

**Before a Panel Appointed by the  
Dunedin City Council**

**Under** the Resource Management Act 1991 (**RMA**)

**In the Matter of** Hearing 4 of the Proposed Variation 2 (Additional Housing Capacity) of the Second Generation Dunedin District Plan – Appeals Version (**2GP**)

**By** **DDS Properties (2008) Limited**

**And**

**By** **Meats of NZ Limited**

**Response to Further Information Request from Panel  
on behalf of:**

**DDS Properties (2008) Limited**  
(Submission 242 – Requested Site 195)

**Meats of NZ Limited**  
(Submission 232 – Requested Site 200)

**Dated 6<sup>th</sup> September 2022**

**Further Information Request:**

1. During the hearing on these matters, which were heard separately, the Panel requested further information from each of the submitters of the impact on State Highway 1 of rezoning these sites residential. RS 195 also includes the creation of a Rural Centre as that term is used in Policy 2.3.2.1.
2. Expert opinion from Mr Grant Fisher of Modal Consulting Limited has been sought and is appended at Appendix 1.
3. Mr Fisher concludes: *“It is concluded that, at a high level, concerns that Waka Kotahi NZTA may have in relation to the safety and efficiency of access provisions to RS195 and RS200 can be addressed through selection of appropriate intersection controls at the intersections of SH1/SH86 and SH1/Grey Street, and provision of an auxiliary left turn lane on SH1 for RS200. It is noted that Waka Kotahi NZTA did not provide a submission in respect of RS195.*

*It is noted that Waka Kotahi NZTA also did not lodge a further submission in relation to either site despite the plans for both sites included with the submissions making it clear that access would involve SH1. It can therefore be reasonably inferred that Waka Kotahi NZTA is not unduly concerned with the rezoning proposals and expect to be consulted at subdivision design stage when there is certainty with respect to details relating to design of intersections, number of dwellings and resultant traffic movements, multi-modal links, and centre activities within RS195.*

*If required, it could be supported from a transport perspective that a performance standard be attached to the structure plan for each of these sites requiring either affected party consent from Waka Kotahi NZTA at the time of subdivision of the sites resulting in residential development, or in the absence of affected party consent being provided that Waka Kotahi NZTA receives limited notification of any such application.”*

4. It should also be noted that the structure plan included with submission 242 detailed the commercial/retail areas to be contained within RS 195 which will mean that Allanton will become a Rural Centre if RS 195 is rezoned.

Dated this 6<sup>th</sup> day of September 2022.



Emma Rayner Peters (BA (First Class Honours), MA (Distinction), LLB)

## Memorandum

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**To:** Emma Peters, Sweep Consultancy

**From:** Grant Fisher, Modal Consulting Limited

**Date:** 6 September 2022

**Subject:** State Highway 1 – Response to RFI - Allanton, Dunedin

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### Background

Modal Consulting has been asked to provide a high-level assessment of access options for the rezone submission sites RS195 and RS200, shown in Figure 1 below. This is in response to a request for further information made by the Hearings Committee who are hearing submissions on residential rezone sites near the Allanton township. In particular, the Hearings Committee has asked for a response to Waka Kotahi NZTA concerns that RS200 is remote from supporting urban amenities and has safety issues due to accessing State Highway 1 in a high speed environment close to a passing lane.

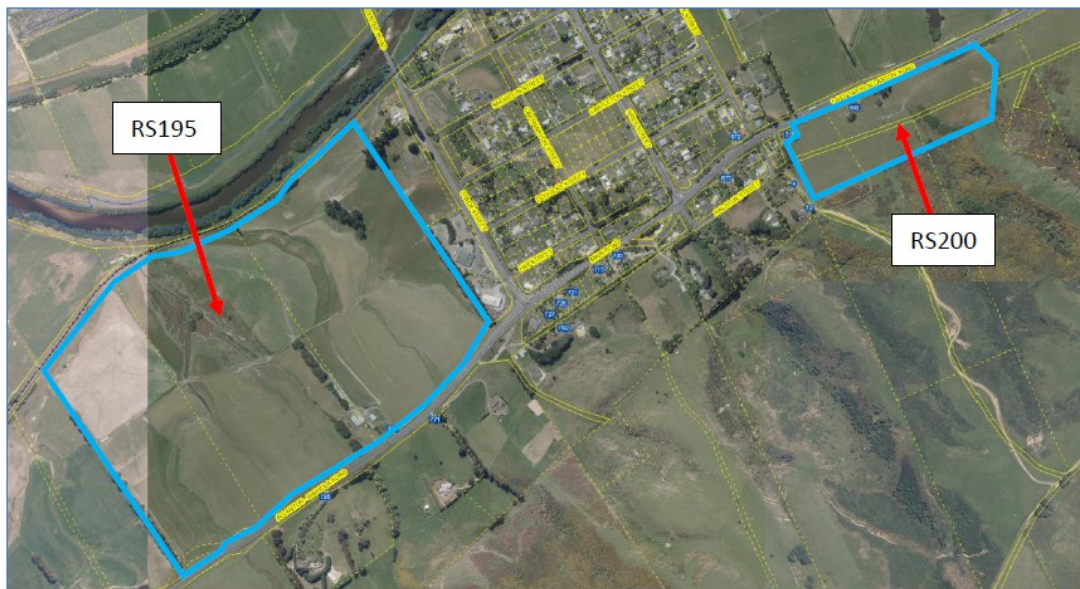


Figure 1 – Locations of rezone submission sites RS195 and RS200

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## State Highway Network

The State Highway network in the vicinity of RS195 and RS200 comprises State Highway 1 to the south of the existing Allanton township, and State Highway 86 to the west which connects State Highway 1 to Dunedin Airport. Both SH1 and SH86 are classified as limited access roads as shown in Figure 2<sup>1</sup>.

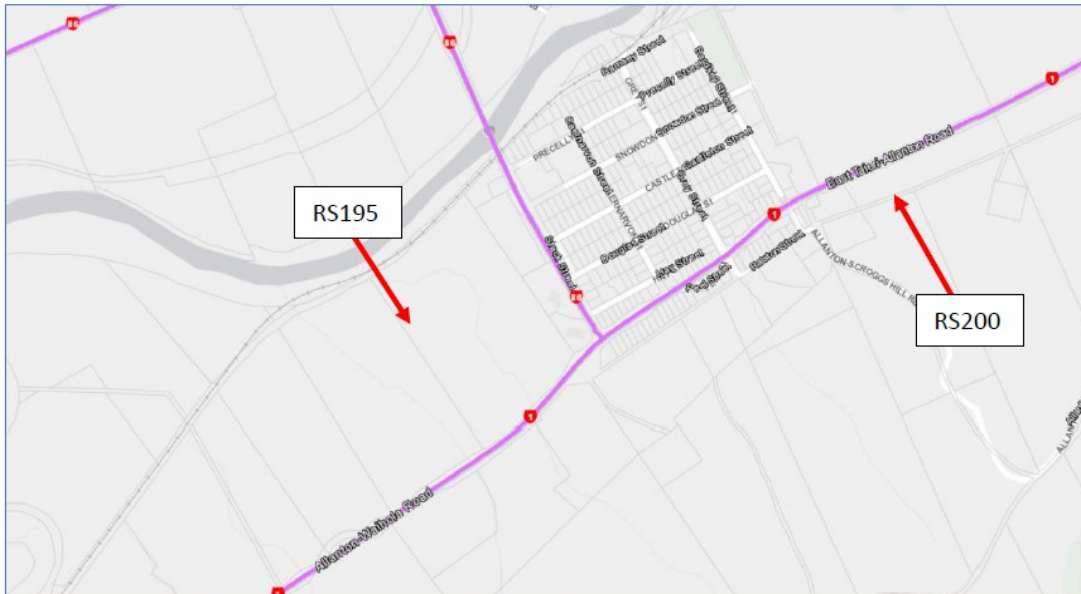


Figure 2 – Limited Access Roads (shown in purple) near the Allanton township

It is noted that provisions in the Government Rounding Powers Act 1989 that govern limited access roads only relate to “crossing places”<sup>2</sup> which are for private accesses, and not public road intersections. The limited access road status clearly does not preclude new intersections being created to State Highway, with many such intersections being constructed to service areas of growth in recent years throughout New Zealand. An example of a new intersection to a limited access road (SH8B in Cromwell) is shown later in this memorandum in Figure 5.

Should one, or both, of the proposed rezone sites be approved, it is anticipated that the posted speed limit of the SH1/SH86 would need to be reviewed by the road controlling authority in consideration of the additional residential growth. The lowering of speed limits is broadly supported by the Waka Kotahi NZTA ‘Road to Zero’ strategy which aims to reduce road user deaths and serious injuries by 40% by 2030<sup>3</sup>.

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<sup>1</sup> Source: [Limited Access Roads \(nzta.govt.nz\)](https://www.nzta.govt.nz/limited-access-roads/)

<sup>2</sup> § 91 and 91 of the Government Rounding Powers Act 1989

<sup>3</sup> [Road to Zero | Ministry of Transport](https://www.nzta.govt.nz/road-to-zero/)

## Access to RS195

Access to RS195 from SH1 and SH86 is proposed as follows (see Figure 3 for general access locations):

- A new intersection from SH86, via the SH1/SH86 intersection.
- A new intersection from SH1 for entry and exit movements. It is understood that right and left turns are proposed via channelised lanes on SH1 generally in accordance with the memo from Modal Consulting dated 1 August 2022.

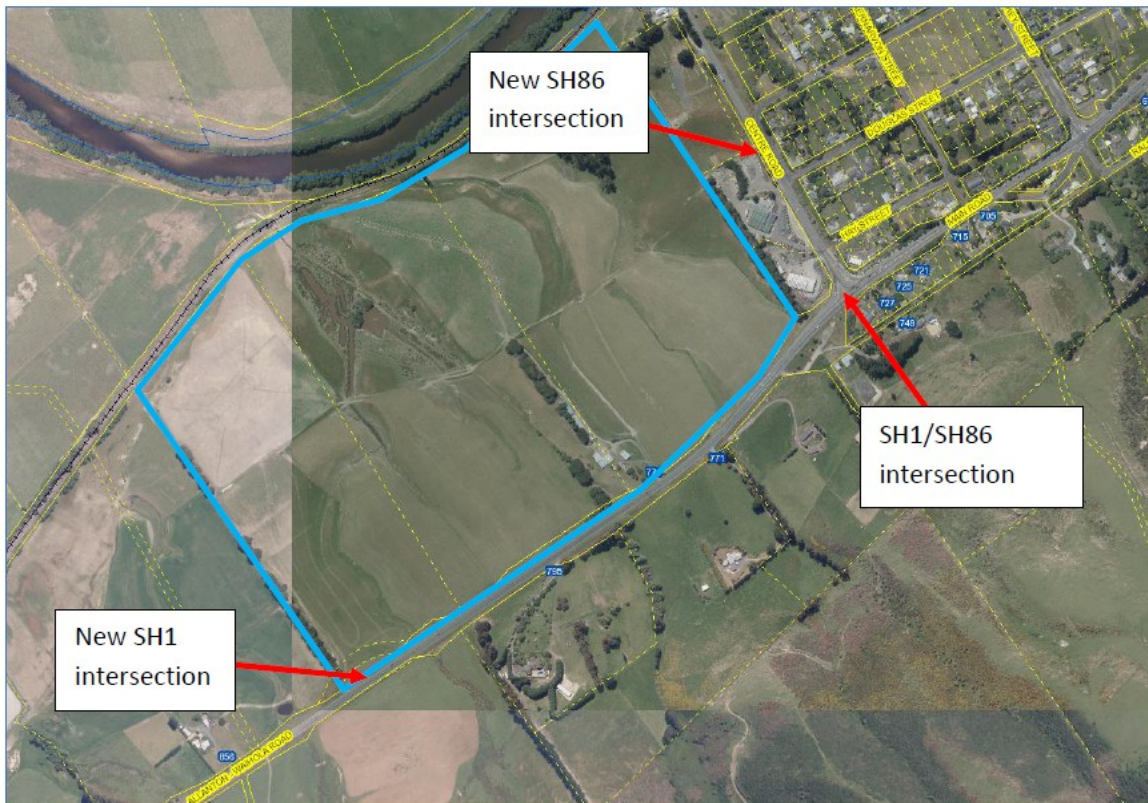


Figure 3 – General access locations for RS195 (site outlined in blue)

Access to the site may require improvement to the existing SH1/86 intersection in order to address safety and/or capacity. The most obvious treatment option for improving the intersection is via construction of a roundabout. The legal road at the intersection provides approximately 40m between property boundaries when measured at the centre of the existing intersection, which is considered sufficient to enable a minimum 18-20m diameter central island with associated road lanes and supporting infrastructure. Provision of an appropriately designed roundabout in this location would be considered a primary treatment under the Waka Kotahi NZTA Safe System approach and is therefore in accordance with the 'Road to Zero' strategy, as it virtually eliminates the potential for death and serious injury at the intersection.

Direct access to the site from SH1 and SH86 is generally addressed by the turning bay/turning lane design guidance in the memo from Modal Consulting dated 1 August 2022 in respect of RS195. Waka

Kotahi NZTA have not made any submissions in respect of these access points, objecting to them or otherwise.

### Access to RS200

Access to RS200 from SH1 is proposed as follows (see Figure 4 for general access locations):

- The existing SH1/Grey Street intersection will be used for entry and exit to the site.
- A left-turn auxiliary lane from SH1 is proposed for entry to the site for south-west bound traffic. Note that no right turns from SH1 will be permitted or provided for.

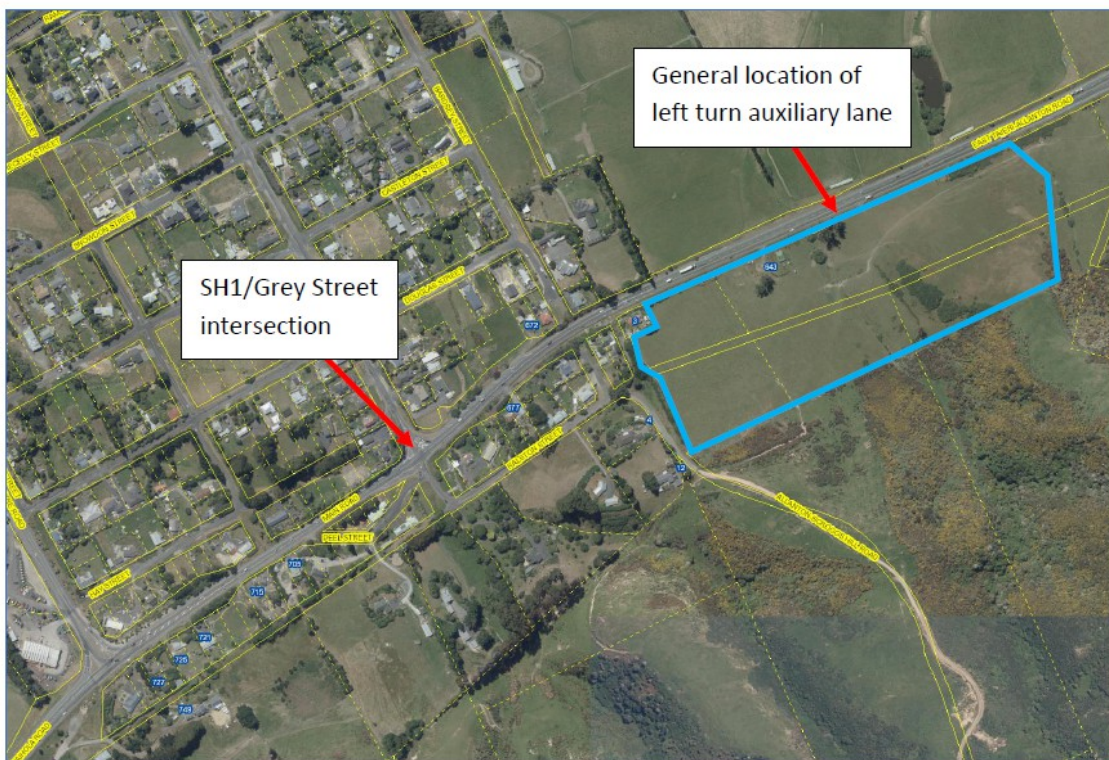


Figure 4 – General access locations for RS200 (site outlined in blue)

Access to the site may require improvement to the existing SH1/Grey Street intersection in order to address safety and/or capacity. Again, the most obvious treatment option for improving the intersection is via construction of a roundabout. The existing legal road at the intersection provides a minimum space 40m between boundaries, which is considered sufficient to enable a minimum 18-20m diameter central island with associated road lanes and supporting infrastructure.

This type of intersection treatment is very common to provide access to land development projects throughout New Zealand. For example, the Wooing Tree development in Cromwell is providing a similar roundabout treatment at the existing SH8B/Barry Avenue intersection to access the site. The concept for this roundabout (updated August 2022) is shown in Figure 5 below<sup>4</sup>:

<sup>4</sup> Source: [SH6/SH8B Cromwell intersection improvements | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)



Figure 5 – Proposed roundabout upgrade to the SH8B/Barry Avenue intersection for access to the Wooing Tree subdivision

Provision for pedestrians and cyclists at the SH1/Grey Street intersection are likely to be required in order to access the centre activities within RS195. These may be suitable to be constructed at the same grade as the intersection, depending on any changes to the posted speed limit. However, consideration of the operating speed of the road, and any associated road safety considerations, may necessitate active transport modes to be provided for at a different grade to the road level. This can be achieved by either via underpass or overbridge. Such matters can be addressed as part of the design process, through concept planning to detailed design and in consultation with Waka Kotahi NZTA.

As noted above the proposed auxiliary lane from SH1 will only provide for traffic entering the site, and will not provide for, or be designed to accommodate, right turning traffic. This effectively removes the concerns that Waka Kotahi NZTA may have had in relation to traffic turning into/out of the site from the existing passing lane on SH1 adjacent to the site.

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## Conclusion

It is concluded that, at a high level, concerns that Waka Kotahi NZTA may have in relation to the safety and efficiency of access provisions to RS195 and RS200 can be addressed through selection of appropriate intersection controls at the intersections of SH1/SH86 and SH1/Grey Street, and provision of an auxiliary left turn lane on SH1 for RS200. It is noted that Waka Kotahi NZTA did not provide a submission in respect of RS195.

It is noted that Waka Kotahi NZTA also did not lodge a further submission in relation to either site despite the plans for both sites included with the submissions making it clear that access would involve SH1. It can therefore be reasonably inferred that Waka Kotahi NZTA is not unduly concerned with the rezoning proposals and expect to be consulted at subdivision design stage when there is certainty with respect to details relating to design of intersections, number of dwellings and resultant traffic movements, multi-modal links, and centre activities within RS195.

If required, it could be supported from a transport perspective that a performance standard be attached to the structure plan for each of these sites requiring either affected party consent from Waka Kotahi NZTA at the time of subdivision of the sites resulting in residential development, or in the absence of affected party consent being provided that Waka Kotahi NZTA receives limited notification of any such application.



**Grant Fisher**

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