

6 December 2021

Ōtākou Health Limited
C/O 4sight Consulting Ltd
77 Stuart Street
Dunedin 9016

Via email: chrisp@4sight.co.nz

Dear Sir/Madam

RESOURCE CONSENT APPLICATION:

**LUC-2021-125
25 COLLEGE STREET
DUNEDIN**

INTRODUCTION

- [1] Your application to redevelop the existing Te Kāika Medical Centre and Social Services Hub to establish a new Kaupapa Community Support Services facility known as the 'Te Kāika Wellbeing Hub' was processed on a limited notified basis in accordance with sections 95A to 95G of the Resource Management Act 1991 (the Act). No submitters wished to be heard in respect of the application and therefore, pursuant to Section 100 of the Resource Management Act 1991, the application was considered by the Resource Consents Manager, under delegated authority, on 09 November 2021.
- [2] I advise that the Council has **granted** consent to the application. The decision is outlined below, and the decision certificate is attached to this letter.

HISTORY OF THE SITE/BACKGROUND TO THE APPLICATION

- [3] The subject site was formerly utilised as the College Street School. Resource consent LUC-2016-385 was approved on the 28 September 2016 to redevelop the school into a medical centre and social services hub ('Te Kāika Medical Centre'), aimed to provide low-cost social services with particular emphasis to the South Dunedin community. A total of 53 full-time equivalent staff (including seven registered health practitioners - medical, physiotherapy, and dental professionals) and 47 on-site car parking spaces were approved under this resource consent.
- [4] Following the issue of LUC-2016-385, the medical centre and social services hub was established and have been operating since. It is understood that Te Kāika currently provides health and social services to approximately 7,000 clients.

DESCRIPTION OF SITE AND LOCATION

- [5] The subject site is comprised of multiple allotments which form large rectangular block of land with total area of approximately 6,778m² and has frontages to Ranfurly Street, Playfair Street, Lomond Street, and College Street. South Road is also located further north of the site which provide linkages to College Street and Playfair Street.

- [6] Playfair Street has an 8m wide formed carriageway with a marked centre line. Parking is generally permitted on both sides of the street. College Street, Ranfurly Street, and Lomond Street have a 6m wide formed carriage with no centre line marking. There are 'no stopping' yellow lines along the western side of the College Street and the southern side of Lomond Street, with parking available on the opposite sides. The southern side of Ranfurly Street is marked as a clearway and parking is available on the northern side.
- [7] The site is located within an establish low to medium density residential area just south of the Caversham centre. There is also a Council reserve located opposite the site on the western side of College Street.
- [8] The topography of the site generally slopes down in a west to east direction with an average gradient of being less than degrees (approximately 5-6 degrees).
- [9] There are multiple buildings located on the site as detailed below:
- The Scheduled Heritage Building (B842 - former Caversham Infant School) which is located on the south-western portion of the site and is currently used as the Te Kāika Health Care Centre building.
 - The Scheduled Heritage Building (B843 - Caversham School Gymnasium) which is located on the north-eastern corner of the site and currently used as the physiotherapy/ rehabilitation gym.
 - Te Runanga o Ngai Tahu community support services building is located to the east of the Te Kāika Health Care Centre building.
 - Three smaller ancillary buildings are located to the east of the physiotherapy gym.
- [10] There are various vegetation and planting located on the site particularly around the boundary and the centre of the site, and a grassed playing field near the north-eastern portion of the site. There are also small community gardens near the centre of the site along with small playground structures.
- [11] Access to the site is currently provide via two existing vehicle crossings on College Street and Lomond Street and pedestrian access ways on College Street, Ranfurly Street and Lomond Street.
- [12] A total of 47 car parking spaces are currently provided on the site split over two main areas. The upper-level car parking has 22 car parking spaces and is accessed College Street. The lower-level car parking has 25 car parking spaces and access from Lomond Street.
- [13] The site is legally described as Lot 42, 44, 46, 48 Deeds Plan 46; Allotment 49-54 Deeds Plan 46; Lot 41, 43, 45, 47 Deeds Plan 46; Allotment 56 Deeds Plan 46; Allotment 55 Deeds Plan 46; Allotment 55A, 56A Deeds Plan 46; held in Records of Title 720102, OT264/196, 715079, OT264/194, OT264/197, and OT264/195.

DESCRIPTION OF PROPOSAL

- [14] Resource consent is now sought to redevelop the existing Te Kāika Medical Centre and Social Services Hub to establish a new Kaupapa Community Support Services facility known as the 'Te Kāika Wellbeing Hub' that will allow for the expansion of existing services on site. The proposal will include the construction of a new building and car parking area, demolition of some existing buildings, and associated earthworks.

- [15] The proposed development will integrate the existing medical and community support services offered at Te Kāika with additional community support services provided by the Ministry of Social Development (MSD) and Southern District Health Board (DHB). The primary purpose of the proposed development is to provide a 'wrap around' health and social services to the existing clients of the Te Kāika Medical Centre and Social Services Hub. Essentially, the clients that visit the medical centre would access the services provided by the MSD and DHB staff on the same visit.
- [16] It is also proposed to enable the facilities to be hired by community groups to undertake social gatherings and meetings.

Buildings

- [17] A new two-storey building with a footprint of approximately 1,050m² is proposed to be established near the centre of the site. The proposed building will have a maximum height of approximately 9m and approximately 11.4m in height above the natural ground level (taking into consideration the change in ground level from the proposed earthworks for the development).
- [18] The two existing heritage buildings B842 and B843 on the site which are currently used for the Te Kāika Medical Centre and the physiotherapy/ rehabilitation gym will be retained and all other buildings and structures will be removed from the site to accommodate the new building and car parking areas.
- [19] The proposal will approximately result in a total building site coverage of 25.9% and a total impermeable surface area coverage of 62.7%.

Car parking and access

- [20] A total of 119 car parking spaces (including 6 mobility spaces) and 3 drop-off and pick up spaces are proposed in two main car parking areas for the site as detailed below.
- [21] The upper-level car parking area will provide a total of 23 car parking spaces (including 2 mobility spaces) and will be accessed via the existing vehicle crossing on College Street. Approximately 4 car parking spaces (spaces 117-121) at the upper level are proposed to be allocated for visitors for the existing Te Kāika dental facility located on the main existing building located on the south-western corner of the site. The remaining spaces will be reserved for staff use.
- [22] The lower-level car parking area will be the main parking area and provide 96 car parking spaces (including 4 accessible spaces) and 3 drop-off and pickup spaces adjacent to the eastern façade of the new building. A new under-croft carparking area for 18 parking spaces is proposed below the upper-level parking area which will be reserved for the fleet vehicles only. A new vehicle crossing on Playfair Street is proposed to provide access to the lower-level parking area. A one direction traffic movement is proposed for the eastern half of the parking area. It is anticipated that approximately 15 car parking spaces will be utilised by the visitors, with the remaining spaces being utilised by staff. However, the applicant has requested flexibility in terms of how many are allocated for staff and visitors which may need to change after more data is available in terms of travel patterns when the site is operational.
- [23] Two new pedestrian accesses are proposed from the Ranfurly Street frontage and the Playfair Street frontage. The pedestrian accesses will also include marked 'zebra crossings' within the car parking and manoeuvring area towards the main entrance to the new building. The existing vehicle crossing on Lomond Street will be removed and reinstated as a footpath.

- [24] A total of 20 fleet vehicles will be used as part of the operation of the proposed activities on the site. A maximum of 7 will be parked on the site overnight, with the remaining fleet vehicles being allocated to staff to be taken home.

Staff

- [25] The proposal will have a total of 147 FTE staff required for all the activities on site. A maximum of 55 FTE staff are proposed for the Te Kāika operation which now includes 13 registered health practitioners (an increase of 6 registered health practitioners to what was approved under LUC-2016-385).
- [26] A maximum of 37 FTE staff are proposed for the MSD, a maximum of 50 FTE staff for DHB, and a maximum of 5 FTE staff are proposed to manage the for the hiring of facilities for Dunedin community groups.
- [27] The details of the breakdown of the staff numbers for each entity and hours of operations are detailed in Table 2 of the application and have been included below:

Service/Company	Proposed Use	Total Staff Numbers (FTEs)	Hours of Operation
Existing Te Kāika Staff	Continued use across site within the existing Te Kāika facilities	10-15	8:30 – 17:30
Existing Te Kāika staff moving into new building	Two additional community support staff, such that overall, 55 FTEs will directly support Te Kāika's operations	35-40	8:30 – 17:30
	After Hours Service (5 to 6 FTE staff)		Mon – Fri 17:30 – 21:30 Sat – Sun 9:00 – 17:00
Ministry of Social Development	New MSD community support staff to support MSD integrated services on site	34-37	8:30 – 17:00
District Health Board	New DHB community support staff within proposed building	50	8:30 – 17:30
Dunedin Community Groups	Facilities hired by community groups for social gatherings	5	7:00 – 21:30
Total across all services/companies		134-147	

Hours of operation

- [28] The proposed Te Kāika Medical Centre, MSD and DHB services are proposed to operate between the hours of 8.30am to 5:30pm from Monday to Friday. However, it is noted that an 'after-hours service' is proposed between 5:30pm to 9:30pm from Monday to Friday, and 9am to 5pm during Saturday to Sunday.
- [29] The applicant has confirmed that the after-hours service will only comprise of community support staff and will not comprise of any urgent health care services and no registered health practitioners will be operating during those times. The nature of the afterhours community support staff activities will include the following:

- Case workers who have been visiting clients off-site and returning to the site late (i.e. past 5pm) and any final administration associated with this;
- After-hours call centre especially for COVID-19 vaccination enquiries and matters;
- After-hours conference calls especially for Whānau who prefer to have after hours meetings; and
- Community support staff doing paper working and tidying up.

[30] The facilities will also be able to be hired by community groups between the hours of 7:00am to 9:30pm from Monday to Sunday.

Travel Management Plan

[31] A Travel Management Plan (TMP) has been proposed to be implemented as part of the proposal to encourage and implement a sustainable approach to travel demand management. The applicant has proffered conditions of consent for the requirement of a TMP to be implemented which will require an appointment of a Travel Plan Coordinator who will be responsible for the implementation of the TMP, provision of secure, covered cycle parking for staff and provision of changing facilities on site, survey of travel behaviours, and providing shuttle service between the site and a designated South Dunedin location for patrons. The full details of the TMP will be provided to Council for approval as a pre-commencement condition of consent.

Landscaping and fencing

[32] Landscaping will be provided along the site boundaries and within the car parking areas. Illustrations of the indicative landscaping has been provided with the application plans (3D renders). It was noted that existing vegetation and planting on the site will be retained where possible. The applicant has proposed to provide a more detailed landscaping plan for Council's approval as a pre-commencement condition of consent.

[33] The final fencing design will also be included as part of the final landscaping plan. Fencing along the road boundary will most likely entail an open link fence design similar to the existing fencing around the site and will not be greater than 2m in height.

Signage

[34] A freestanding sign is proposed in a central location near the entrance for the lower car parking area for directional purposes. This sign will have a maximum height of 2m and a maximum display area of 1.5m² per display face.

[35] A display sign noting 'Te Kāika Wellbeing Hub' is also proposed to be attached on the northern façade of the new building near the entrance which is indicatively shown on the application plans. The proposed sign will comprise only of lettering but will have a maximum display area of 13.5m² (approximately 3m x 4.5m). The signage will not be illuminated.

[36] Additional signs may be required for the operation of the parking areas such as signs for fleet vehicles only.

[37] The applicant has proposed to provide the details of the freestanding sign and display sign on the building for Council's approval as a pre-commencement condition of consent.

Earthworks

- [38] The proposed development will require earthworks of up to 6,100m³ of cut over an area of 2,550m² and 1,700m³ of fill over an area of 2,600m². Majority of the earthworks will involve excavation of the elevated western portion of the site with cut depths of up to 4m which will be retained by engineer-designed retaining walls subject to an approved building consent.
- [39] A copy of the application, including plans of the proposed building and car parking area, is contained in Appendix 1 of this report.

ACTIVITY STATUS

- [40] Dunedin currently has two district plans: the operative Dunedin City District Plan (ODP), and the Proposed Second Generation Dunedin City District Plan (the "Proposed 2GP"). Until the Proposed 2GP is made fully operative, both district plans need to be considered in determining the activity status and deciding what aspects of the activity require resource consent.
- [41] The activity status of the application is fixed by the provisions in place when the application was first lodged, pursuant to Section 88A of the Resource Management Act 1991. However, it is the provisions of both district plans in force at the time of the decision that must be had regard to when assessing the application.
- [42] The Proposed 2GP was notified on 26 September 2015, and some Proposed 2GP rules had immediate legal effect from this date. Some rules became fully operative following the close of submissions, where no submissions were received. Additional rules came into legal effect upon the release of decisions. Those additional rules become fully operative if no appeals are lodged or once any appeals have been resolved. There are no rules relevant to the zoning of the site that have been appealed. There have also been no appeals to any of the rules relevant to this application. Therefore, the rules of the 2006 District Plan that apply to this activity are considered inoperative in accordance with Section 86F of the Resource Management Act 1991 and the relevant provisions under the Proposed 2GP can be considered fully operative in this instance.

Dunedin City District Plan (ODP)

- [43] The subject site is zoned **Residential 1** under the ODP. College Street, Lomond Street, and Ranfurly Street are classified as a Local Roads in the Plan's Roading Hierarchy, while Playfair Street is a Collector Street. The subject site contains a scheduled tree, T347, a Sycamore near the boundary with Ranfurly Street.

Proposed Second Generation Dunedin City District Plan (Proposed 2GP)

- [44] The subject site is zoned **General Residential 2** under the Proposed 2GP and subject to the Caversham Mapped Area and Infrastructure Constraint Mapped Area. Additionally, the site contains two scheduled heritage buildings; B843 – 'Caversham School Gymnasium' located on the north-western corner of the site, and B842 - 'Caversham Infant School (former)' located on the south-western portion of the site.
- [45] Playfair Street is classified as being a Collector Road with a small portion towards the northern end of the street (adjoining the site) being classified as a Commercial Centre under the Proposed 2GP Road Classification Hierarchy. Ranfurly Street, College Street, and Lomond Street are classified as being a Local Road.

Land use activity

- [46] The existing Te Kāika primary health service staff will continue to operate on the site and meets the definition of ‘registered health practitioners’ under the Proposed 2GP. No changes are proposed to the number of primary health service staff from what was authorised under LUC-2016-385 but will be assessed again as part of this new development. In accordance with Rule 15.3.3.14, ‘registered health practitioners’ are provided for as a **discretionary activity** within a residential zone.
- [47] The proposed MSD and DHB aspect of the proposal is considered to meet the definition of a ‘community and leisure - large scale’ activity under the Proposed 2GP which is provided for as a **restricted discretionary activity** under Rule 15.3.3.5. The proposal complies with the relevant land use standards including the hours of operation standard under Rule 15.5.4 and the minimum car parking standard under Rule 15.5.8. Council’s discretion is restricted to the following matters:
- *Effects on accessibility*
 - *Effects on the safety and efficiency of the transport network*
 - *Effects on surrounding sites’ residential amenity*
 - *Effects on streetscape amenity and character*

Development activity

- [48] The proposed building will have a building footprint of approximately 1,050m². New buildings resulting a footprint greater than 300m² is provided for as a **restricted discretionary activity** under Rule 15.3.4.5. Council’s discretion is restricted to the effects on streetscape amenity.
- [49] The proposal also does not comply with the following development performance standards:
- **Rule 15.6.1 Building wall length**
The proposed building will have a continuous building wall length of approximately 25m along the eastern and western façade, and approximately 42m along the northern and southern façade, where a maximum of 20m is permitted. In accordance with Rule 15.6.1.4 the proposal is a **restricted discretionary activity**.
 - **Rule 15.6.6.2 Maximum height**
The proposed building will have a maximum height of approximately 11.4m above the ground level where a maximum of 9m is permitted. In accordance with Rule 15.6.6.2.c the proposal is a **restricted discretionary activity**.
 - **Rule 15.6.11.5 Signs attached to buildings (ancillary to commercial activities and community activities)**
The proposed sign attached to the building will have a display area of approximately 13.5m² where a maximum of 1.5m² is permitted. Additionally, the proposed sign will be approximately 7m above the ground level where only 4m is permitted. In accordance with Rule 15.6.11.1.d the proposal is a **restricted discretionary activity**.
- [50] The proposed parking area will accommodate up to 119 parking spaces (72 additional parking spaces). Parking areas that result in 50 or more new parking spaces is provided for a **restricted discretionary activity** under Rule 15.3.4.24.
- [51] Council’s discretion is restricted to the following matters:
- *Effects on accessibility;*
 - *Effects on the safety and efficiency of the transport network;*
 - *Effects on surrounding sites’ residential amenity; and*

- *Effects on neighbourhood residential character and amenity*

City Wide Activity

[52] The proposal does not comply with the following city-wide standards:

- **Rule 6.6.1.1 Minimum parking space dimensions**
The proposed mobility parking spaces will not comply with the minimum 3.6m width require for each space (as two spaces will share a common aisle space between them). In accordance with Rule 6.6.1.1.f. the proposed infringement is a **restricted discretionary activity**.
- **Rule 6.6.1.1.c.iv Minimum parking space dimensions**
The last parking spaces for each of the blind aisles will only be provided with 100mm of additional width where a minimum of 300mm is required. In accordance with Rule 6.6.1.1.f. the proposed infringement is a **restricted discretionary activity**.
- **Rule 6.6.1.1.d Minimum parking space dimensions**
Blind aisles must be designed so that it is possible for cars to turn around at the closed end of the aisle and drive out forwards. Vehicles will not be able to turn around the blind aisles and drive out forward. In accordance with Rule 6.6.1.1.f. the proposed infringement is a **restricted discretionary activity**.
- **Rule 6.6.1.3 Minimum queuing space for parking areas**
On-site queuing space of 12m will be provided for the main car parking area where a minimum of 18m is required. In accordance with Rule 6.6.1.3.b. the proposal is a **restricted discretionary activity**.
- **Rule 6.6.3.7 Gradient of driveways**
The first 5m of the vehicle access from Playfair Street will have a gradient of 1:7 where a minimum gradient of 1:8 is required. In accordance with Rule 6.6.3.7.c. the proposed infringement is a **restricted discretionary activity**.

[53] Earthworks which meet the definition of 'earthworks – large scale' is provided for as a **restricted discretionary activity** under Rule 8A.3.2.3. The proposed earthworks meet the definition of 'earthworks – large scale' as it exceeds the maximum small-scale thresholds as noted below:

- **Rule 8A.5.1.3** – The proposed earthworks will have a maximum cut and of approximately 4m, which exceeds the maximum small-scale threshold of 1.5m (change in finished ground level).
- **Rule 8A.5.1.5** – the proposed earthworks will require approximately 7,800m³ earthworks (6,100m³ of cut and 1,700m³ of fill) which exceeds the maximum small-scale threshold, which for this site is 2,033.4m³.

[54] For the above breaches to the city-wide standards, Council discretion is restricted to the following matters:

- *Effects on the safety and efficiency of the transportation network;*
- *Effects on visual amenity;*
- *Effects on amenity of surrounding properties; and*
- *Effects on the stability of land, buildings, and structures.*

Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("the NESCS")

- [55] The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') came into effect on 1 January 2012 and ensure that land affected by contaminants in soil is appropriately assessed and made safe for human use. The National Environmental Standard applies to any piece of land on which an activity or industry described in the current edition of the Hazardous Activities and Industries List (HAIL) is being undertaken, has been undertaken or is more likely than not to have been undertaken. If a proposed activity involves any of the following on land that is being used, or has been used, or is more likely than not to have been used for a HAIL activity then the Regulations apply to this proposal:
- removal of fuel storage systems and associated soil;
 - soil sampling;
 - soil disturbance;
 - subdivision of land; and
 - a change in land use.
- [56] A HAIL Search Report (HAIL-2021-261) was undertaken for the subject site. The report concluded that the Council does not hold any record or has found evidence which suggest that the subject site has been historically used for a HAIL activity. The report identified that the Caversham School had been established on the site since 1903.
- [57] However, a Detailed Site Investigation (DSI) was provided as additional information on 12 November 2021 which concluded that HAIL activities (specifically, Categories A10, G3 and I) have historically been undertaken on the site. Consequently, the provisions of the NESCS apply to the site in accordance with Regulation 5(7). Due to the delay of the provision of the DSI, a separate resource consent application LUC-2021-654 has been applied for to address the non-compliance of the permitted standards under the NESCS for the proposed earthworks.

Overall Activity Status

- [58] Where an activity requires resource consent under more than one rule, and the effects of the activity are inextricably linked, the general principle from case law is that the different components should be bundled, and the most restrictive activity classification applied to the whole proposal. In this case, there is more than one rule involved, and the effects are linked. As a result, having regard to the most restrictive activity classification, the proposal is considered to be a **discretionary activity**. Accordingly, the Council has unrestricted discretion when assessing the proposal.

NOTIFICATION AND SUBMISSIONS

- [59] Written affected party approvals were received from parties in the following table:

Person	Owner	Occupier	Address	Obtained
J.M. Wolf	✓	✓	3 Lomond Street	27/10/21

- [60] In accordance with Section 104 of the Act, where written approval has been obtained from affected parties the consent authority cannot have regard to the effects of the activity on that person.

[61] After initial consideration of the application, it is considered that the adverse effects of the proposal would be no more than minor, having regard to the surrounding environment and the mitigation measures proposed. A detailed assessment of effects is noted in the sections below.

[62] It was therefore determined that the effects of the proposal would be restricted to a limited number of parties being the owners and occupiers of the residential properties in the immediate vicinity of the subject site as shown in Figure 1 and listed below:

- | | | |
|------------------|---------------------------|-----------------------------|
| • 2 Ranfurly St | • 23 Playfair St | • 11 College Street |
| • 4 Ranfurly St | • 25 Playfair St | • 18 College Street |
| • 6 Ranfurly St | • 28 Playfair St | • 22 College Street |
| • 8 Ranfurly St | • 27 – 31 Playfair Street | • 24 College Street |
| • 329 South Road | • 32 Playfair Street | • 25A College Street |
| • 12 Ranfurly St | • 1 Lomond Street | • 26 College Street |
| • 10 Playfair St | • 3 Lomond Street | • 28 College Street |
| • 11 Playfair St | • 5 Lomond Street | • 30 College Street |
| • 15 Playfair St | • 8 College Street | • 32 College Street |
| • 17 Playfair St | • 10 College Street | • 36 and 36A College Street |



Figure 1: Extent of the properties considered to be affected by the proposal.

[63] The written affected party approval of all these parties was not obtained and the application was, therefore, notified on a limited basis on 5 October 2021. It is noted that comments were requested

to the Council's Parks and Recreational Services (PARS) as owners of the reserve land on 12, 14, and 16 College Street.

- [64] Submissions closed on 3 November 2021. One submission was received by the close of the submission period. The submission was in support of the proposal but requested regular communication be provided with the applicant regarding any concerns related primarily to the construction phase of the development. The details are summarised in the table below and a full copy of the submissions is attached in Appendix 2.

Name of Submitter	Support/ Oppose	Summary of Submission	Wish to be heard?
Pauline J. Osborne & Christopher S. Moody	Support	The submission indicated that the submitters were in support of the application. However, it was requested that if consent is approved a clear point of contact is established to undertake regular communications or meetings with affected residents to convey any issues they may experience due to the proposal including earthworks, construction, noise, parking and general operation of the facility. It appears that their primary concern is related to the construction phase of the proposal.	No (but would consider presenting a joint case with other similar submissions at a hearing).

- [65] No late submissions were received at the time of this report.

Requirement for hearing

- [66] As it is recommended that resource consent be granted to the proposed activity (in the assessment below), and no submissions in opposition were received in respect of the application and neither the applicant nor submitter in support wish to be heard at a hearing. Therefore, it is considered that there is no need for a hearing of the application in accordance with Section 100 of the RMA. Accordingly, based on consultation with the Chairperson of the Consents Hearings Committee, it was determined that a hearing is not necessary, and that the decision can be made under delegated authority.

ENVIRONMENTAL EFFECTS OF ALLOWING THE ACTIVITY

- [67] Section 104(1)(a) of the Act requires that the Council have regard to any actual and potential effects on the environment of allowing the activity. 'Effect' is defined in Section 3 of the Act as including-

- a) Any positive or adverse effect; and
- b) Any temporary or permanent effect; and
- c) Any past, present, or future effect; and
- d) Any cumulative effect which arises over time or in combination with other effects— regardless of the scale, intensity, duration or frequency of the effect, and also includes –
- e) Any potential effect of high probability; and
- f) Any potential effect of low probability which has a high potential impact.

Permitted Baseline

- [68] An important consideration for the assessment of effects is the application of what is commonly referred to as the permitted baseline assessment. The purpose of the permitted baseline assessment is to identify the non-fanciful effects of permitted activities and those effects authorised by resource consent in order to quantify the degree of effect of the proposed activity.

Effects within the permitted baseline can be disregarded in the assessment of effects of the activity.

- [69] The subject site is zoned General Residential 2 under the Proposed 2GP and is of a size that could potentially accommodate a residential development with 67 habitable rooms (1 per 100m²) with no limit on the number of residential units as a permitted activity subject to the relevant development performance standards. In this instance, the relevant permitted performance standards for any development include new buildings less than 300m² in footprint, maximum continuous building length of 20m, a maximum 9m height, minimum 3m setback from road boundaries, and maximum building site coverage of 50%.
- [70] It is also noted that 'community and leisure – small scale' activities which are defined as activities that does not exceed an attendance rate of 50 people at any one time except for a maximum of 10 days per calendar year, where the attendance rate does not exceed 100 people at any one time are permitted within the residential zones. Any 'community and leisure – large scale' activities and 'registered health practitioners' require are resource consent under the Proposed 2GP.
- [71] Accordingly, given the scale and nature of the proposed development it is considered that the permitted baseline for any residential activities or 'community and leisure – small scale' activities have limited relevance to the proposal.
- [72] A maximum earthworks volume of up to 2,033m³ resulting in a change in ground level of up to 1.5m is permitted on the site. Additionally, any earthworks within 1.8m (including maximum volume and change in ground level) of a building footprint subject to an approved building consent are considered to be 'earthworks small-scale' which is permitted. No setback is required for earthworks less than or equal to 0.6m in height of depth from property boundaries. Any retaining walls supporting a cut that has been granted building consent is not required to be setback from any property boundaries, however, any fill retaining wall must be setback from a property boundary equivalent to the height of the retaining wall.
- [73] Although there is limited relevance of the permitted baseline with the proposed development, it is also important to consider the effects resulting from any lawfully established activities including any approved under a resource consent which forms part of the baseline of effects. The existing Te Kāika Medical Centre and Social Services Hub operating on the site has been approved by a resource consent (LUC-2016-386). Subject to compliance the conditions of the consent, this existing community support activity and can continue to operate on the site. Any effects arising from this existing activity have been assessed as part of the approved resource consent and are managed by the conditions of the consent. It is considered that the effects resulting from this activity forms part of the existing environment and can be disregarded in the assessment of effects.

Assessment of Effects

- [74] The following parts of this report represent my views on the effects of the proposal, having regard to the application, the submissions, and my visit to the site.
- [75] The assessment of effects is generally guided by the assessment matters in the following sections of the Proposed 2GP:
- Sections 15.10 Residential Zone - Performance Standard Contraventions.
 - Section 15.11 Residential Zone - Restricted Discretionary Activities (community and leisure – large scale, buildings greater than 300m² in footprint).
 - Section 15.12 Residential Zone - Discretionary Activities (registered health practitioners).
 - Section 8A.7 Earthworks – Large Scale.

- Section 6.10 Transportation - Performance Standard Contraventions.
- Section 6.11 Transportation – High Trip Generator activities.

[76] Accordingly, assessment is made of the following effects of the proposal:

- Character and Amenity
- Transportation
- Earthworks
- Positive Effects
- Cumulative Effects

Character and Amenity

- [77] The proposal will not result in any fundamental changes to the existing established community support activities on site including the services provided by the registered health practitioners but will expand on its existing services to a greater scale with the introduction of the MSD and DHB staff. The proposed activity will essentially provide a ‘wrap around’ services that are focused on community support for the existing clients of the current medical centre and social services hub that visit the site.
- [78] Although the site is zoned General Residential 2 and is generally surrounded by residential properties, it is noted that the site has been historically and currently used for non-residential purposes (i.e. formerly the Caversham School and the existing Te Kāika operation). It is also noted that the site is adjacent to the Commercial and Mixed Use Zone (Suburban Centre) located approximately 26m-42m north of the site (only being separated by one row of residential properties north of Ranfurly Street).
- [79] The new building will have a footprint of approximately 1,050m² (42m by 25m) where only 300m² is permitted with a maximum continuous building length of 20m within the General Residential 2 Zone. Additionally, the new building will have an approximate height of approximately 11.4m above the ground level where 9m is permitted. With the exception to the maximum building length, maximum height, and attached sign standard, the proposal complies with all other development performance standard under the Proposed 2GP.
- [80] The two scheduled heritage buildings will be retained, and all other accessory buildings will be removed to accommodate the new building. The proposal will approximately result in a total building site coverage of 25.9% and a total impermeable surface area coverage of 62.7% which will well comply with the development performance standards for the General Residential 2 Zone.
- [81] Although the building is significantly larger than what can be generally anticipated for within the General Residential 2 Zone, the proposed building will be largely cut into the existing slope of the site. Accordingly, majority of the building (the western portion) will comply with the maximum 9m height standard as illustrated on the northern, southern, and eastern elevation plans. The breach of the maximum height will be mainly perceived only towards the eastern end of the building. It is noted that the proposed building will appear to be similar in scale to the existing buildings that are to be retained on the site due to them being located towards the elevated portions of the site. The proposed building will be located very central to the site and will be setback approximately between 19-34m from the road boundaries. Therefore, despite the breach to the maximum height standard it is considered that the proposed building will not result in any significant visual dominance to the streetscape amenity and residential character and amenity of the area.
- [82] The proposed development would also provide 119 on-site parking spaces (72 additional parking spaces) and 3 drop off and pick up spaces. The application plans and 3D renders provided

illustrates indicative landscaping which demonstrates that there is adequate space on the site to provide sufficient landscaping (particularly along the site boundaries). It is considered that landscaping along the site boundaries can be provided in manner that will provide effective screening to the site particularly the car parking area and soften the public and private interface to mitigate any potential adverse effects on the streetscape amenity. The applicant proposed to provide a detailed landscaping plan to the Council for approval as a pre-commencement condition of consent.

- [83] The Council's Urban Designer, Peter Christos, has also reviewed the proposal and noted that it is possibly fanciful to expect possibly a development of this scale and type to integrate seamlessly into a residential zone. Mr. Christos considered that the design does have the advantage of using deep setbacks to deal with potential issues of scale and bulk and maintains landscaping at the perimeter and within the interior of the site to provide screening and visual softening. Additionally, Mr. Christos noted that the proposed building incorporates large four gable end design features along the northern and southern façade of the building which enables the scale of the building to be managed as four distinct elements and considered to be somewhat sympathetic with a residential character.
- [84] Mr Christos concluded that subject to the recommended conditions any adverse effects on the streetscape and amenity values resulting from the proposal will be less than minor. The recommended conditions of consent include the provision of the following information to Council for approval – a detailed landscaping plan, final colours and materials of the building, and details of the signage.
- [85] I concur with the conclusions and recommendations made by the Council's Urban Designer and consider that subject to the conditions of consent any adverse effects on the residential character and streetscape amenity values resulting from the proposal will be less than minor.
- [86] A Council owned reserve is also located opposite of the subject (towards the west) at 12, 14, and 16 College Street. Accordingly, the Council's Parks and Recreational Services (PARS) has also reviewed the application and raised concerns about potential visual and amenity effects on the reserve resulting from the proposal. It was recommended that conditions of consent be included to retain the existing vegetation (where possible) along the College Street frontage of the site and to provide a detailed planting plan showing the additional and existing plants on the College Street frontage to PARS for approval.
- [87] Considering the above comments provided by PARS, it is noted that the western elevation of the development will have the least changes proposed as part of this development. The existing car parking area and the gymnasium will be retained as part of the proposal. The proposed building will be setback approximately 28m from the western boundary of the site and the reserve is further separated from the site by College Street. Additionally, due to the proposed earthworks cuts, the new building will have a maximum height of approximately 6.15m above the existing ground level when viewed from west. Furthermore, there are no legal restrictions or district plan standards that would prohibit the existing vegetation along College Street to be removed currently. Nevertheless, a condition of consent for a detailed landscaping plan (as proposed by the applicant and reviewed by the Council's Urban Designer) will be imposed and it is not considered necessary that PARS review and approve of this plan. For these reasons it is considered that the proposal will not result in any adverse visual and amenity effects on the reserve.

Transportation

- [88] An Integrated Transport Assessment (ITA) was prepared by Stantec and submitted with the application. The application and the ITA was reviewed by the Council's Transportation department (Transport) for comment. Transport's comments are summarised below:

[89] Access

1. It is proposed that the existing vehicle crossing on College Street be widened to facilitate two-way traffic movement. Transport considered that the existing access on College Street was acceptable given majority of the upper-level car parking area will be retained.
2. The new proposed access from Playfair Street to the main car parking area was considered appropriate as the width of Playfair Street is a more appropriate (compared to the existing Lomond Street access) to accommodate the expected increase in traffic and associated turning movements required for the site.
3. The proposed new vehicle crossing on Playfair Street will comply with the sight distance requirements under the Proposed 2GP, however, Transport noted that visibility for drivers exiting the site may be reduced by vehicles parked close to the crossing. Therefore, it was considered that the potential visibility issue be included as part of the review condition and, if necessary, the consent holder may need to make a request to the Council to consider installing a length of 'No Stopping Line' restrictions on each side of the vehicle crossing on the western side of Playfair Street to ensure vehicles exiting the site can do so safely.
4. The proposed 1:7 gradient slope for the new access from Playfair Street was considered to be acceptable.

[90] Parking demand and shortfall

5. The ITA noted that a parking shortfall of up to 5-10 spaces was expected to be generated by the proposal. However, Transport acknowledged there were multiple ways of calculating the potential parking demand and parking shortfall and there are a number of factors such as staff travel behaviours, and the effectiveness of the TMP (with its various proposed measures and incentives) that would affect the actual likely parking demand once the site is fully operational. However, it was generally assessed that the proposal will typically result in a parking shortfall of less than 20 spaces.
6. The ITA has noted that there are approximately 30 street parking spaces available on the adjacent roads to the site. Based on the potential parking shortfall of up to 20 spaces, it was considered that the overspill of these parking spaces accommodated for on the street parking spaces available in the immediate vicinity of the site; within the catchment area identified in Figure 1. It is noted that some residential properties within the surrounding area do not have on-site car parking and it appears that the current available street parking spaces within the vicinity are occupied primarily by residents. Any overspill parking spaces on the streets are likely to occur only during the hours of operations. Therefore, it was considered that any adverse transportation effects resulting from the car parking shortfall on the owners and occupiers of the residential properties within this catchment area were assessed as being no more than minor.
7. A review condition was recommended to ensure that the effect of overspill parking on the neighbourhood roads is minimised and is within the parameters expected by the assessment.

[91] Parking space dimensions and manoeuvring

8. Three blind aisles are proposed within the car parking areas. The blind aisle on the upper-level car parking area was considered acceptable subject to a condition that would ensure the spaces were reserved for staff only. It was also noted that a vehicle entering the aisle would be able to reverse straight and exit the site in forward manner.

9. The blind aisle for the under-croft car parking area will need to be reserved for fleet vehicles only (that will each be allocated a specific parking space within this area) as vehicles entering the site will not be able to turn around at the end of the aisle. A signage noting 'Fleet Vehicles Only' will minimise vehicles entering this parking area. Conditions of consent will be included to this effect.
10. The blind aisle area south of the building will have marked out manoeuvring spaces to ensure vehicles and service vehicles (including ambulances and a 6.4m rigid truck) can manoeuvre to exit the aisle in a forward manner.
11. The mobility parking spaces technically does not comply with the minimum 3.6m width required for each space as the proposed spaces are paired together with a common aisle space between them. However, the Council's Transportation department noted that the proposed mobility spaces were consistent with AS/NZS2890.6 and did not raise any concerns related to the dimensions of the parking spaces.

[92] Queuing Space

12. The main lower car parking area will require 18m of on-site queuing space. The ITA states about 12m queuing space will be provided and that the peak hour traffic will be less than 50 vehicles per hour. Accordingly, the ITA assessed that the likelihood of a queue forming back onto Playfair Street will be very low. Whilst Transport agrees with this assessment, it was noted that the first two parking spaces directly south of the vehicle access and vehicles will need to reverse into these spaces which could generate significant queuing. However, Transport considered that these parking spaces and the proposed queuing spaces be subject to the review condition for alternative arrangement if found to be causing queuing issues.
13. Additionally, it was recommended that the parking spaces around the Playfair Street access be reserved for staff use only to reduce the amount of parking turnover.

[93] Traffic generation

14. It was estimated that the proposal will generate approximately 520 additional vehicle movements to and from the site each day with the additional movements being spread evenly through the day. Most of the generated traffic will be accessing the site through the Playfair Street entrance (given that the upper-level car parking area accessed from College Street will only accommodate one additional parking space from what is currently existing).
15. Approximately 50 vehicle movements were estimated during the peak hours. The Council's Transportation department concurred with the conclusions made by the ITA and that the number of vehicle movements will be able to be adequately accommodated within the existing traffic environment of Playfair Street and College Street and the surrounding transport network (including South Road).
16. It was concluded that any adverse transportation effects resulting from the traffic generated will be no more than minor.

- [94] A Travel Management Plan (TMP) has been proposed to be implemented as part of the proposal to encourage and implement a sustainable approach to travel demand management. The applicant has proffered conditions of consent for the requirement of a TMP to be implemented which will require an appointment of a Travel Plan Coordinator who will be responsible for the implementation of the TMP, provision of secure, covered cycle parking for staff and provision of changing facilities on site, survey of travel behaviours, and providing shuttle service between the

site and a designated South Dunedin location for patrons. The TMP will aim to reduce the traffic generation and parking demand resulting from the site.

- [95] It was also noted the PARS have raised concerns related to the pedestrian safety for people (children in particular) accessing the reserve opposite the site due to the potential increase traffic generated by the proposal along College Street. PARS has also considered that the visitors to the Te Kāika facilities may access the reserve for recreation purposes and recommended that a condition that a pedestrian access and crossing point be provided on College Street opposite the reserve near the intersection with Ranfurly Street.
- [96] As mentioned earlier the main entrance and additional parking spaces for the site are accessed via the Playfair Street entrance and it is anticipated that majority of the increase traffic volume will be observed along Playfair Street. Accordingly, Transport considered that the proposed development will not likely result in any significant increase in traffic volume along College Street. The application notes that the proposed development is aiming to provide a 'wrap around' service primarily for existing clients of Te Kāika and it is uncertain what the current or proposed number of visitors to the site will also access the reserve during their visits. Additionally, it is understood that the reserve is planning to be upgraded with better facilities which will likely result in more people accessing the reserve.
- [97] For these reasons, there does not appear to be any substantial information or data that would conclude that the proposed development itself will cause any significant pedestrian/ traffic safety concern that would warrant the applicant to undertake a direct mitigation measure (of establishing a pedestrian crossing). Accordingly, Transport has accepted that a review condition would be appropriate to address any pedestrian and traffic safety concerns resulting from the proposed development. If the proposed development is found to be causing safety issues, then the consent holder may be required to implement mitigation measures such as a pedestrian crossing.
- [98] Overall, it was concluded that the adverse effects of the proposed development on the transportation network will be no more than minor, subject to conditions.

Earthworks

- [99] The proposed earthworks will require approximately 7,800m³ earthworks (6,100m³ of cut and 1,700m³ of fill) with a cut depth of up to 4m that will be retained by engineer-designed retaining walls subject to an approved building consent. Any earthworks fill will be less than 1.5m in height. The proposed earthworks will be undertaken on portions of the site that have an average slope gradient that is less than 12 degrees. With the exception to the proposed earthworks volume and change in ground level, the proposed earthworks comply with all other relevant earthwork standards under the Proposed 2GP.
- [100] The subject site is not located within any hazard overlays under the Proposed 2GP maps but is located within the following identified hazards on the Council's Hazards Register:
- Hazard ID: 12083 - Coastal Inundation - Projected Sea Level Rise
 - Hazard ID: 12094 - Seismic - Fault Proximity
- [101] The proposed earthworks comprise predominantly of cuts within the western portion of the site to accommodate the new building and the under-croft parking area. The proposed finished ground level will not result in any significant adverse visual effects when viewed beyond the site.

- [102] Given the proposed retaining walls will be engineer-designed and subject to an approved building consent, it is considered that any potential adverse effects on the stability of the land, buildings, or structures on the subject site and adjacent properties are considered to be less than minor.
- [103] It is recommended that a Construction Management Plan (CMP) be implemented to detail the site access and management during construction; construction methodology; detail stages and duration of the works; hours of operation; and contact details for the contractor and Te Kāika representative; and including a process for complaints and remedying concerns. A draft CMP has been provided however a condition of consent will be included to outline all the required details. It is considered that the CMP and the contact detail for the contractor and Te Kāika representative and the complaints procedure will address any concerns raised by the submitter in section [64] of this report.
- [104] The proposal will also need to comply with the 'long-term duration' construction noise and vibration standards under Rule 4.5.4.1. as the proposed construction works is proposed to exceed 20 weeks. A condition of consent will be included to demonstrate compliance with this standard within the CMP.
- [105] The earthworks will be contained within the subject site and any visual effects will only be temporary in nature. Appropriate conditions of consent will ensure any dust nuisance is minimised to the adjoining properties. Any effects of the proposed earthworks will be transitory while the site is under construction and can be appropriately managed through consent conditions including the implementation of sediment and erosion control measures.
- [106] Based on the assessment above and assuming compliance with the conditions of consent, I consider that the earthworks will have a no more than minor effect on site stability nor will result in sedimentation beyond the property boundary.

Cumulative Effects

- [107] The proposed development is an expansion of the existing community support activity providing health services. With regards to any transport related effects, the proposed traffic generation would not result in any significant effects on the capacity of the surrounding transport network. As the proposed development is located within an area with established residential and commercial activities, it is unlikely that the proposed development would add to the existing effects on the subject site or on adjoining sites that would arise in any significant cumulative effects.

Positive Effects

- [108] It is understood that Te Kāika has successfully implemented a pilot scheme of integrating MSD and DHB services which has demonstrated the benefit of cross agency responses to meet the wider social needs of its existing patients and clients. Accordingly, the proposed development will enable the opportunity to expand its existing health and social services enable a more accessible and integrated 'wrap around' service for the local and wider communities within a single site.
- [109] The proposed development will result in a higher quality community support facility that would benefit local and wider community, particularly promoting its health and social services to the vulnerable communities.
- [110] Overall, it is considered that the proposal will generally contribute positively to the social and economic well-being of the communities in Dunedin.

Effects Assessment Conclusion

- [111] After considering the likely effects of this proposal above, overall, I consider the effects of the proposal can be appropriately mitigated by conditions of consent so as to be minor.

OFFSETTING OR COMPENSATION MEASURES ASSESSMENT

- [112] Section 104(1)(ab) of the Resource Management Act 1991 requires that the Council have regard to any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity.
- [113] In this case, no offsetting or compensation measures have been proposed or agreed to by the applicant.

OBJECTIVES AND POLICIES ASSESSMENT

Assessment of Objectives and Policies of the District Plan (Section 104(1)(b)(vi))

- [114] In accordance with Section 104(1)(b) of the Resource Management Act 1991, the objectives and policies of the Proposed 2GP were taken into account in assessing the application. As the zoning and relevant rule provisions of the ODP for this site have been superseded by the provisions of the Proposed 2GP, it is considered that there are no objectives and policies of the ODP that are relevant to the proposal that needs to be assessed as part of this assessment.

Proposed 2GP

- [115] The following objectives and policies of the Proposed 2GP were considered to be relevant to this application:

Residential Section

Objective/Policy	Is the proposal Consistent with or Contrary to the Objectives and Policies?
Objective 15.2.1 Residential zones are primarily reserved for residential activities and only provide for a limited number of compatible activities, including: visitor accommodation, community activities, major facility activities, and commercial activities that support the day-to-day needs of residents.	The proposed development will encompass the existing registered health practitioners and community support activities on the site, and provide additional community support staff. No changes are proposed to the total number of existing registered health practitioners on the site. Overall, the effects resulting from the proposed development will be in line with the relevant objectives and policies for the residential zones.
Policy 15.2.1.1 Provide for a range of residential and community activities, where the effects of these activities will be managed in line with objectives 15.2.2, 15.2.3 and 15.2.4 and their policies.	
Policy 15.2.1.2 Provide for a limited range of major facility activities and commercial activities, including dairies, registered health practitioners, training and education, and visitor accommodation, where the effects of these activities will be managed in line with objectives 15.2.3 and 15.2.4, and their policies.	
Objective 15.2.3 Activities in residential zones maintain a good level of amenity on surrounding residential properties and public spaces.	As noted in the assessment of effects, the proposal will not result in any significant adverse effects on the
Policy 15.2.3.1	

Require buildings and structures to be of a height and setback from boundaries that ensures there are no more than minor effects on the sunlight access of current and future residential buildings and their outdoor living spaces.	amenity of the surrounding residential properties. The subject site occupies an entire block of land and the proposed development will maintain significant setback distances from all the site boundaries. Accordingly, despite the height breach it is considered the proposed development is of scale that will not adversely affect the sunlight access of any adjacent residential properties.
Policy 15.2.3.4 Only allow schools, emergency services, early childhood education, community and leisure - large scale, sport and recreation, registered health practitioners, training and education, visitor accommodation, supported living facilities, service stations and stand-alone car parking where they are designed and located to avoid or, if avoidance is not practicable, adequately mitigate, adverse effects on the amenity of surrounding residential properties.	
Objective 15.2.4 Activities maintain or enhance the amenity of the streetscape, and reflect the current or intended future character of the neighbourhood.	Adequate space is provided on the site that will enable sufficient landscaping and screening to be provided. The implementation of the proposed detailed landscaping plan will ensure the streetscape amenity are maintained and or enhanced by the proposal.
Policy 15.2.4.1 Require development to maintain or enhance streetscape amenity by ensuring: - garages, carports and car parking do not dominate the street; - there are adequate green space areas free from buildings or hard surfacing; - buildings' height and boundary setbacks, and scale reflect the existing or intended future residential character; - shared service areas are not visible from ground level from outside the site; and - outdoor storage is managed in a way that does not result in unreasonable visual amenity effects or create nuisance effects.	The proposed earthworks cuts will ensure the majority of the building being compliant with the maximum height standard, and the large setback distances from the boundaries will ensure the scale of the building will not adversely affect the neighbourhood and streetscape amenity and character of the area.
Policy 15.2.4.7 Only allow schools, emergency services, early childhood education, community and leisure - large scale, sport and recreation, registered health practitioners, training and education, visitor accommodation, supported living facilities, restaurants or retail ancillary to sport and recreation, service stations and stand-alone car parking where they are designed and located to avoid or, if avoidance is not practicable, adequately mitigate, adverse effects on streetscape amenity.	
Policy 15.2.4.8 Only allow buildings over 300m ² footprint or multi-unit developments where they are designed to ensure that streetscape and neighbourhood amenity and character is maintained or enhanced.	

Transportation Section

Objective/Policy	Is the proposal Consistent with or Contrary to the Objectives and Policies?
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.	As detailed in the assessment of effects the proposed development can be undertaken and managed in a manner that ensures any adverse effects on the safety and efficiency of the transport network can be adequately mitigated. Any overspill car parking is expected to be contained within the identified catchment area and will not cause significant effects on the transport network. A TMP will also be implemented to minimise any adverse transportation effects and promote alternative modes of transport.
Policy 6.2.3.1 Require ancillary signs to be located and designed to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network.	
Policy 6.2.3.3 Require land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network.	
Policy 6.2.3.4 Require land use activities to provide the amount of parking necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated.	
Policy 6.2.3.8 Only allow high trip generators where they are designed and located to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network.	
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.	The proposed parking and access are designed and can be managed in a manner that will ensure safe and efficient operation of the area and function of the transport network.
Objective 6.2.4 Parking areas, loading areas and vehicle accesses are designed and located to: a. provide for the safe and efficient operation of both the parking or loading area and the transport network; and b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel modes.	
Policy 6.2.4.1 Require parking and loading areas, including associated manoeuvring and queuing areas, to be designed to ensure: a. the safety of pedestrians travelling on footpaths and travelling through parking areas; b. that vehicle parking and loading will be carried out safely and efficiently; c. that any adverse effects on the safe and efficient functioning of the transport network are avoided or, if avoidance is not practicable, will be no more than minor; d. the safe and convenient access to and from parking and loading areas for vehicles, emergency vehicles, pedestrians and cyclists; and e. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths.	

Earthworks Section

Objective/Policy	Is the proposal Consistent with or Contrary to the Objectives and Policies?
Objective 8A.2.1 Earthworks necessary for permitted or approved land use and development are enabled, while avoiding, or adequately mitigating, any adverse effects on: - visual amenity and character; - the stability of land, buildings, and structures; and - surrounding properties.	The proposed earthworks and associated retaining structures will be suitably designed and located to ensure the stability of land, buildings, structures and surrounding properties are not compromised.
Policy 8A.2.1.1 Require earthworks, and associated retaining structures, to be designed and located to avoid or minimise, as far as practicable, adverse effects on the stability of land, buildings, and structures by: - being set back an adequate distance from property boundaries, buildings, structures and cliffs; and - using a batter gradient that will be stable over time.	The proposed earthworks can also be managed in a manner that will ensure that any adverse effects on the amenity and character of the area will be only temporary in nature.
Policy 8A.2.1.2 Require earthworks and any associated retaining structures, to be designed, located and undertaken in a way that minimises, as far as practicable, adverse effects on surrounding sites and the wider area, including from: - sediment run-off onto any property, or into any stormwater pipes, drains, channels or soakage systems; and - dust nuisance on the amenity of surrounding sites.	
Policy 8A.2.1.3 Only allow earthworks that exceed the scale thresholds (earthworks - large scale) and any associated retaining structures, where the following effects will be avoided or, if avoidance is not practicable, adequately mitigated: - adverse effects on visual amenity and character; - adverse effects on the amenity of surrounding properties, including from changes to drainage patterns; and - adverse effects on the stability of land, buildings, and structures.	

Overall Objectives and Policies Assessment

[116] Having regard at the relevant objectives and policies individually, and considering these in an overall way, the above assessment indicates that the application is generally consistent with those provisions.

Assessment of National Policy Statements (Section 104(1)(b)(iii))

[117] Section 104(1)(b)(iii) of the Act requires that the Council take into account any relevant national policy statements. The National Policy Statement on Urban Development 2020 (NPS-UD) was gazetted on 23 July 2020 and came into effect on 20 August 2020. Dunedin City is identified as a 'tier 2' territorial authority under the NPS-UD. The following objectives are considered relevant to the proposal:

- **Objective 1:** *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

- **Objective 4:** *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*
- **Policy 5:** *Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:*
 - a. *the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services;*
- **Policy 11:** *In relation to car parking:*
 - a. *the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and*
 - b. *tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans*

[118] Additionally, under the NPS-UD, the Dunedin City Council must remove any minimum car parking standards within the Proposed 2GP by 20 February 2022. Therefore, despite the potential overspill of parking, it is noted that changes to the urban environment are expected to change when minimum car parking standards will be no longer applicable to any land use development. The Council is expected to manage the effects associated with the supply and demand of car parking through comprehensive parking management plans. The proposed development will also implement a TMP that would aim to minimise the parking demand on site (and the associated effects on the transport network) and also promote alternative modes of transport for staff and patrols.

[119] The proposed development also aims to meet the diverse and change needs of the people, communities, future generations, and provide for the social and economic well-being of the communities. As such, the proposal is considered to be consistent with the relevant objectives and policies of the NPS-UD.

Assessment of Regional Policy Statements (Section 104(1)(b)(v))

[120] Section 104(1)(b)(v) of the Act requires that the Council take into account any relevant regional policy statements. The Partially Operative Otago Regional Policy Statement 2019 (RPS) was approved and made operative on 15 March 2021. Objective 1.1 and Policies 1.1.1 and 1.1.2 is relevant in that it seeks to ensure Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities.

[121] The proposed wellbeing hub will expand on its existing services to provide a more efficient and integrated wraparound health and social services to the Dunedin City with particular emphasis to the South Dunedin community and members of the more vulnerable communities in Dunedin. The proposed development aims to enhance the social wellbeing of the members of the communities by providing more accessible interrelated services on a single site. As such, the proposal is considered to be consistent with the relevant objectives and policies of the RPS.

DECISION MAKING FRAMEWORK

Part 2 Matters

[122] It is considered that there is no invalidity, incomplete coverage or uncertainty within either the operative Dunedin City District Plan or the Proposed 2GP. As a result, there is no need for an assessment in terms of Part 2 of the Resource Management Act 1991.

Section 104

- [123] Section 104(1)(a) states that the Council must have regard to any actual and potential effects on the environment of allowing the activity. This report assessed the environmental effects of the proposal and concluded that the likely adverse effects of the proposed development overall will be minor and can be adequately avoided remedied or mitigated provided recommended conditions of consent were adhered to.
- [124] Section 104(1)(ab) requires the Council to have regard to any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects. No offsetting or compensation measures have been proposed or agreed to by the applicant.
- [125] Section 104(1)(b)(vi) requires the Council to have regard to any relevant objectives and policies of a plan or proposed plan. This report concluded that the application would be consistent with the key objectives and policies relating to the Proposed 2GP.
- [126] Section 104(1)(b)(v) requires the Council to have regard to any relevant regional policy statement. In this report it was concluded that the application is consistent with the relevant objectives and policies of the Regional Policy Statement for Otago.

Other Matters

- [127] Section 104(1)(c) requires the Council to have regard to any other matters considered relevant and reasonably necessary to determine the application. Having regard to this section, no other matters are considered relevant.

CONCLUSION

- [128] Having regard to the above assessment, I recommend that the application be granted subject to appropriate conditions.

DECISION

*Pursuant to Part 2 and sections 34A(1), 104 and 104B of the Resource Management Act 1991, and the provisions of the Proposed Second Generation Dunedin City District Plan, the Dunedin City Council **grants** consent to a **discretionary activity** being to redevelop the existing Te Kāika Medical Centre and Social Services Hub to establish a new Kaupapa Community Support Services facility known as the 'Te Kāika Wellbeing Hub' and to undertake associated earthworks at 25 College Street, Dunedin, legally described as Lot 42, 44, 46, 48 Deeds Plan 46; Allotment 49-54 Deeds Plan 46; Lot 41, 43, 45, 47 Deeds Plan 46; Allotment 56 Deeds Plan 46; Allotment 55 Deeds Plan 46; Allotment 55A, 56A Deeds Plan 46 (held in Records of Title 720102, OT264/196, 715079, OT264/194, OT264/197, and OT264/195), subject to the conditions imposed under section 108 of the Act.*

REASONS FOR DECISION

- [129] Provided that the recommended conditions of consent are implemented, I consider that the likely adverse effects of the proposed activity can be adequately mitigated and will be minor.
- [130] The proposal is considered to be consistent with the key relevant objectives and policies of the Proposed 2GP.
- [131] The proposal is considered to be consistent with the objectives and policies of the National Policy Statement – Urban Development and the Regional Policy Statement for Otago.

- [132] Overall, the proposed development has been assessed as not being likely to give rise to adverse effects on those elements of the General Residential 2 Zone and the transportation network that the Proposed 2GP seeks to protect.

RIGHTS OF APPEAL

- [133] In accordance with Section 120 of the Resource Management Act 1991, the applicant and/or any submitter may appeal to the Environment Court against the whole or any part of this decision within 15 working days of the notice of this decision being received.
- [134] The address of the Environment Court is:

The Registrar
Environment Court
PO Box 2069
Christchurch Mail Centre
Christchurch 8013

- [135] Any appeal must be served on the following persons and organisations:
- The Dunedin City Council.
 - The applicant(s).
 - Every person who made a submission on the application.
- [136] Failure to follow the procedures prescribed in Sections 120 and 121 of the Resource Management Act 1991 may invalidate any appeal.

COMMENCEMENT OF CONSENT

- [137] As stated in Section 116 of the Resource Management Act 1991, this consent will only commence once the time for lodging appeals against the grant of the consent expires and no appeals have been lodged, or the Environment Court determines the appeals or all appellants withdraw their appeals, unless a determination of the Environment Court states otherwise.

MONITORING

- [138] Section 35(2)(d) of the Resource Management Act 1991 requires every council to monitor resource consents that have effect in its region or district. The scale and nature of the activity, the complexity and number of the conditions needed to address the environmental effects and whether the conditions have been complied with determines the number of monitoring inspections required. Given the nature of your intended works/activity, this consent will require three inspections.
- [139] The City Planning Department sets out the fixed fees charged for monitoring in its schedule of fees. The fee for your scheduled inspection/s will be included in the invoice for your application.
- [140] It should be noted that if additional inspections are required, beyond those scheduled at the time the consent is issued, then there is the ability to apply additional charges to cover the costs of these extra inspections. Often you can reduce the need for additional inspections by complying with the conditions of consent in a timely manner and by ensuring on-going compliance with those conditions. Please ensure that you read the conditions of your consent carefully to establish your obligations when exercising your consents.

Prepared by:



Caleb Park
Planner

29 November 2021

Approved by:



Alan Worthington
Resource Consents Manager

6 December 2021

Consent Type: Land Use Consent

Consent Number: LUC-2021-125

Purpose: To redevelop the existing Te Kāika Medical Centre and Social Services Hub to establish a new Kaupapa Community Support Services facility known as the 'Te Kāika Wellbeing Hub' and to undertake associated earthworks .

Location of Activity: 25 College Street, Dunedin.

Legal Description: Lot 42, 44, 46, 48 Deeds Plan 46; Allotment 49-54 Deeds Plan 46; Lot 41, 43, 45, 47 Deeds Plan 46; Allotment 56 Deeds Plan 46; Allotment 55 Deeds Plan 46; Allotment 55A, 56A Deeds Plan 46 (Record of Title 720102, OT264/196, 715079, OT264/194, OT264/197, and OT264/195).

Lapse Date: 6 December 2026, unless the consent has been given effect to before this date.

Conditions:

1. *The proposed activity must be undertaken in general accordance with the approved plans attached to this certificate as Appendix One, and the information provided with the resource consent application received by the Council on 17 March 2021, and further information received on 22 September 2021, 01, 04, 08 October 2021, 18 and 26 November 2021, except where modified by the following conditions.*

Landscaping

2. *A detailed landscaping plan prepared by a suitably qualified person must be submitted to rcmonitoring@dcc.govt.nz for review and approval by the Council's Resource Consent Manager or nominee prior to the occupation of the new building. The landscaping plan must ensure landscaping is provided in manner that softens the visual interface and provides appropriate screening towards the car parking area, and ensure any adverse effects on the streetscape amenity are mitigated. The landscaping plan must detail the following matters:*
 - a) *Illustrate any existing and proposed planting;*
 - b) *The proposed plant spacing/density, species of plants;*
 - c) *The size of the plant at the time of planting and the mature height of the plants; and*
 - d) *The proposed boundary fencing details, including height, permeability, and material and colours.*
3. *The approved landscaping plan must be implemented within six (6) months from the completion of the building and car parking area, and thereafter maintained by the consent holder. Evidence of the completed landscaping must be provided to rcmonitoring@dcc.govt.nz within 10 days after the completion of the planting.*

Building and signage details

4. The following details must be submitted to rcmonitoring@dcc.govt.nz for review and approval by the Council's Resource Consent Manager or nominee at the time of building consent for the new building:
- a) Final details of the colour and materials of the proposed building.
 - b) Final details of signage on the site (including any on-site parking and access related signage and signage attached to the building).
 - c) Final details of any external feature lighting for the building.

Travel Management Plan

5. A Travel Management Plan (TMP) must be submitted to rcmonitoring@dcc.govt.nz for review and approval by the Council's Resource Consent Manager or nominee prior to the operation of the site. The TMP must include:
- a) Appointment of a Travel Plan Coordinator who will be responsible for implementation of the Te Kāika Travel Plan on behalf of the consent holder;
 - b) The location and provision of secure, covered cycle parking for staff and provision for changing facilities on site;
 - c) Implementation of initial survey of travel behaviour to be completed within 3 months following occupation of the development;
 - d) Setting travel change targets after the completion of initial survey of travel behaviour;
 - e) Measures to be adopted to promote car-pooling by Te Kāika and associated Ministry of Social Development and Southern District Health Board staff in order to reduce parking demands at the site;
 - f) Evidence of installation of TMP information boards within staff facilities showing sustainable travel information including walking route maps, cycle route maps, public transport information and car-pooling options;
 - g) Details of how journey planning advice is to be provided to all new employees as part of their formal induction process;
 - h) Details of Travel Plan initiatives will be built into the formal lease agreements between Te Kāika and Ministry of Social Development and Southern District Health Board tenancies;
 - i) Process to be adopted for the monitoring any issues raised (both positive and negative) regarding implementation of the Travel Plan and measures to respond to these issues;
 - j) Details of the Te Kāika Shuttle service that will be available to Te Kāika Patrons with the final details covering the timing and frequency of this shuttle service during the normal hours of operation between Te Kāika and South Dunedin in order to meet the needs of patrons; and
 - k) Ensure that travel information is available online to all staff on site.

The TMP must be implemented to encourage and implement a sustainable approach to travel demand management so that traffic effects on the surrounding road network can be minimised.

Staff

6. *The maximum number of full-time equivalent (FTE) staff on the site must not exceed 147 members. The maximum number of FTE staff for each activity on the site must be as follows:*
 - a) *No more than 55 FTE staff for the operation of the Te Kāika activity, and no more than 6 FTE staff for the after-hours services.*
 - b) *No more than 37 FTE staff for the Ministry of Social Development.*
 - c) *No more than 50 FTE staff for the District Health Board.*
 - d) *No more than 5 FTE staff for the facility hire for community groups.*

Hours of Operation

7. *The general hours of operation for the site (excluding the facility hire for community groups, and after-hours services which are detailed in Conditions 8 and 9) must be as follows:*
 - a) *Monday to Friday – 8:30am to 5:30pm; and*
 - b) *Not open during public holidays.*
8. *The hours of operation for the after-hour services must be as follows:*
 - a) *Monday to Friday – 5:30pm to 9:30pm; and*
 - b) *Saturday to Sunday – 9:00am to 5:00pm.*
9. *The hours of operation for the facility hire for community groups must be as follows:*
 - a) *Monday to Sunday - 7:00am to 9:30pm.*

Parking and vehicle access

10. *The proposed vehicle crossing on Playfair Street must have a minimum 5m formed width, hard surfaced from the edge of the carriageway of Playfair Street to a distance not less than 5.0m inside the property boundary and be adequately drained for its duration.*
11. *A visibility splay must be provided at the proposed new vehicle access on Playfair Street. The visibility splay must ensure a triangle of 2.0 metres along the boundary line and 5.0 metres along the vehicle access must have no restrictions to visibility exceeding 0.75 metres in height on each side of the vehicle access.*
12. *The gradient of the first 5.0m of the proposed vehicle access measured from the road boundary, must not exceed a gradient of 1 in 7.*

13. *The maximum change in gradient for driveways must be no greater than 1 in 8 for summit grade changes or 1 in 6.7 for sag grade changes.*
14. *A minimum of 119 car parking spaces (including 6 mobility parking spaces) and 3 drop-off spaces must be provided on the site.*
15. *Car parking spaces 1 and 2, and 99 to 117 must be reserved for staff only.*
16. *Car parking spaces 81 to 98 within the under-croft parking area must be reserved for fleet vehicles and staff only. Signage must be provided at the entrance of the under-croft parking area to this effect.*
17. *The vehicle access, parking, and manoeuvring areas must be provided in accordance with the dimensions specified on the approved site plan. These areas must be hard surfaced and adequately drained for their full duration.*
18. *All parking spaces and drop-off spaces must be permanently marked.*
19. *Sufficient manoeuvring space must be provided on the site to prevent vehicles reversing directly onto or off Playfair Street or College Street. The area must be large enough so that a 99th percentile design vehicle is only required to make one reversing movement when manoeuvring in accordance with Figure 6B.6 and Figure 6B.7 of Appendix 6B of the Proposed 2GP (the two figures have been included in the advice notes).*
20. *Details must be provided to rcmonitoring@dcc.govt.nz prior to the operation of the site to demonstrate that the required minimum illumination of the car park to 2 lux with high uniformity can be provided during the hours of operation.*
21. *The redundant vehicle crossing on Lomond Street must be reinstated as footpath, kerb, and channel at the consent holder's cost.*
22. *Any damage to any part of the footpath or road formation as a result of the demolition or construction works must be reinstated at the consent holder's cost.*
23. *Pursuant to section 128 of the Resource Management Act, the transportation requirements of this activity (and associated conditions) may be reviewed six months after the operation of the activity, and annually thereafter, to ensure any adverse effects on the transportation network are sufficiently managed. The review will assess the following matters:*
 - a) *The effects of parking generated by the activity on the street parking demand, the queuing space at the Playfair Street vehicle access, and the safety of the vehicle accesses.*
 - b) *The efficiency of the operation and arrangement for the car parking allocation on the site.*
 - c) *The effectiveness of the Travel Management Plan.*
 - d) *The effects on traffic and pedestrian safety along College Street resulting from the activity, particularly for people accessing the Council reserve on 12, 14, and 16 College Street.*
24. *Signs and markings must be provided to advise public visitors to the carpark which are reserved for staff/ fleet vehicles only.*

Conditions to be met prior to any site works or construction commencing

25. The consent holder must provide notice to the Resource Consent Monitoring team by email to rcmonitoring@dcc.govt.nz of the start date of the works. This notice must be provided at least five (5) working days before the works are to commence.
26. Prior to the commencement of any earthworks or construction activities onsite the consent holder must provide a Construction Management Plan (CMP) for approval by the Council's Resource Consents Manager (or nominee). The objective of the CMP is to outline the approach to be taken for the managing construction works to ensure that impacts that may arise from the works have been appropriately identified, managed and minimised.
27. The consent holder must carry out operations in general accordance with the provisions of the approved CMP, and any subsequent changes. The CMP must include but not limited to:
 - a. Site access and management during construction;
 - b. Construction methodology for foundation and excavation;
 - c. Details of the stages and duration of works;
 - d. Details to demonstrate compliance with the construction noise and vibration standards under Rule 4.5.4.1 of the Proposed 2GP (unless approved by a separate resource consent);
 - e. Contact details for the contractor and a designated Te Kāiā representative; and
 - f. Details of the process for complaints and remedying concerns.

Any changes to the CMP must be made in accordance with the methodology and approved procedures in that plan shall be confirmed in writing by the consent holder following consultation with the Council's Resource Consents Manager (or nominee) before implementation.

28. A Traffic Management Plan shall be submitted to rcmonitoring@dcc.govt.nz and approved by the Transportation department, prior to the commencement of any demolition and/or construction works. Traffic shall be managed in accordance with the approved Traffic Management Plan.
29. Any earthworks cut greater than 1.5m in depth may not commence until a building consent for the relevant retaining walls has been issued.

Conditions to be met at commencement of, or during, site works or construction

30. Any earthworks and construction works undertaken on the site shall be designed, specified and supervised by a suitably qualified person.
31. The consent holder must establish a construction phase vehicle access point to the site and ensure it is used by construction vehicles. The access must be stabilised by using a geotextile fabric and either topped with crushed rock or aggregate. The access must be designed to prevent runoff to the road carriageway.

32. *Any earth fill supporting foundations must be specified and supervised by a suitably qualified person in accordance with NZS 4431-1989 Code of Practice for Earthfill for Residential Development. If cut material is used on site for fill purposes then moisture controls may be required to meet this standard.*
33. *Temporary drainage connections from the building to an approved stormwater outlet must be installed should the roof of the new building be established prior to the commissioning of stormwater drainage for the new building.*
34. *Any soil stockpiled on the site must be covered for the duration of the project.*
35. *In the event earthworks are being undertaken in dry conditions dust must be controlled by light watering or covering of exposed areas.*
36. *Any soils which require disposal off-site must go to a facility authorised to accept material of this kind.*
37. *All contaminated material being removed for disposal must be kept secure under a suitable cover while being transported.*
38. *Any change in ground levels must not cause a ponding or drainage nuisance to neighbouring properties.*
39. *Any fill material to be introduced to the site must comprise clean fill only.*
40. *If fill is to be reused on the site it must be deposited in accordance with best practice and keyed into any slopes.*
41. *The consent holder's engineer must be engaged to determine any temporary shoring requirements at the site during earthworks construction and the consent holder must install any temporary shoring recommended by the engineer.*
42. *The earthworks must be undertaken with the principles of industry best practice applied at all stages of site development including site stability, stormwater management, traffic management, along with dust and noise controls at the sites.*
43. *To ensure effective management of erosion and sedimentation on the site during earthworks and as the site is developed, measures must be taken and devices must be installed, where necessary, to:*
 - a) *divert clean runoff away from disturbed ground;*
 - b) *control and contain stormwater run-off;*
 - c) *avoid sediment laden run-off from the site; and*
 - d) *protect existing drainage infrastructure sumps and drains from sediment run-off.*
44. *No soil disturbance or soil shifting, unloading, loading will take place if wind speed is higher than 14 metres per second if the soil is dry and prone to becoming airborne, unless a dust suppressant is applied.*

45. *All loading and unloading of trucks with excavated material or fill material must be carried out within the subject site.*
46. *Surplus material must be disposed of at a disposal site authorised to receive such material.*
47. *The consent holder must:*
 - a) *be responsible for all contracted operations relating to the exercise of this consent; and*
 - b) *ensure that all personnel (contractors) working on the site are made aware of the conditions of this consent, have access to the contents of consent documents and to all associated erosion and sediment control plans and methodology; and*
 - c) *ensure compliance with land use consent conditions.*
48. *Should the consent holder cease, abandon, or stop work on site for a period longer than 6 weeks, the consent holder must first take adequate preventative and remedial measures to control sediment discharge/run-off and dust emissions, and must thereafter maintain these measures for so long as necessary to prevent sediment discharge or dust emission from the site. All such measures must be of a type and to a standard which are to the satisfaction of the Resource Consent Manager.*
49. *If at the completion of the earthworks operations, any public road, footpath, landscaped areas or service structures that have been affected/damaged by contractor(s), consent holder, developer, person involved with earthworks or building works, and/or vehicles and machineries used in relation to earthworks and construction works, must be reinstated to the satisfaction of Council at the expense of the consent holder.*

Conditions to be met following the conclusion of site works or construction

50. *At the end of each main earthwork stage (or earlier, if conditions allows) the affected areas must be immediately adequately top-soiled and vegetated (e.g. hydro-seeded) as soon as possible to limit sediment mobilisation.*
51. *Any areas of certified or uncertified fill must be identified on a plan, and the plan and certificates submitted to Council to be recorded against the property file.*

Advice Notes:

Resource Consent LUC-2021-651

1. Please note that any soil disturbance activities must also be undertaken in accordance with the conditions of LUC-2021-651.

Construction

2. The occupants of the neighbouring property owners should be advised of the proposed works at least seven days prior to the works commencing and the contact details of the contractor and a representative of Te Kāiā should be included to address any concerns or complaints.
3. Any temporary activities, buildings, and structures required during construction period must comply with all the relevant standards under the District Plan unless authorised by a resource consent.

4. With regards to Condition 27 the relevant construction noise and vibration standards applicable to the proposal ('long-term duration') in accordance with Rule 4.5.4.1 is as follows:

<i>Time of week</i>	<i>Time period</i>	<i>L_{Aeq} (dBA)</i>	<i>L_{max} (dBA)</i>
<i>Weekdays</i>	<i>6:30am - 7:30am</i>	<i>55</i>	<i>75</i>
	<i>7:30am - 6.00pm</i>	<i>70</i>	<i>85</i>
	<i>6.00pm - 8.00pm</i>	<i>65</i>	<i>80</i>
	<i>8.00pm - 6.30am</i>	<i>45</i>	<i>75</i>
<i>Saturdays</i>	<i>7.30am - 6.00pm</i>	<i>70</i>	<i>85</i>
	<i>6.00pm - 7.30am</i>	<i>45</i>	<i>75</i>
<i>Sundays and Public Holidays</i>	<i>7.30am - 6.00pm</i>	<i>55</i>	<i>85</i>
	<i>6.00pm - 7.30am</i>	<i>45</i>	<i>75</i>

The construction noise will be measured and assessed in accordance with NZS6803:1999 Acoustics Construction Noise.

Vibration from construction must not exceed a maximum particle velocity measured on any foundation of an adjacent building on another site, or the same site if different ownership, of 25mm/second for commercial buildings or 10mm/second for buildings housing noise sensitive activities.

Lighting

5. Any light spill resulting from the proposal should comply with the relevant district plan standards unless authorised by a resource consent.

Temporary Events

6. All events/ temporary events associated with the facility hire for community groups and those events that are not associated with the typical operation of the site are subject to the relevant provisions under the district plan. It is the consent holder's responsibility to ensure compliance with all the relevant performance standards that are applicable to the event are met unless authorised by another resource consent.

Heritage

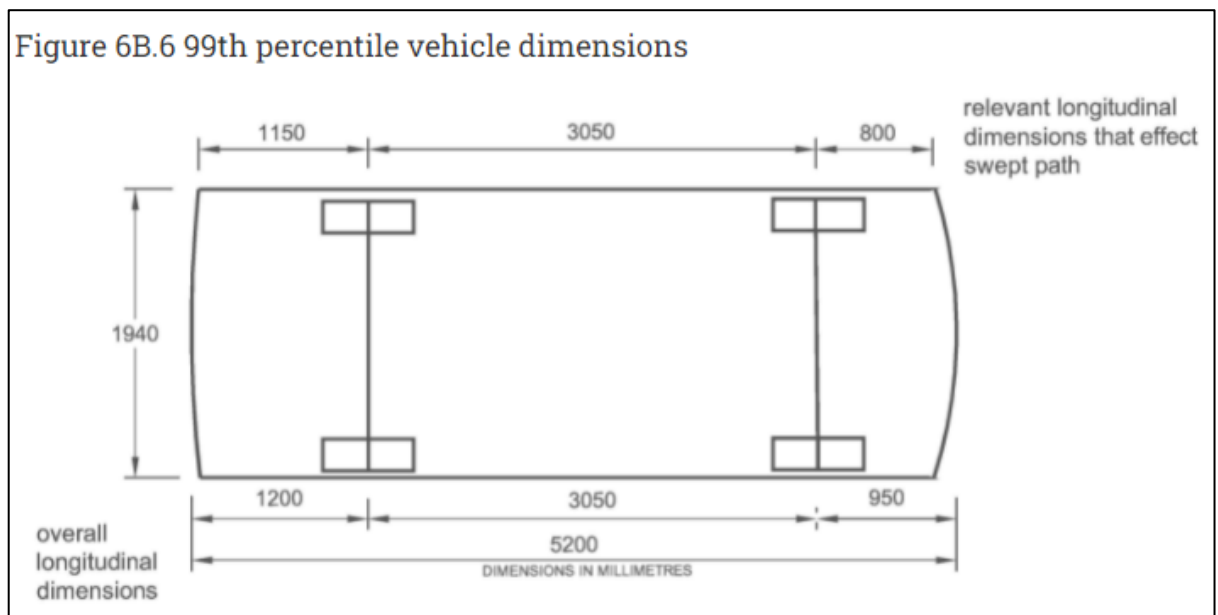
7. Buildings built before 1900 or sites which were in use before that time are considered archaeological sites under the Heritage New Zealand Pouhere Taonga Act 2014. Before removing and buildings or structures or undertaking earthworks near the scheduled heritage buildings on the site, the consent holder is advised to discuss their proposal with Heritage New Zealand.

Noise

8. The consent holder has a duty under Section 16 of the Resource Management Act to avoid unreasonable noise.

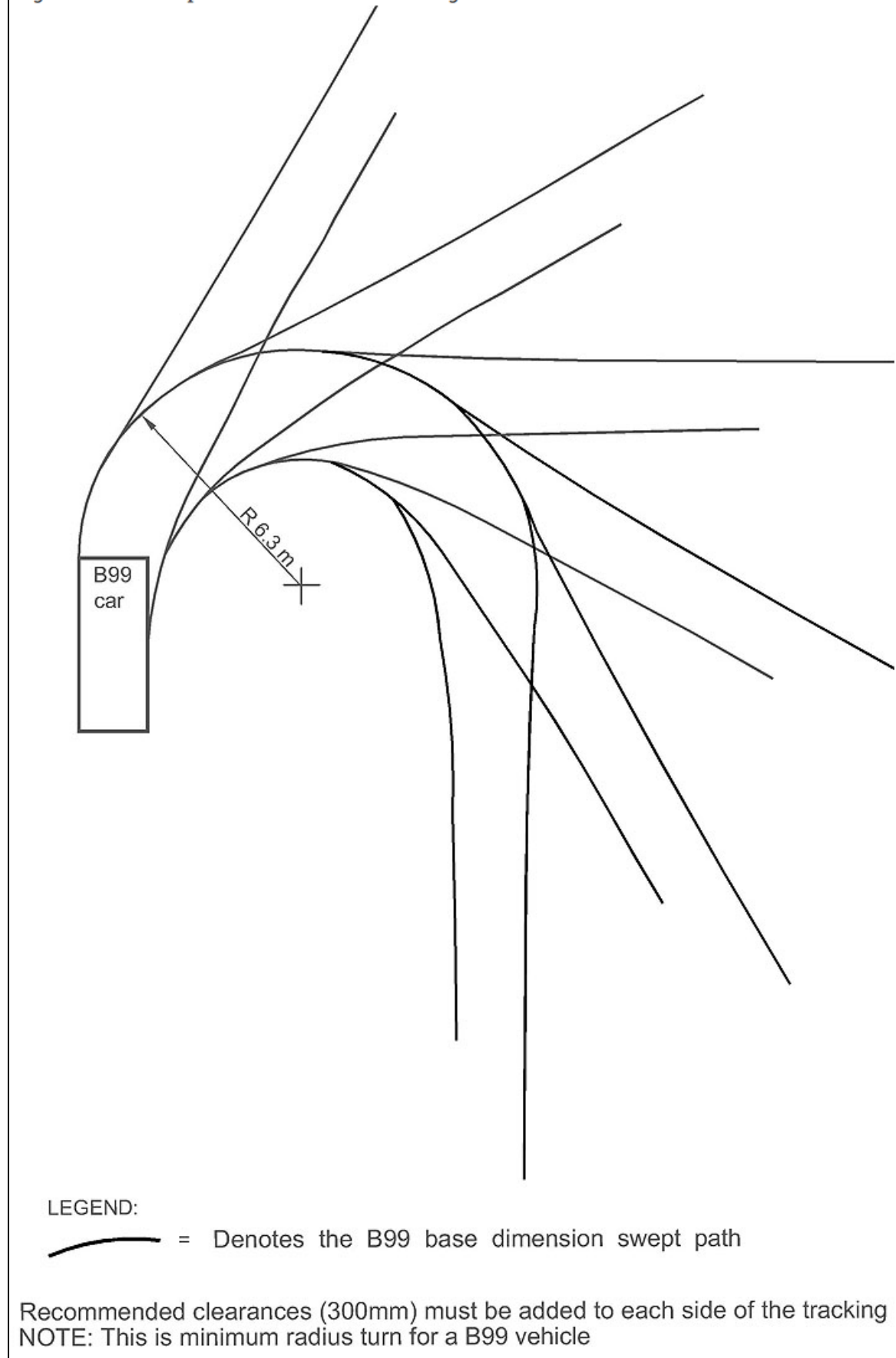
Transportation

9. The vehicle crossing, between the road carriageway and the property boundary, is within legal road and will therefore require a separate Vehicle Entrance Approval from DCC Transport to ensure that the vehicle crossing is constructed/upgraded in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this approval is not included as part of the resource consent process).
10. The applicant should consult with the Council's Travel Plan Co-ordinator when developing the required Travel Management Plan. An effective Travel Management Plan will reduce the volume of cars accessing the site at key times and consequently the parking demand and associated congestion. Council guidelines 'workplace travel plans' should be used when preparing this plan.
11. Figure 6B.6 as referenced in Condition 19 is as follows:



12. Figure 6B.7 as referenced in Condition 19 is as follows:

Figure 6B.7 99th percentile vehicle turning circle



Accidental Discovery Protocol

13. If the consent holder:

- a) discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder must without delay:
 - i) notify the Consent Authority, Tangata whenua and Heritage New Zealand and in the case of skeletal remains, the New Zealand Police.
 - ii) stop work within the immediate vicinity of the discovery to allow a site inspection by Heritage New Zealand and the appropriate runanga and their advisors, who must determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Site work may recommence following consultation with the Consent Authority, Heritage New Zealand, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder must without delay:
 - i) stop work within the immediate vicinity of the discovery or disturbance; and
 - ii) advise the Consent Authority, Heritage New Zealand, and in the case of Maori features or materials, the Tangata whenua, and if required, must make an application for an Archaeological Authority pursuant to Heritage New Zealand Pouhere Taonga Act 2014; and
 - iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may recommence following consultation with the Consent Authority.

General

- 14. In addition to the conditions of a resource consent, the Resource Management Act 1991 establishes through sections 16 and 17 a duty for all persons to avoid unreasonable noise, and to avoid, remedy or mitigate any adverse effect created from an activity they undertake.
- 15. Resource consents are not personal property. The ability to exercise this consent is not restricted to the party who applied and/or paid for the consent application.
- 16. It is the responsibility of any party exercising this consent to comply with any conditions imposed on the resource consent prior to and during (as applicable) exercising the resource consent. Failure to comply with the conditions may result in prosecution, the penalties for which are outlined in section 339 of the Resource Management Act 1991.
- 17. The lapse period specified above may be extended on application to the Council pursuant to section 125 of the Resource Management Act 1991.

18. This is a resource consent. Please contact the Council's Building Services Department, about the building consent requirements for the work.

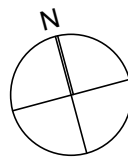
Issued at Dunedin on 6 December 2021

A handwritten signature in black ink, appearing to read 'Alan Worthington', written in a cursive style.

Alan Worthington

Resource Consent Manager

Appendix One: Approved Plans for LUC-2021-125



A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings.		
Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

EXISTING SITE PLAN

C	SIGNAGE ADDED, CARPARK NO'S ADDED, CARPARKS DIMENSIONED, REVISED ENTRY GRADIENT	12/11/2021
B	REVISED RESOURCE CONSENT	07/10/2021
A	RESOURCE CONSENT	20/09/2021
NO.	revision	date

All dimensions to be checked on site. Do not scale off these drawings.
Any discrepancies between drawings to be notified to the consultants



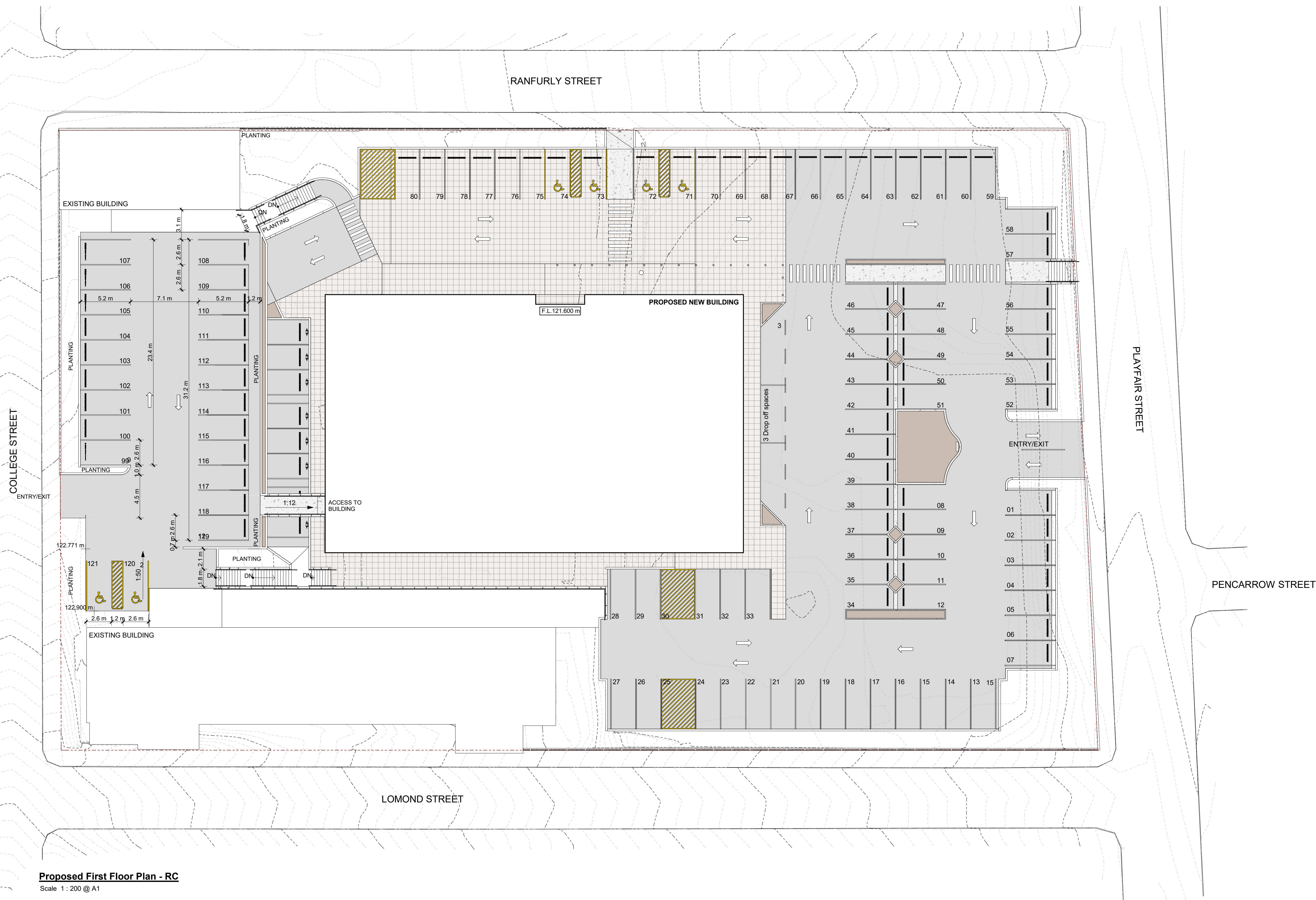
TE KĀIKA WELLBEING HUB

PROPOSED UPPER SITE PLAN

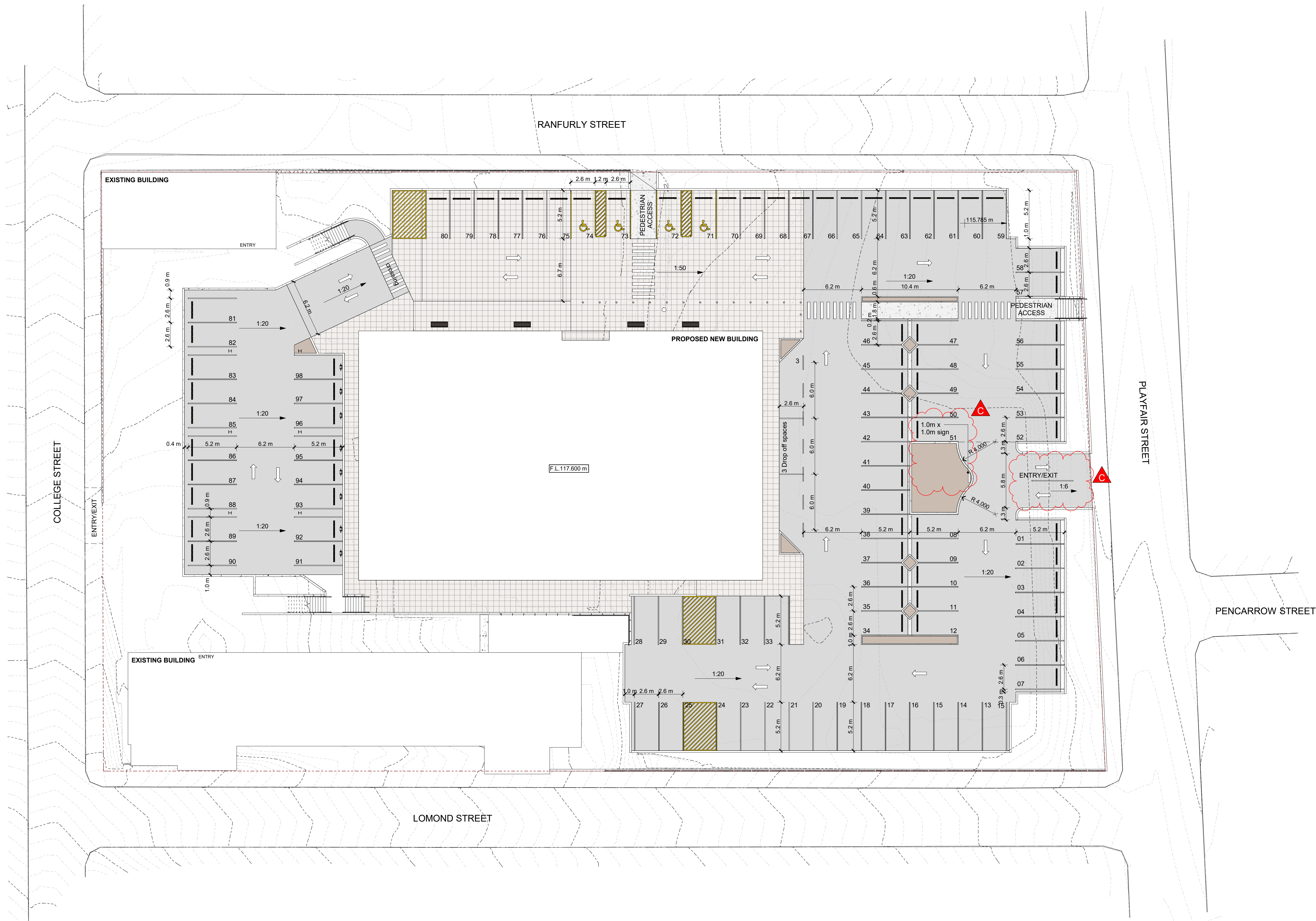
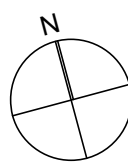
scale 1 : 200 @A1
project 5799
printed 12/11/2021 11:29:38 am
status **RESOURCE CONSENT**

McCOY WIXON ARCHITECTS

242 Stuart St, PO Box 5456 DUNEDIN
T 03 477 2030
E architects@mccoywixon.co.nz
W mccoywixon.co.nz
REV. **RC.03**
C



Proposed First Floor Plan - RC
Scale 1 : 200 @ A1



C	SIGNAGE ADDED, CARPARK NO'S ADDED, CARPARKS DIMENSIONED, REVISED ENTRY GRADIENT	12.11.2021
B	REVISED RESOURCE CONSENT	07.10.2021
A	RESOURCE CONSENT	20.09.2021
NO.	revision	date

All dimensions to be checked on site. Do not scale off these drawings.
Any discrepancies between drawings to be notified to the consultants



TE KĀIKA WELLBEING HUB

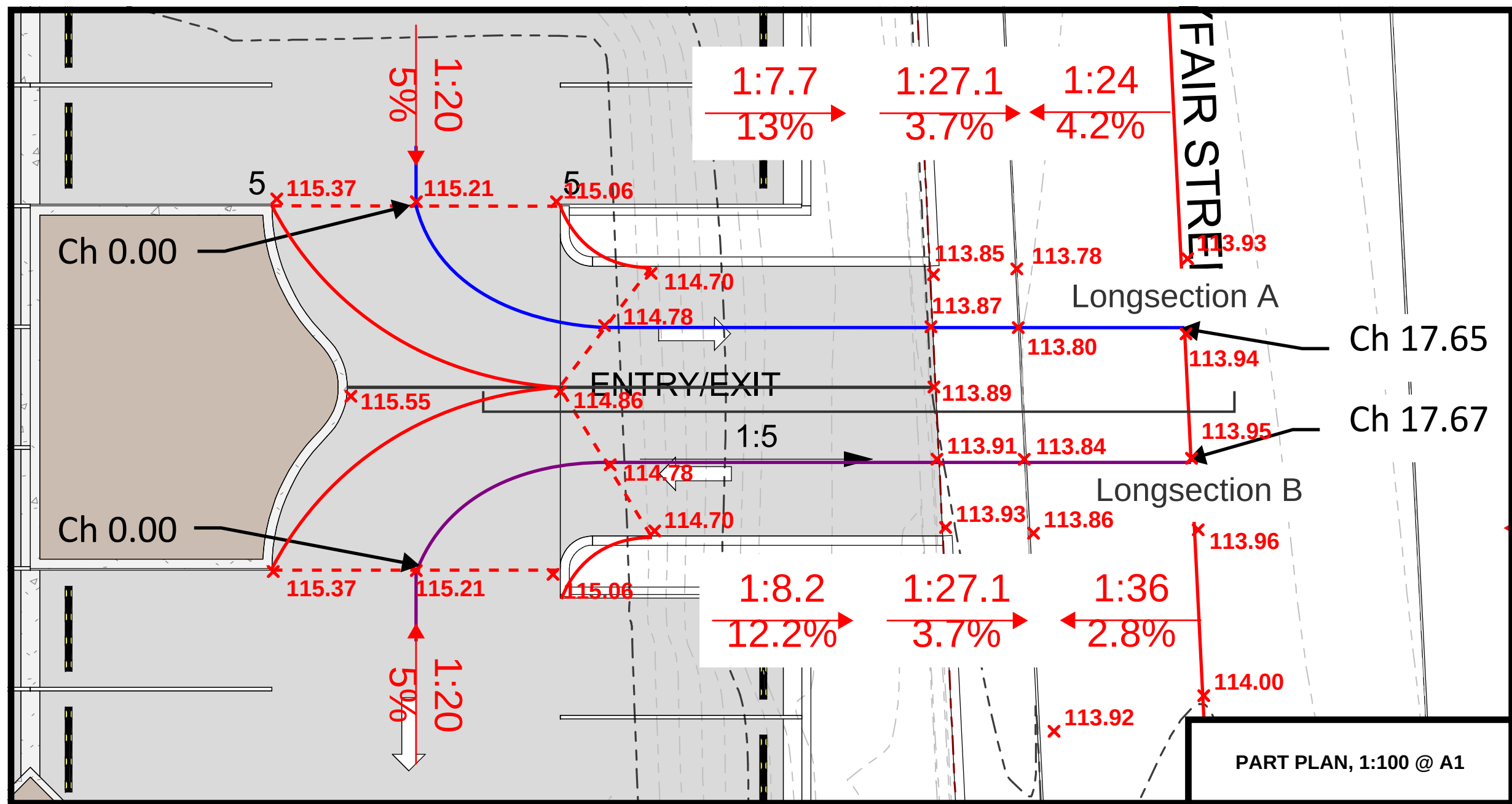
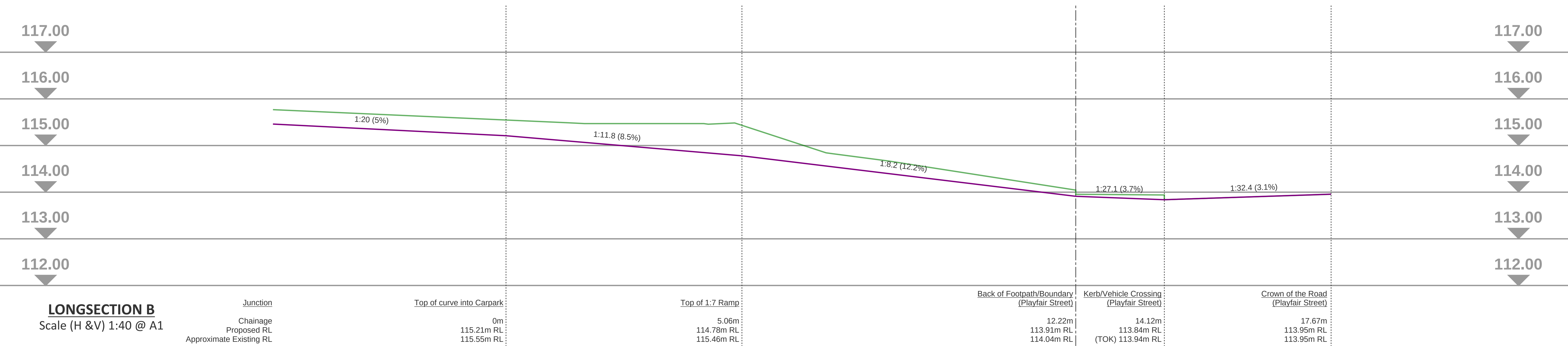
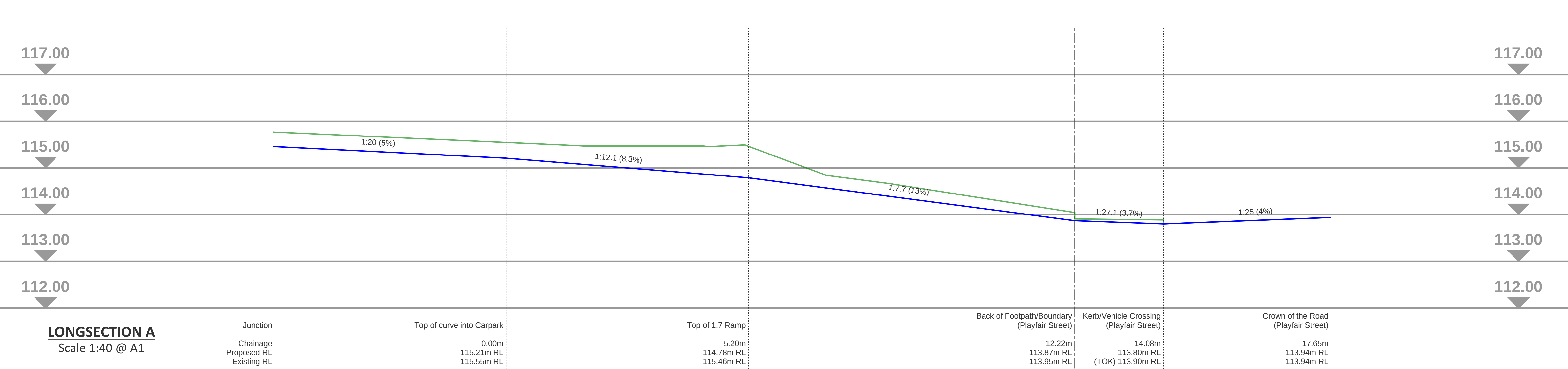
PROPOSED LOWER SITE PLAN

scale 1 : 200 @A1
project 5799
printed 17/11/2021 4:46:54 pm
status **RESOURCE CONSENT**

McCOY WIXON ARCHITECTS

242 Stuart St, PO Box 5456 DUNEDIN
T 03 477 2030
E architects@mccoywixon.co.nz
W mccoywixon.co.nz

RC.02
REV. C



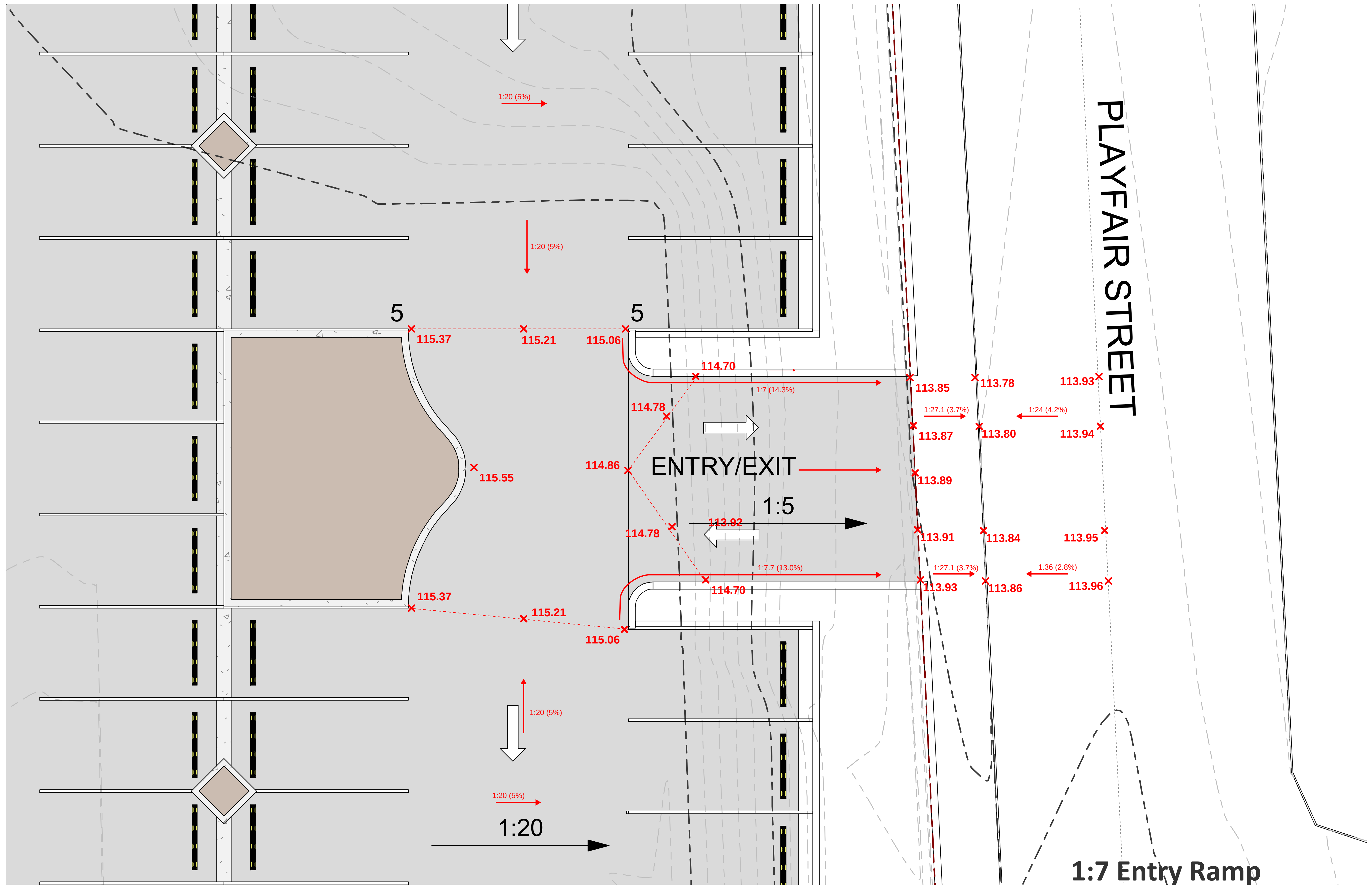
- KEY:**
- Proposed Levels
 - Existing ground level profile
 - Proposed ground level Longsection A
 - Proposed ground level Longsection B
 - Boundary
 - Vertical profile change

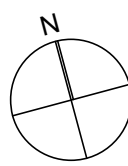
1:7 Entry Ramp without Transitions

Powell Fenwick

Project name : Te Kaika Wellbeing
Job no. : 211243/C/2
Sketch title : Playfair Street
Driveway Entry Sections
Sheet no. : SK C03

Issue : For Information
Sketch Rev : 2
Date : 23 Nov 2021
Scale : As Shown
Drawn : BJP



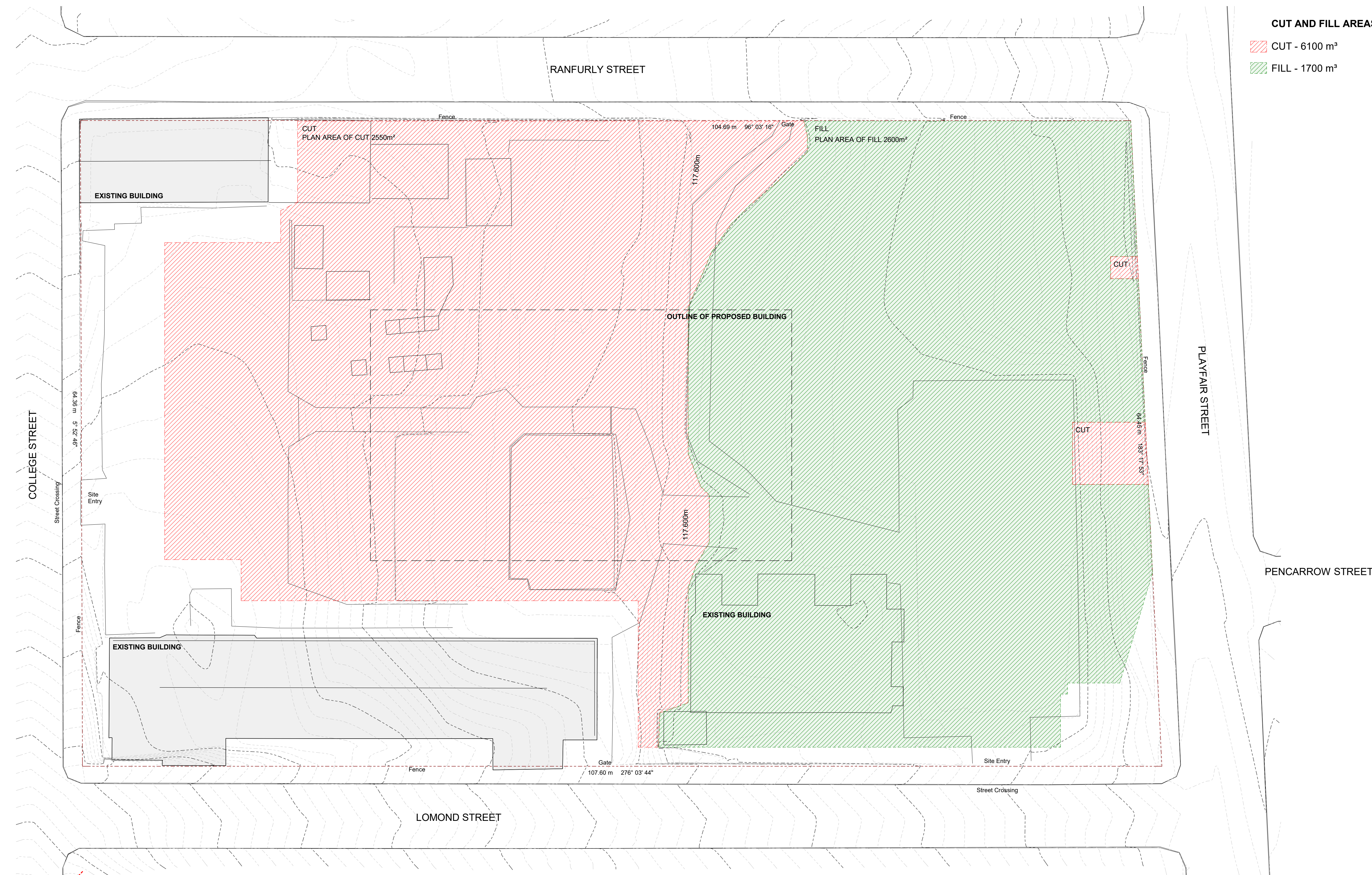


1:100m (A1) 50mm (A3)
page scale

CUT AND FILL AREAS

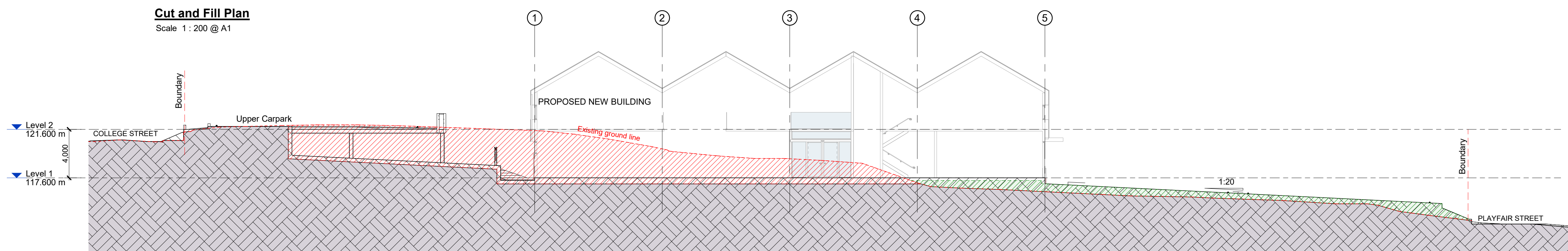
CUT - 6100 m³

FILL - 1700 m³



Cut and Fill Plan

Scale 1: 200 @ A1



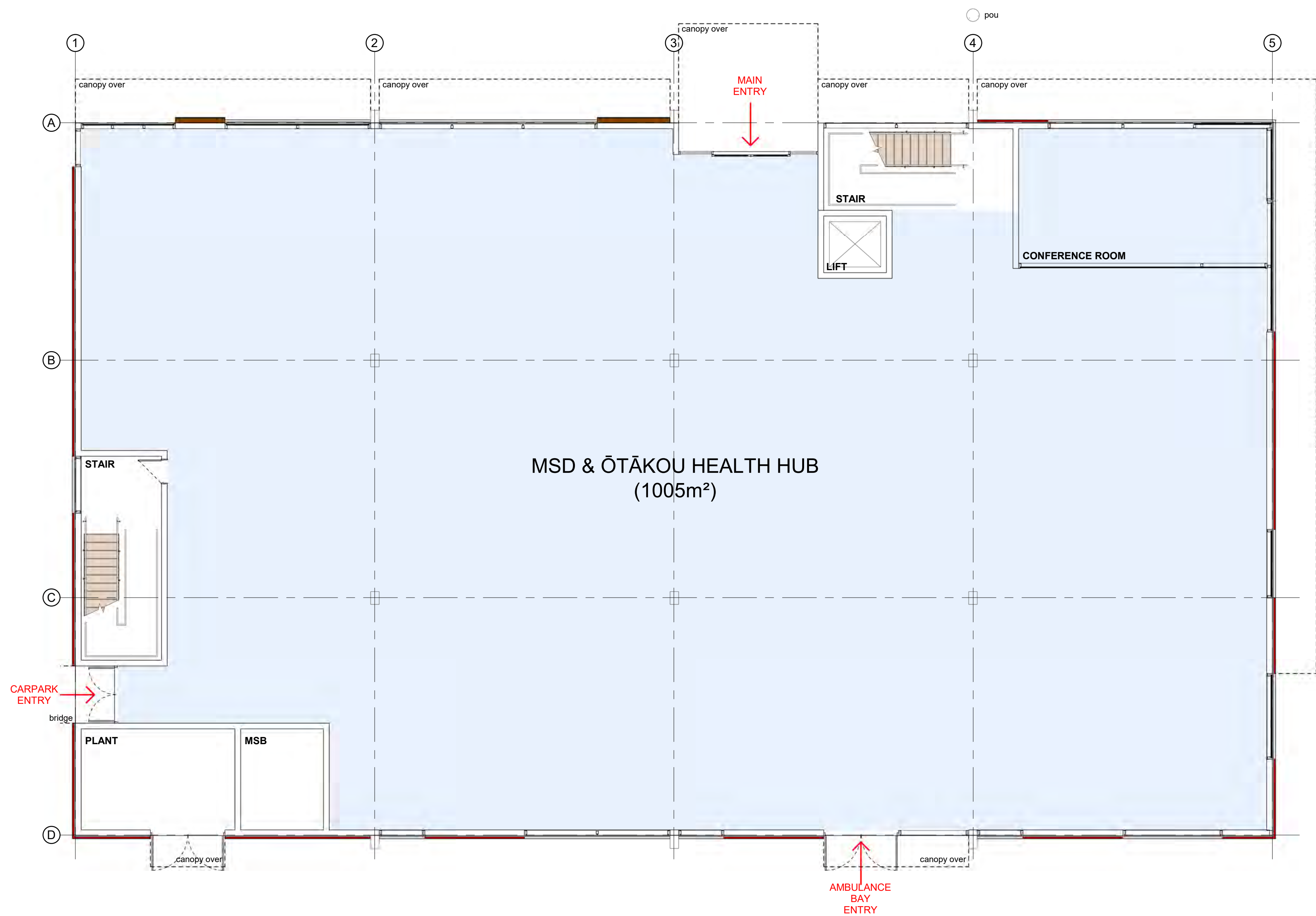
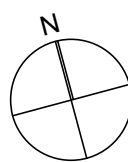
Site Section (Through centre of Site)

Scale 1: 200 @ A1

A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

EARTHWORKS PLAN AND SECTION

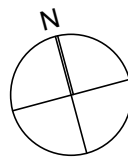


Ground Floor Plan
Scale 1 : 100 @ A1

A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

GROUND FLOOR PLAN

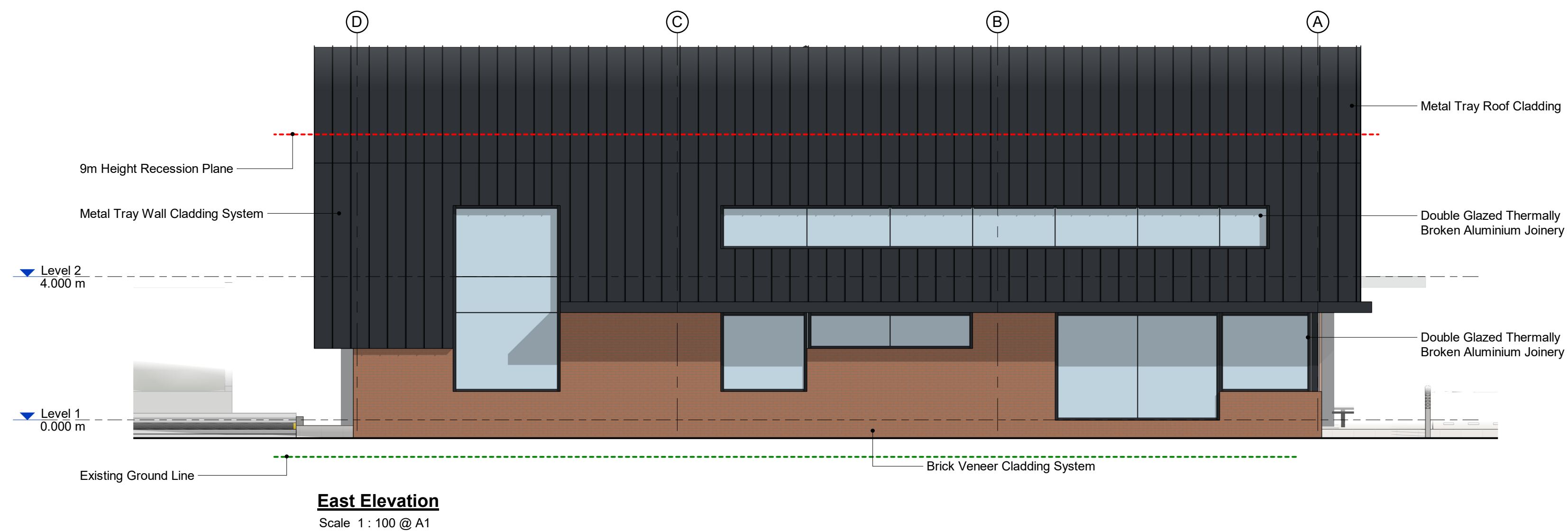
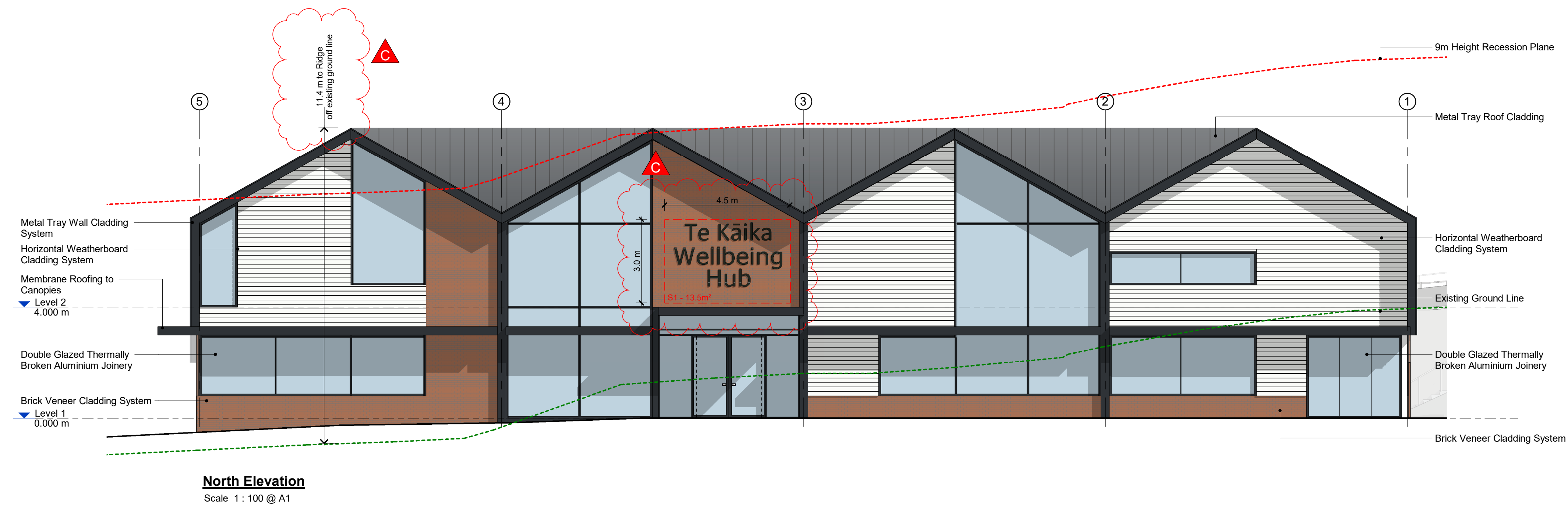


First Floor Plan
Scale 1 : 100 @ A1

A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

**TE KĀIKA WELLBEING
HUB**

FIRST FLOOR PLAN



C	SIGNAGE ADDED, CARPARK NO'S ADDED, CARPARKS DIMENSIONED, REVISED ENTRY GRADIENT	12/11/2021
B	REVISED RESOURCE CONSENT	07/10/2021
A	RESOURCE CONSENT	20/09/2021
no.	revision	date

All dimensions to be checked on site. Do not scale off these drawings.
Any discrepancies between drawings to be notified to the consultants



TE KĀIKA WELLBEING
HUB

NORTH AND EAST
ELEVATIONS

scale 1 : 100 @A1
project 5799
printed 12/11/2021 11:29:45 am
status **RESOURCE CONSENT**

McCOY WIXON
ARCHITECTS

242 Short St, PO Box 5456 DUNEDIN
T 03 477 2030
E architects@mccoywixon.co.nz
W mccoywixon.co.nz
REV. C

RC.07



A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

SOUTH AND WEST ELEVATIONS



3D View 01 - Ranfurly Street
Scale 1 : 1 @ A1



3D View 02 - Corner Ranfurly and Playfair Street
Scale 1 : 1 @ A1



3D View 03 - Corner Playfair and Lomond Street
Scale 1 : 1 @ A1

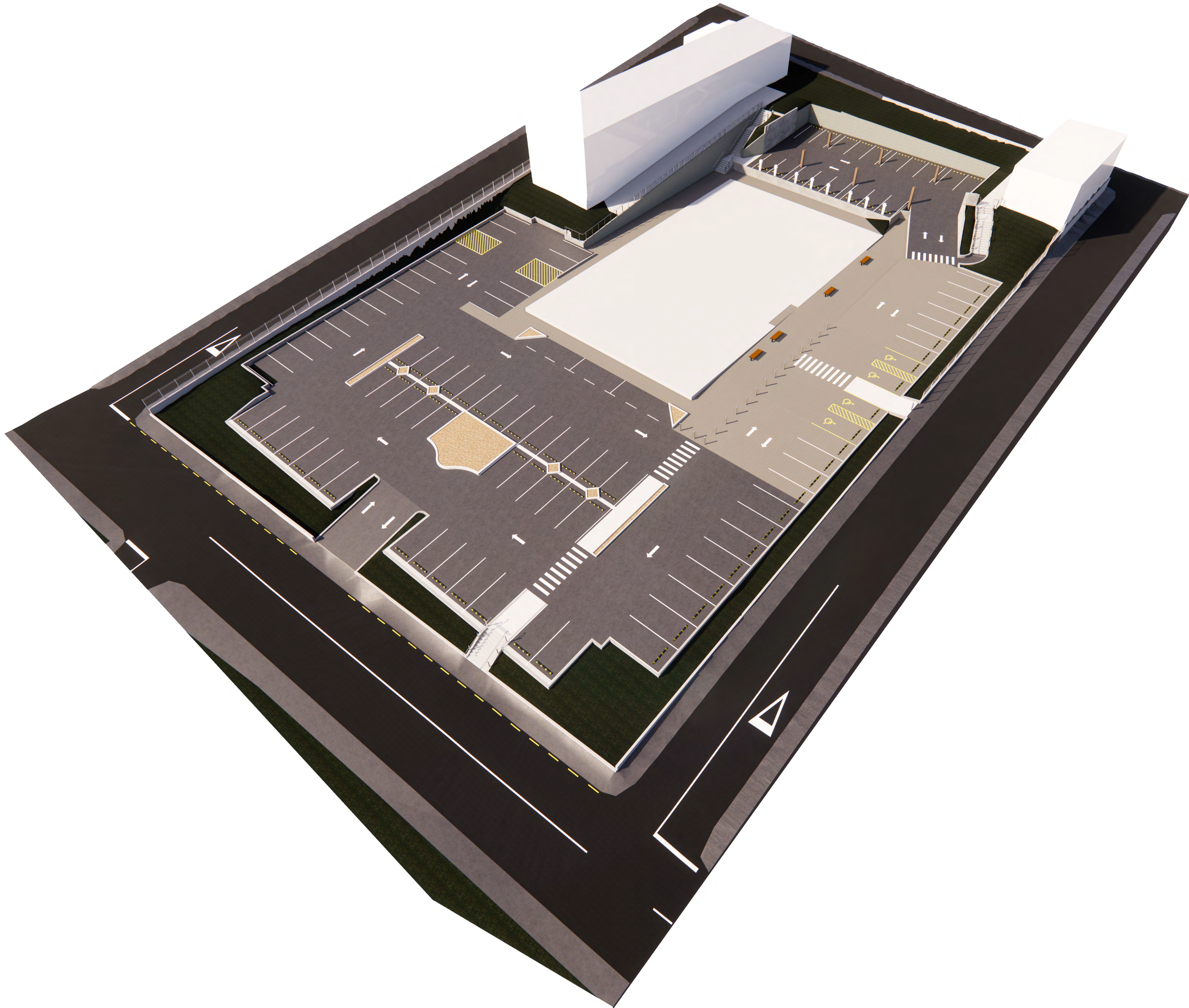


3D View 04 - Corner Ranfurly and College Street
Scale 1 : 1 @ A1

A	RESOURCE CONSENT	20/09/2021
NO.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

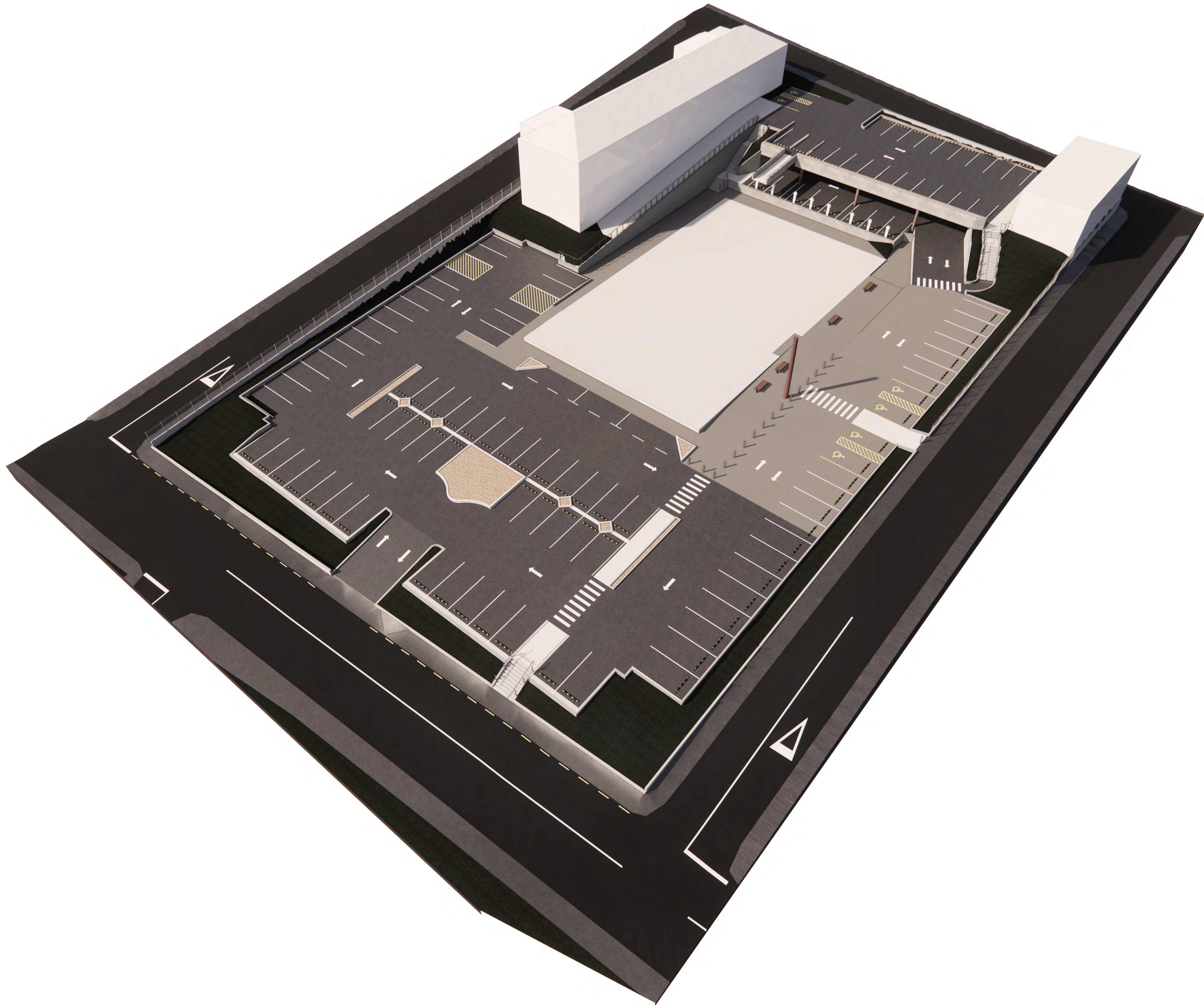
3D PERSPECTIVE VIEWS



A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

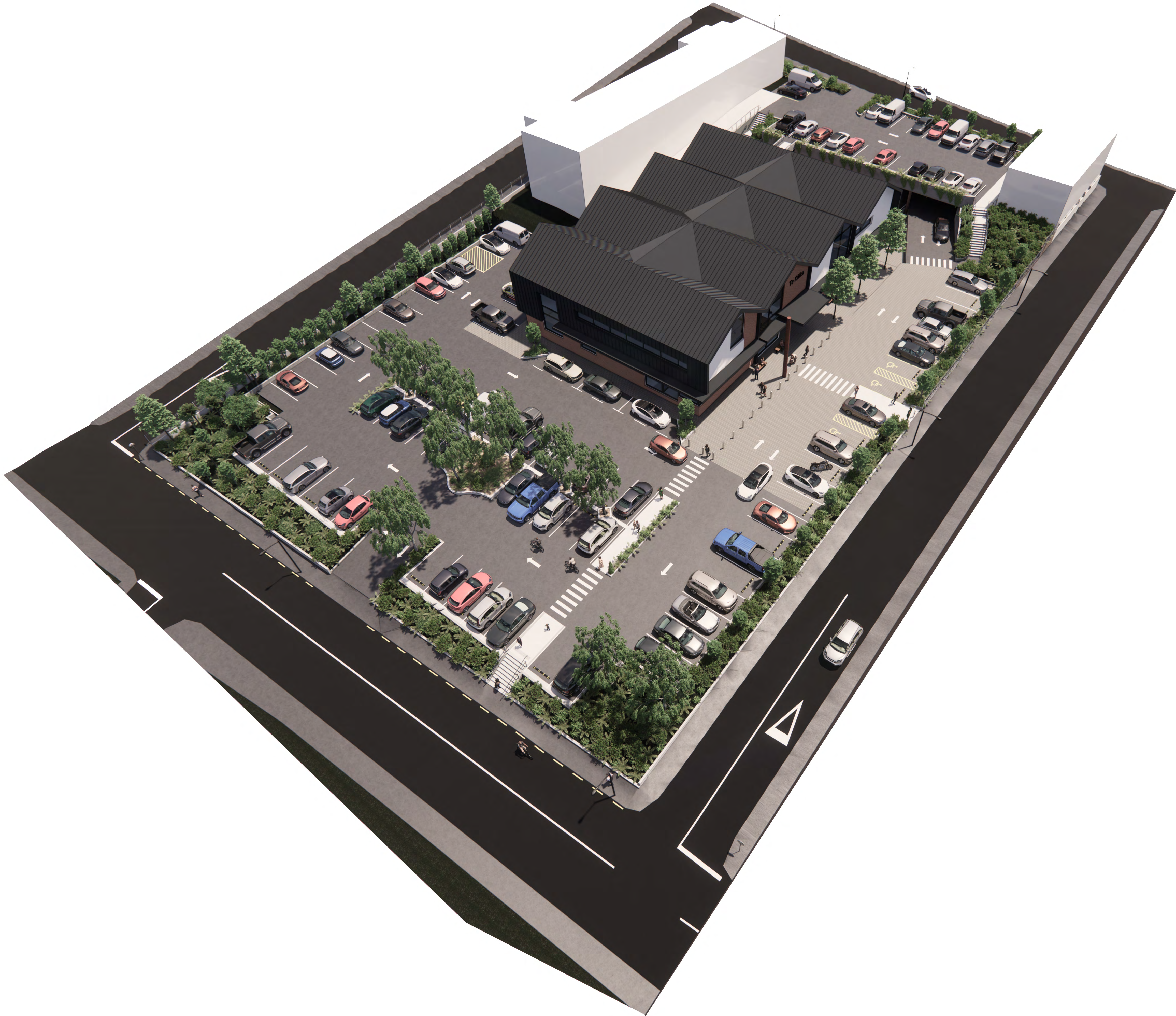
SITE ARIAL VIEW -
LOWER LEVEL PARKING



A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

SITE ARIAL VIEW -
LOWER AMD UPPER
LEVEL PARKING



A	RESOURCE CONSENT	20/09/2021
no.	revision	date
All dimensions to be checked on site. Do not scale off these drawings. Any discrepancies between drawings to be notified to the consultants		

TE KĀIKA WELLBEING HUB

SITE ARIAL VIEW -
LOWER & UPPER LEVEL
PARKING INCLUDING
LANDSCAPING AND
VEHICLES