provision name and number, or address and map layer name

(where submitting on a specific proposed amendment): please see the <u>Variation 2 – Summary of Changes</u> for the provision name and numbers, addresses or map layer name: (for example: Rule 15.5.2 Density or Amend 15.1.1.1, zoning of 123 street name, Add new Policy 12.2.X.3).

My submission seeks the following decision from the Council *(required)

(Please give precise details, such as what you would like us to retain or remove, or suggest amended wording.)

- Accept the change
- Accept the change with amendments outlined below
- Reject the change
- O If the change is not rejected, amend as outlined below
- Multiple submission points/decisions outlined below

Details

If you are submitting on multiple points please format the decision options below (for example: D3 – Accept the change, Add new Policy 12.2.X.3 – if not rejected change to this rule needs to be changed, F3 – reject the change)

D3 - Accept the change Add new Policy 12.2.X.3 - if not rejected change to this rule needs to be changed F3 - reject the change

Reasons for my views

Please see supporting	g documents	\wedge
		V

Supporting documents

(You can load up to 2 files by using the + button. Each file must be a maximum size of 10MB. Files may only be of .doc, .docx, .jpg, .jpeg or .pdf type and no larger than 10MB in file size.)



Hearings

Do you wish to speak in support of your submission at a hearing *(required)

- Yes
- O No

If others make a similar submission, would you consider presenting a joint case at a hearing *(required)

- Yes
- O No

Privacy Please note that submissions are public. Your name, organisation, contact details and submission will be included in papers that are available to the media and the public, including publication on the DCC website, and will be used for processes associated with Variation 2. This information may also be used for statistical and reporting purposes. If you would like a copy of the personal information we hold about you, or to have the information corrected, please contact us at dcc@dcc.govt.nz or 03 477 4000.

You will receive a Thank-you page in this browser window and a confirmation email upon successful submission of this online form.

If the form does not submit successfully, there will be an error message listed at the top of the form

Submit

Submission 2GP variation 2.

From Keep Halfway Bush Semi Rural Inc

Group concerns prviously identified in submissions dating back to 2015 being ignored. New concerns with NDMA10, NDMA05, GF09

1. TRAFFIC SAFETY: Dalziel and Taieri Roads, safe access to all properties essential.

2. ENVIRONMENTAL ISSUES

- A) Residential noise will affect standard of living
- B) Smoke pollution prevailing wind off Flagsaff pushes any smoke
- C) Noise from changing gears of vehicles in this area would be greater due to steepness of road, and the fact there is a gully which creates amplification
- D) Flooding from several creeks which become major water-ways during ever increasing rain events, cause damage to existing properties, and flood the area on Taieri Road where the water is coming from 4 directions, including from the springs in Penno Block that cross Dalziel Road.
- E) Fog disrupts vehicle vision on the roads
- F) Ice and Snow-pole replaced after crash July 2019
- G) Sun Strike potential for fatal accident June 2020 (others mentioned in prior submissions)
- H) <u>Speeding vehicles</u> estimate 80% not obeying the 50km limit. Not resolved despite the 50km limit being extended to further up the road above the Pony Club.
- I) Landslip in bottom left-hand corner of NDMA05 being disregarded.
- J) Nov 2015, Mar 2016, April 2016 there were <u>27 submitters opposed</u> housing expansion in the Halfway Bush area, Dalziel/Taieri Road paddocks.
- K) Suggest the DCC revise the many reasons provided, in prior submissions by <u>knowledgable people</u> who have actually experienced living with the issues, and observing all of the area for decades, not just behind a computer looking via Google.
- L) No safety considerations being given to <u>Pony Club</u> established in 1957. More houses, more speeding traffic, and a lot more noise will disturb horses and other animals in this lifestyle area.

Submission 2GP variation 2.

From Keep Halfway Bush Semi Rural InC

Greenfield Rezoning (GF09) 41-49 Three Mile Hill Road

Concerns are

Setting a **precedent**-. Owners /developers on bordering rural residential properties will then start to subdivide their land for residential houses.

This would then change the area from rural residential (which is why the original people moved here) to another residential suburban area. This would then push people out of their homes as their rural residential home could be surrounded by urban residents and their rates could be increased.

Do the people of 41-49 want this? as their rates would increase.

Water runoff/ flooding

There are natural springs in the area (Penno Block/ Three mile Hill Road) and when there is a heavy rain this leads to flooding across Dalziel Road and into 19 Dalziel road causing damage to shed and property. As there is a major problem there already, with increase housing this would intensify the problem and lead to even more property damage.

Pony Club in the area

The increase in noise and increase in traffic is a concern as this disturbs horse and is a safety concern for horse riders

Submission for 2GP variation 2

From Keep Halfway Bush Semi Rural Inc

New Development mapped area Dalziel Road (NDMA05)

This area is special piece of land that has a natural gully separating the suburban part, from the rural /semirural part of Halfway bush. It is located beside Fraser's gully which is popular with recreational users as it has walking tracks. It can be seen from Flagstaff and the area is enjoyed by recreational runners, walkers, cyclist, horse riders etc .The land is situated across the road from a private psychiatric hospital and is near the Dunedin Branch pony club.

Historical Relevance: The area shows the farming practises of the first European farmers with the area having historical stone walls made from unique rocks that are only found in the Dalziel road /Three Mile Hill road area. Part of this land contains the historical bullock track that was used in the gold mining days to go to central Otago.

Major transit route

Three Mile Hill road /Taieri Road are busy roads as people from the Taieri use them to get into and out of the city.

Concerns

Water runoff/flooding

Water runoff is already a problem in the area as when there are heavy rains there is flooding at numerous points across Dalziel Road, Three Mile Hill Road and Taieri Road. Taieri Road has flooding both across it and under it so that the water can get to the "stream" on the other side.

The volume of water crossing the roads becomes like a fast moving river making it unsafe for vehicles and people to cross. When this happens people have to get out of their vehicles to check the water levels to assess whether it is safe/unsafe to cross.

The large volume of water then runs down downhill into Frasier's Gully where it continues to increase in volume with added debris such as Tree branches, plants etc. This leads to the harming of ecosystems, wiping out walking tracks and then when it reaches Kaikorai Valley it has the potential for flooding.

An example of the strength of the Taieri Road stream (which is just one of the many water crossings), under duress, is that in a previous heavy rain a felled tree, which was too heavy for a humans to move, was picked up like a light stick by the stream/river and delivered to St Peter Chanel School in Green Island.

If more development occurs than there will be less paddock area to soak up the excess water .This would mean that this area, which is currently not coping with the excess water, would have even a greater volume of water to deal with. This could lead to increases in damage to ecosystems, walking tracks and property.

This mapped area has known land slips.

Traffic /safety concerns

This area has known safety problems.

The Dalziel Road subdivision road is unsafe as vehicles leaving the subdivision cannot see the vehicles approaching because of the dips in the road and go onto the road to attempt to see approaching cars. This causes oncoming cars on Dalziel road to swerve into the opposite lane increases this risk of having an accident. This happens on a daily basis.

The purposed Taieri road entry/ exit is an area which lacks visibility, is prone to sun strike as well as snow, ice and water runoff issues. The purposed access road will make it difficult/unsafe for existing residential owners on Taieri Road to leave their properties safely.

The current Taieri road residents will be exposed to increases in traffic noise at all times of the day and night with vehicles accelerating and decelerating when entering and leaving the subdivision.

Gravel roads

Dust causes health issues which is an ongoing problem in this mapped area. Currently the Dalziel Road entry/exit is a gravel Road and causes a lot of dust.

Noise from gravel roads travels far .The sound of vehicles on gravel roads is loud especially during the night causing sleep disturbances which is already an issue in the mapped area.

To prevent residents having distributed sleep due to the sound of gravel roads and dust health issues ,then if there is any further development the subdivision accesses should be tar sealed prior to any new houses/development being built.

Smoke Pollution

If people have fires then the prevailing flagstaff wind would blow the smoke to Ashmore and neighbouring streets.

Fog/sunstroke and snow/ice

Situated at around 400 metres above sea level this area has unique issues.

The area is above the snow line and ice is frequent. There are areas which are known to have sun strike especially where the proposed new entrance exit to the subdivision is on Taieri Road.

Speeding vehicles

Vehicles' are known to speed in the area despite the speed signs of 50 km/hour. There have been accidents due to the weather conditions (such as ice) particular in the winter months.

Pony Club in the area

The increase in noise and increase in traffic is a concern as this disturbs horse and is a safety concern for horse riders.

Major transit route

The potential new subdivision access is on a major road so if the problems mentioned above, which include weather ,water runoff /flooding, car accidents etc, then this could cause major disturbance to the large volume of people who use these roads daily.

Submission 2GP variation 2.

From Keep Halfway Bush Semi Rural Inc

New Development Mapped area Halfway Bush (NDAM10)

This piece of land is land is located beside a private psychiatric hospital and a short distance away from the Dunedin Branch pony club. It is across the road from a new subdivision which is planning on having roading via Taieri Road. This area of Halfway Bush contains a lot of natural springs and already has major flooding issues in heavy rains.

Major transit route

Three Mile Hill road /Taieri Road are busy roads as people from the Taieri use them to get into and out of the city.

Water runoff/flooding

During heavy rains large volumes of water runs down this property crossing over and under Taieri Road in order to get to the stream on the other side. The stream leads in to Frasier's Gully which has popular walking tracks.

The high volume of water crossing Taieri Road is like a fast moving river, making it unsafe for vehicles and people to cross. At these times people have to get out of their vehicles' to check if they are able to drive though it.

The large volume of water then runs downhill into Frasier's Gully where it continues to increase in volume and gathering debris, such as tree branches, plants etc. This leads to the harming of ecosystems, wiping out of walking tracks and then when it reaches Kaikorai Valley it has the potential for flooding there also.

An example of the strength of this stream, under duress, is that in a previous heavy rain? a felled tree, which was too heavy for a humans to move, was picked up like a light stick by the stream/river and delivered to St Peter Chanel School in Green Island.

If more development occurs than there will be less paddock area to soak up the excess water .This would mean that this area, which is currently not coping with the excess water would have an increase problems of water crossing the road and causing flooding and damage both to the local area as well as downstream in Kaikorai Valley.

Traffic problems

There will be more traffic problems/safety issues as there is a subdivision across the road that plans to have an access road not far from this piece of land. There has been multiple cashes on this piece of road that the Police and Insurance companies are aware of.

The current Taieri road residents will be exposed to increases in traffic noise at all times of the day and night with vehicles accelerating and decelerating when entering and leaving the subdivision. This would be unavoidable as the land is steep.

Roading

Gravel roads cause health problems because of the dust so any road or shared driveway should be tar sealed to prevent this.

Noise from gravel roads travels far .The sound of vehicles on gravel roads is loud especially during the night and can cause sleep disturbances..

If there is development then roads/share driveways need to be tar sealed prior to houses being built.

Pony Club in the area

The increase in noise and increase in traffic is a concern as this disturbs horse and is a safety concern for horse riders

Smoke Pollution

If people have fires then the prevailing flagstaff wind would blow the smoke to Ashmore and neighbouring streets.

Fog/sunstroke and snow/ice

Situated at around 400 metres above sea level this area has unique issues.

The area is above the snow line and ice is frequent. It is in an area which is known to have vehicle accidents from sun strike.

Speeding vehicles

Vehicles' are known to speed in the area despite the speed signs of 50 km/hour.

Major transit route

The potential new subdivision access is on a major road so if the problems mentioned above, which include weather ,water runoff /flooding, car accidents etc, then this could cause major disturbance to the large volume of people who use these roads daily.