

Change E1

IN01 Rezoning from General Residential 1 to General Residential 2– Mosgiel East.

Reject the change.

Reasons

Amenity

Appendix 9 The Medium Density character assessments.

The report correctly describes Mosgiel as having low or mixed neighbourhood character. However, the characterisation of a generally low level of streetscape amenity is biased. The people that live in the area like what they have, which is one of the reasons they got so upset when the Council attempted to “improve it” by adding cattle troughs to the streets.

The choice of photographs used in the report is clearly trying to show a certain class of house. These houses and the streetscape are not typical of the general area.

By changing the residential zoning to allow for medium density housing the intrinsic character of Mosgiel will be destroyed. Many of Mosgiel’s residents will become disenfranchised, as they chose to live in Mosgiel because of its special character.

Taieri College

The proposed IN01 zone completely encompasses Taieri College. However, the new houses already being built in the existing General Residential 2 zone are by and large not suitable for families. With the recent sale prices commanded by these small homes being similar to the 3 and 4 bedroom homes in the General Residential 1 area, it seems unlikely that any further family homes would be built around the school once rezoning is complete.

Additionally, Appendix A9 shows the default zone for the school being changed to General Residential 2. With families being forced out of the area this zoning may be used sooner than envisaged.

Sun/Shading

Throughout the district plan, solar orientation and shading are considered important (Policy 2.2.2X, Policy 15.2.3.1, Rule 15.11 etc).

For example, Objective 15.2.3 states:

“Activities in residential zones maintain a good level of amenity on surrounding residential properties and public spaces.”

Policy 15.2.3.1 Requires 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.

Under the proposed changes, when the midwinter sun is at its zenith, if a new development is built next door to an existing house, this could cause a shadow 6.1m high on the neighbouring house wall (2m from the boundary).

If two new developments with the minimum allowed setback are built next door to each other that shadow is 6.7m high.

Clearly in both these cases a normal sized building is at risk of never being exposed to sunlight during winter. This cannot be considered “no more than minor” and is a direct contradiction of Objective 15.2.3.

Stormwater runoff

The report by AR and Associates referred to in the DCC 3 Waters Memorandum and memorandum itself, are fatally flawed.

The report states, “As there is no change to the maximum % imperviousness allowable per lot, there are unlikely to be any implications for stormwater” and the memorandum states that IN01 will have “no impact” on stormwater.

Both of these statements miss the point entirely. It is not the maximum site coverage/imperviousness that is important. It is the current site coverage that matters. If the current site coverage increases, as it most certainly will under the proposed plan to create a medium density zone then there will be significant implications for stormwater.

The stormwater system in Mosgiel is stretched as it is, additional subdivision of existing properties will put more strain on this system. Existing residents will condemn the DCC for any increased flooding.

Traffic

The present traffic density in the area is already causing issues for the residents even outside of peak hours. Gordon Road is often at a standstill from Gladstone Road to Wickliffe Street, as is Factory Road from Gordon Road to past Reid Ave. This then blocks the surrounding streets, or causes traffic to attempt to bypass the congestion by travelling through the proposed IN01 area.

During peak hours, the congestion can extend up the motorway to the overbridge well beyond the Transit’s congestion sign warning of stationary traffic. Traffic is often at a standstill in Hagart Alexander Drive, Factory Road, Quarry Road, and surrounding streets.

Additional housing capacity in the already congested area will exacerbate the problem and introduce additional hazards as traffic attempt to bypass the congestion. Without significant investment in the access routes into Mosgiel, medium density zones should not be considered.

Parking

The proposed ban on the import of petrol and diesel passenger vehicles will result in a swift change to electric vehicles. With no off-street parking provisions and more densely packed housing, residents will be unable to charge their vehicles at home. They may not even be able to park outside their home. Mosgiel is not an inner-city area, it is a suburb. There are no plans to create city like amenities in Mosgiel and many of the services people require are in Dunedin City. Despite wishful thinking the residents of Mosgiel will be relying on private transport for the foreseeable future.

Better alternative

If the DCC wishes to create a medium density housing zone without causing these problems for the existing residents, the DCC need only build a new “Medium Density” subdivision This would have the advantage of leaving the existing Mosgiel section sizes as they are, and be less likely to be bought by developers who are capable of paying more for the land for subdivision.

