



4 April 2016

The Planner
City Planning
Dunedin City Council
PO Box 5045
Dunedin

Attn: Lianne Darby



Dear Lianne

SUB-2015-78 & LUC-2015-443
380 SOUTH ROAD
RESPONSE TO REQUEST FOR FURTHER INFORMATION

Thank you for your letter of 6 November 2015 seeking further information in regard to the proposed residential development at 380 South Road, Caversham, Dunedin. Please find the applicants response below, discussed beneath the relevant subject headings.

True Exception

Council has asked the applicant to further develop the case for true exception.

The Applicant submits the following matters serve to demonstrate that a true exception indeed exists in relation to the proposed activity-

1. The property presently lies within the Residential 1 Zone, however the only adjoining private land lies within the Local Activity 1 Zone. This appears to be an anomaly and it is arguable that the subject land should have been more appropriately included in the Local Activity 1 Zone at the time that the current District Plan was put together. Had this occurred, the proposed development would be largely compliant. It is the applicant's opinion that development of the proposed activity will result in an environment that is more consistent with the adjoining Local Activity 1 Zone than would a product of development in strict accordance with the provisions of the underlying Residential 1 Zone, and as such the appearance of the development will integrate more seamlessly with the adjoining activities.
2. The immediately surrounding residential land use pattern is far from consistent with the provisions of the Residential 1 Zone, in which this land exists. The majority of the properties on the southern side of South Road, opposite the application site, are undersized, and several of these are smaller than the site areas contained within the proposed development. As with the paragraph above, it is that applicant's opinion

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that the proposed activity will result in an environment that is much more consistent with the adjoining built environment than would a product of development in strict accordance with the provisions of the underlying Residential 1 Zone, and as such the appearance of the development will integrate more seamlessly with the local community.

3. The Applicant is proposing to specifically target the City's need for good-quality, affordable housing. This is something that is clearly needed within the City and it does not appear that there are many developers actively attempting to meet the demand in this regard. This application is an opportunity for Council to endorse this form of development, which will serve to demonstrate that there are means and methods available to provide the standard of housing that should be accessible to all residents of the City.
4. The proposed units are all particularly compact in nature, occupying a footprint of 55m² and a total floor area, over two levels, of 110m². Therefore, the total built floor area of all five units combined is 550m², which is essentially equivalent to what might be expected as a result of the permitted baseline development of two ordinary residential activities established in accordance with the Residential 1 Zone provisions. There is little, if any, difference in the number of people occupying the site between the proposed activity and the permitted baseline activity. The proposed activity is therefore exceptional in this respect as it does not seek to breach the existing zone density for reasons of achieving additional residents, but rather because the proposed activity simply makes more sense due to the nature of the existing site and the existing built environment, and because a development of the manner proposed is better able to achieve the applicant's objective of establishing warm, well-insulated houses that can be rented at fair price to meet the needs of Dunedin residents. The present rental market in Dunedin includes a large volume of old houses that are often cold and damp, and this is a particular issue in Caversham and the adjoining South Dunedin, Carton Hill and Corstorphine communities. The Applicant is hoping that by obtaining consent for the proposed development, and the consequent provision of high quality, affordable, and healthy rental housing, this issue can be improved, at least in part.
5. The proposed landscape plan (described in further detail below) is a relatively unusual feature and this is expected to be a useful method of establishing and maintaining a high level of urban design quality within the development. This will serve to ensure that the development remains attractive and efficient for both internal residents and residents/users of the local community.
6. The application land is considered by Council to be suitable for re-zoning into the proposed Medium Density Zone (as part of the 2nd Generation District Plan process), as are some of the surrounding residential areas. This confirms an intent for this land to support a greater density of development. The proposed development is, from what we know presently, reasonably consistent with the preliminary provisions for the Medium Density Zone.

The applicant trusts that the above commentary satisfied Council as to the proposed development indeed being a true exception.

Transportation Matters

Please see the attached transportation plan showing a proposed restriction on vegetation height to maximise the sight distance for vehicles turning out of the development site.

The proposed activity is expected to generate 30-40 traffic movements per day. This rate of activity has been determined by adopting an average figure of 6-8 traffic movements per day per unit. The rate of traffic movement for normal residential activities is 8 movements per day per unit, however because the proposed units are notably smaller than normal residential units we would expect these to accommodate fewer residents, and therefore we can expect there to be fewer traffic movements.

The permitted baseline activity could be expected to create 16 traffic movements per day (two normal residential activities times 8 movements per day).

The existing car parking activity provides space on-site that is sufficient to contain 17 parks. Accepting that these park are likely to be predominantly used by staff working normal hours at local businesses, or residents living nearby, it is probably reasonable to determine that perhaps 12 of the 17 parks will be subject to 2 traffic movements per day (i.e. 1 in and 1 out). The remaining 5 parks might however be subject to 4 traffic movements per day, which recognises that there is likely to be some level of shorter-term parking for shoppers, etc. Combining these figures, the total daily traffic movements generated by the existing situation might come to 44 for the whole site. This is slightly greater than the anticipated level of traffic movements that will be generated by the proposed activity.

With the above in mind, we are satisfied that there will be no worsening of adverse effects as a result of the proposed development on the operation of the local intersections and the existing pedestrian crossing in the vicinity of the site access.

However, the applicant recognises that the establishment of the units, in the layout proposed and in particularly Unit 2, will potentially reduce the effective sight distance in a westerly direction for vehicles existing the development site. The attached plan indicates that this could be reduced from 58m to 44m. This reduction, along with the queuing lengths discussed below, appear to be the principle concerns raised by Council transportation engineer.

To address the reduced sight distance, the applicant proposes a restriction on the height of vegetation and fencing in the area indicated on the attached transportation plan as well as a new give way sign and road marking at the exit from the development site. This will ensure that a sight distance of slightly greater than 44m is maintained. The applicant considers that this distance is suitable, principally for the following reasons-

1. 44m is considered to be sufficient distance to enable traffic to observe obstructions and slow to avoid conflicts within the local environment.

2. The proposed give way sign and give way markings will increase the level of traffic control at this exit location.
3. The proposed site access is the best access point available on the site – any other access point would create a less desirable outcome.
4. The permitted baseline would expect two larger residential units to be allowed on the site, which could create equal, or potentially greater, adverse effects in regard to site access.

The applicant also notes that Council's transportation engineer has been recently making an assessment of the potential for safe operation of the access. To date, the applicant has not received any advice as to the outcome of this assessment.

In respect to queuing, the attached plan indicates that there is sufficient space for 3 vehicles to queue in line without causing a conflict with a vehicle parked in the Lot 5 car parks, and that there is sufficient space for 4 vehicles to queue in line without causing a conflict with a vehicle parked in the Lot 1 car parks. This queuing count includes 1 vehicle parking in the road reserve awaiting entrance out onto the South Road carriageway. Given the low volume of traffic generated by the proposed development, the applicant is confident that the proposed queuing space will be sufficient.

On balance of all matters considered, and in particular our evaluation that the proposed site traffic will not be any greater than the existing site traffic and the Applicant's desire to improve the existing situation by way of a more controlled crossing, we do not expect there will be any adverse effects, beyond a minor and acceptable level, generated by the proposed activity in regard to the proposed access.

Landscape Plan

Please find the attached preliminary landscape plan showing the proposed landscape management provisions.

The applicant proposes that the preliminary landscape plan, and the provisions described below, will be implemented by way of a condition of consent that then requires a consent notice to be registered on the new certificates of title. The consent notice will include a final landscape management plan, comprising a plan and documented provisions, and it will be an obligation of future owners to ensure that the relevant requirements are maintained on an ongoing basis. The applicant intends to retain ownership of some, or all, of the new properties for the foreseeable future, and he expects to take a lead role in ensuring that the landscape management requirements are maintained through the period of his ownership.

Preliminary Landscape Plan

The attached plan shows various features for achieving suitable landscape management outcomes. These include requirements for certain installations and restrictions over certain activities. The plan includes provision for planted screening, larger plant specimens,

permeable 'soft' fence screening, location of utility facilities, common bin collection and letterbox areas, etc.

Utility Areas

Common bin collection and letterbox areas are provided on the western side of the main site entrance. These are helpfully accessible by virtue of the adjacent accessway (and path) and will not compromise the visual appearance of the development as these are sited between the proposed site entrance and an existing public utility cabinet.

Possible areas for closed storage (e.g. garden sheds), open storage (e.g. paved bin stand) and clothes lines are indicated within each of the 5 proposed sites. These are not intended to restrict such activities to these areas, but are included to demonstrate that residents will be able to provide for these activities in suitable locations on each site. These activities are however excluded from occurring on the south-west side of the red dashed Landscape Restriction Line, so as to avoid creating an undesirable visual effect when the development is viewed from Barnes Drive and South Road.

Vegetation Screening

Vegetation screening is proposed along the external edges of the development site, except for the majority of the eastern boundary, the northern side of the car park area, and at the entranceway. This screening is shown in green hatching on the attached plan.

This screening will be generally 2.0m wide along the Barnes Drive and South Road boundaries (except as indicated on the plan) and will be kept reasonably low in height (maximum 0.80m). This will achieve an attractive frontage to the adjacent public roads while allowing visual sight lines across the top of the vegetation.

The screening along the main South Railway boundaries will also generally be 2.0m wide (again except as indicated on the plan). The height of this vegetation will be greater than the roadside planting, and will be designed to grow to a mature height of approx. 1.5m above the deck levels on Lots 3-5. This height will be useful in assisting to mitigate visual and noise effects from the Railway Line and the State Highway beyond.

Other areas of planted screening will be included on either side of the initial length of the new access. These features will be kept reasonably low in height and will serve to create an attractive entranceway while also promoting a greater sense of separation from the building sited on the adjoining land shown as Pt Lot 6 on the attached plan.

A number of larger tree specimens are also proposed in the preliminary landscape plan, on the western side of Lots 2 and 3. These trees are intended to interrupt the built appearance of the development site at this location, to improve the visual amenity of the site.

The plant and tree species to be used is yet to be determined, however this is flexible should Council wish to suggest options.

Fence Screening

Low fences will be built along the Barnes Drive and South Road frontages. These will be no more than 0.50m in height. The purpose of these fences is to establish a defined 'boundary' line so that it is clear where public land stops and private land starts. Because these fences will be low in nature, with slightly higher vegetation behind, the appearance of the development will be open and attractive. Furthermore, the fence will be required to be of a permeable 'soft' nature, so as not to appear as a solid, imposing barrier. The exact definition of what might comprise a permeable 'soft' fence will be fully developed at the time a final landscape plan is presented to Council to form part of the required consent notice.

Taller fence screens, shown in orange double lines on the attached plan, will be established within the site at strategic location to hide utility and storage areas. These exist on south-east and south-west sides Lot 1, around the south-west side of the Lot 2 deck, on the northern side of the car parking area (with short returns at either end), and between the landscaping and bike storage facility on the eastern side of the site. These fences will again be permeable 'soft' in nature and will extend to 1.8m in height to fully screen the relevant utility and storage areas.

Landscape Restriction Line

The landscape restriction line, shown in a dashed red line on the attached plan, will be implemented to prohibit any part of a dwelling or deck, or any closed or open-air storage facility, or any clothes line or other utility facility from being established on the south-western side of this line. The purpose of this is to ensure that the development maintains an attractive aspect when viewed from the Barnes Drive and South Road frontages.

Fencing, vegetation, paving and paths, and courtyards for recreational enjoyment (including tables and chairs) will all be allowed activities within this restriction area (provided however that these do not breach the height restrictions required by other provisions).

Acoustic Report

The applicant has not obtained an acoustic report. It is considered that the proposed landscaping measures, and the set-back siting of the units within the property, are sufficient to overcome the need for an acoustic report. The units will be new, and will be double-glazed (now a requirement of all new dwellings).

In terms of a permitted baseline development, we note that two new full-size residential dwellings could be constructed within the site, at a location of 2.0m from the railway boundary, without the need for an acoustic report. In this instance the applicant is proposing three modest-sized units along the railway boundary (Units 3-5), at distances of between 4.7m and 8.9m from the boundary, and this would seem to be no worse than permitted baseline situation. With this in mind, the request for an acoustic report is considered somewhat unreasonable.

In recognition of possible reverse sensitivity effects, the applicant is prepared to enter into a reserve sensitivity covenant with Council to ensure that new owners of the proposed units are both fully aware of the nearby railway and state highway activities and are unable to object to the ongoing operation of these activities. This covenant will to some degree simply recognise a situation that will be obvious to anyone looking to either purchasing one of the unit or looking to rent one of the units.

HAIL and Earthworks

Please see the attached geotechnical reports (2) and earthworks concept plans to satisfy the further information request in regard to these matters. Please note that the earthworks cross-sections are indicative only and that the final development shape may vary from these once the detailed design has been completed. These do, however, provide a sensible concept for Council staff to visualise the generally anticipated earthworks outcome.

Affected Persons

No affected person's consents have been obtained by the applicant, and accordingly these cannot be supplied. The relevant affected persons are-

- Ban Sy Tran, at 378 South Road, and
- KiwiRail, at Main South Railway Line.

Process Forward

With the above considerations in mind, and understanding that the applicant has not provided the requested affected persons consents, the applicant suggests the following-

1. Sufficient information has been provided to enable Council to fully assess the application. This information establishes that the anticipated adverse effects of the proposed development will be no more than minor.
2. Sufficient justification has been provided to demonstrate that a true exception indeed exists, the nature of which is such that a general public notification is not required.
3. The applicant has not provided the affected persons consent for the two identified neighbours, thus a limited notification process, limited to involving the two identified persons, may be a suitable pathway forward.

Therefore, the applicant suggest that it may be appropriate for Council to initiate a limited notification process to progress this application. If Council is in agreement with this suggestion the applicant is prepared to pay the applicable fee so that this process can proceed.

I look forward to hearing from you in due course.

Yours faithfully

PATERSON PITTS GROUP

Kurt Bowen

Registered Professional Surveyor



1. Easement 'A' is for access, servicing and drainage over Lot 6 in favour of Lots 1-5.
2. Easement 'B' is for pedestrian access, servicing and drainage over Lot 1 in favour of Lot 2.
3. Easement 'C' is for pedestrian access, servicing and drainage over Lot 4 in favour of Lots 2 and 3.
4. Lots 2 and 20 are to be amalgamated into common ownership.
5. Lots 3 and 30 are to be amalgamated into common ownership.
6. Lot 6 is to be owned in equal shares in conjunction with Lots 1-5.

CS	Possible location of closed storage facility (e.g. garden shed)
OS	Possible location of open-air storage facility (e.g. paved bin stand)
CL	Possible location of clothes line

Larger tree specimens established
interrupt the built appearance of site

Install 1.8m high permeable soft
fencing to screen utility areas

Landscaping Restriction Line

No structures permitted on the south-west

Landscaping Restriction Line
No structures permitted on the south-west of this line for the purposes of:

- i) residential dwelling or decking
- ii) closed or open-air storage
- iii) clothes lines or other utility facilities

Allowable features include:

Note: all allowable features must also comply with height restrictions as noted where applicable

Possible location of closed storage facility (e.g. garden shed)

Possible location of clothes line

PLOT DATE 06 April 2016 - 10 42 AM

By Muri Bowen

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Client Location

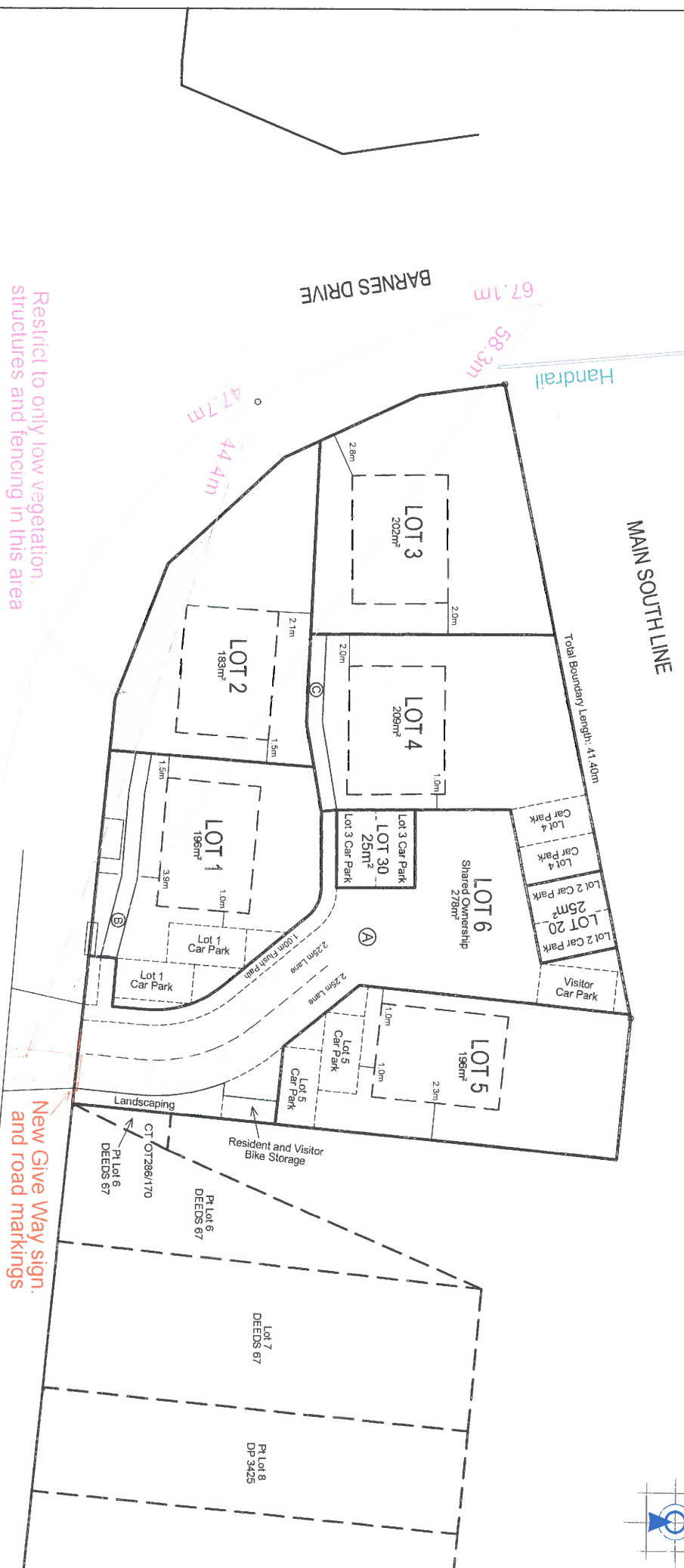
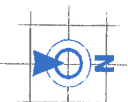
Lambert
380 South Road
Sec 2 SO 23278

Caversham Apartments Subdivision Scheme Plan (with Landscape Features)

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RECEIVED
8 MAR 2016
BY: A-01



Restrict to only low vegetation structures and fencing in this area

New Give Way sign and road markings

NOTES:

1. Easement 'A' is for access, servicing and drainage over Lot 6 in favour of Lots 1-5.
2. Easement 'B' is for pedestrian access, servicing and drainage over Lot 1 in favour of Lot 2.
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Christchurch

Engendering the

Lambert
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Caversham Apartments
Transportation Plan

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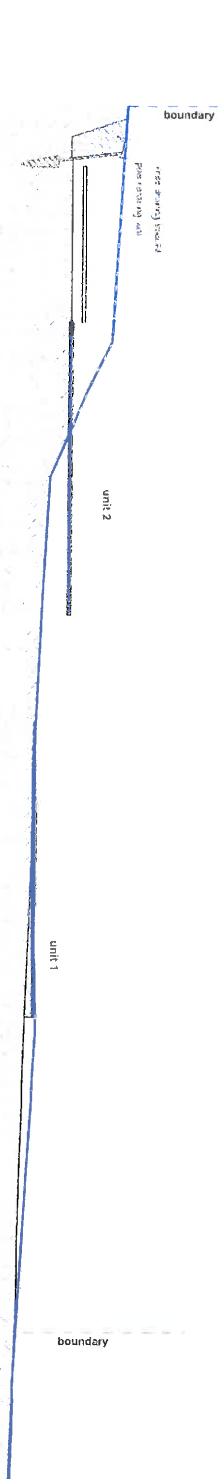
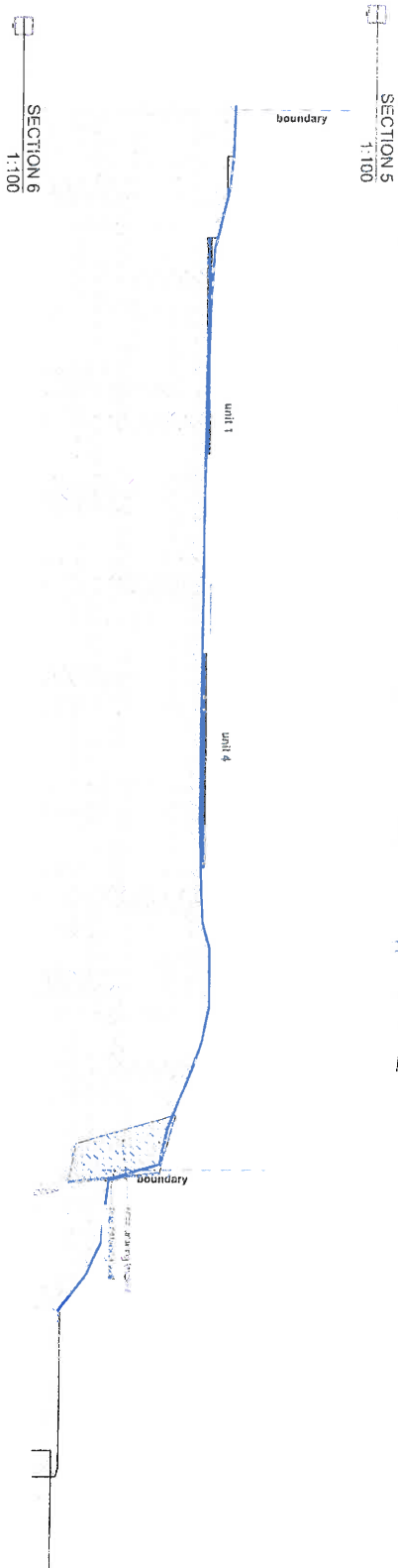
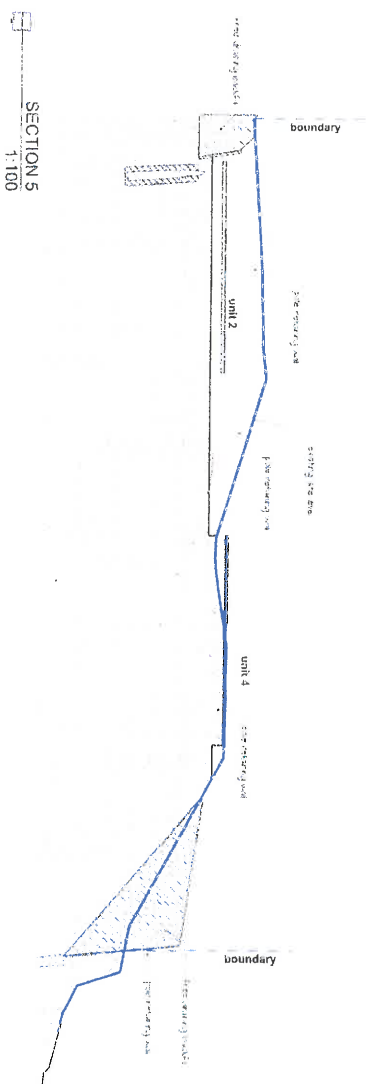
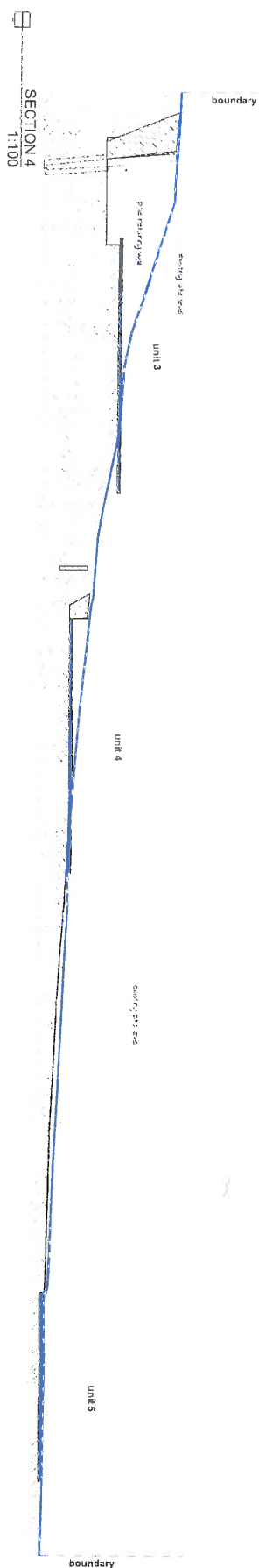
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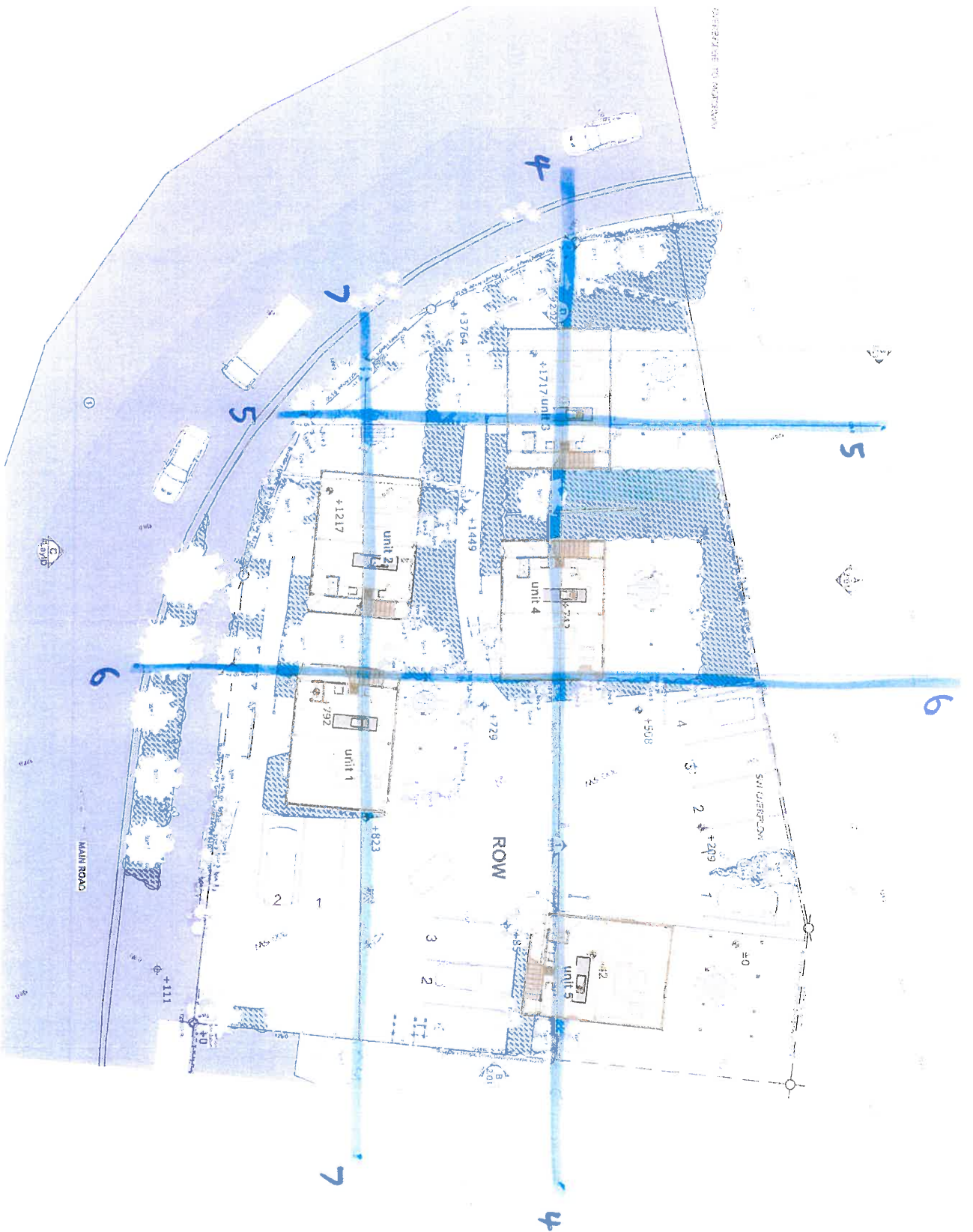
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04/04/2016

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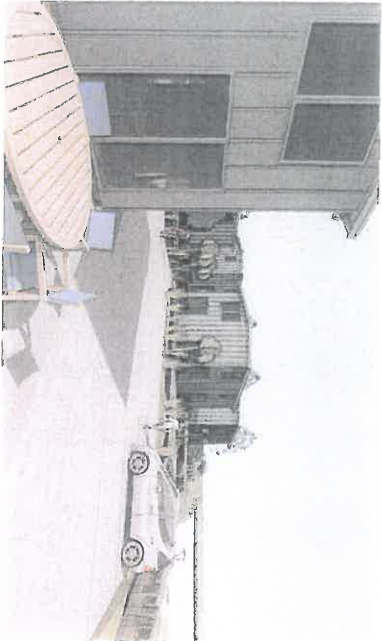




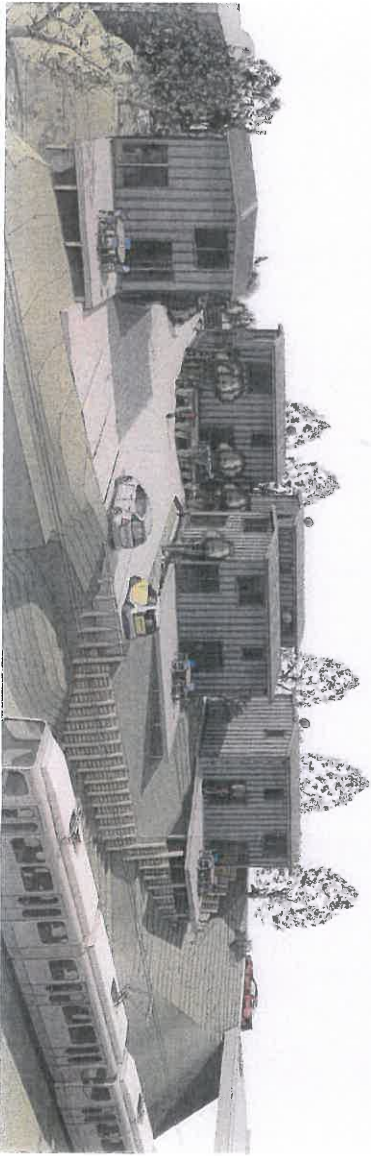
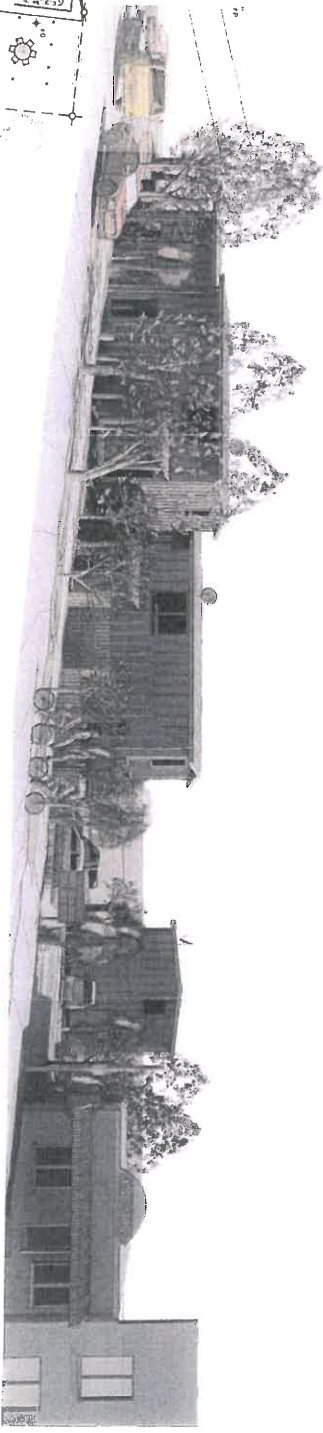
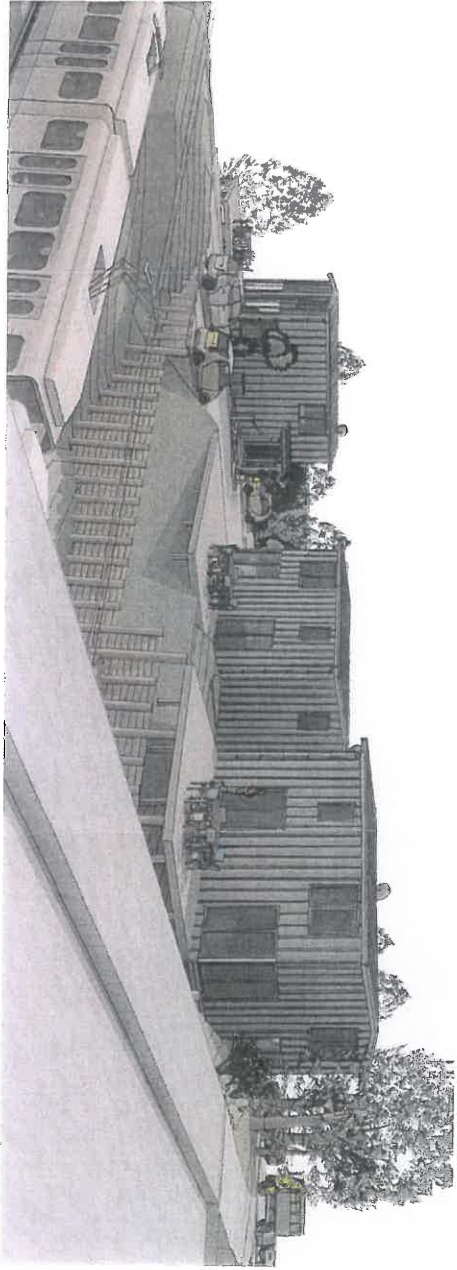
Caversham Apartments

Resource Consent Rev 3

SITE PLAN



BUILDING ENVELOPE RISK MATRIX			
North Elevation			
Risk Factor	North Elevation	Risk Severity	Risk Score
Wind zone (per NZS 3104)	Very high risk	2	2
Roof slope (per NZS 3104)	Low risk	1	1
Roofwall intersection design	Low risk	1	1
Eave width	Very high risk	5	5
Envelope complexity	Low risk	1	1
Deck design	Low	0	0
Total Risk Score:			9



Caversham Apartments

Resource consent Rev B

COVER PAGE