

IN THE ENVIRONMENT COURT OF NEW ZEALAND
CHRISTCHURCH REGISTRY

I TE KŌTI TAIAO O AOTEAROA

BETWEEN

BJ AND AJ MILLER FAMILY TRUST

Appellant

AND

DUNEDIN CITY COUNCIL

Respondent

NOTICE OF APPEAL

Under clause 14(1) of the Resource Management Act 1991

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NOTICE OF APPEAL

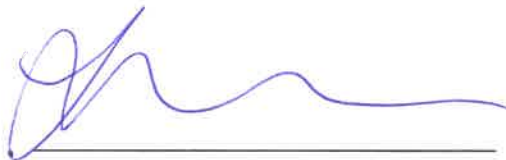
Under clause 14(1) of the Resource Management Act 1991

To: The Registrar
Environment Court
Christchurch

- 1 BJ and AJ Miller Family Trust ("Appellant") appeals a decision of the Dunedin City Council ("Council") on the Proposed Second Generation Dunedin City District Plan ("2GP").
- 2 The Appellant made a submission on the 2GP.
- 3 The Appellant received notice of the decision on 7 November 2018.
- 4 The Appellant is not a trade competitor for the purposes of section 308D of the RMA.
- 5 The decision was made by the Council's 2GP Hearings Panel.
- 6 The decision appealed is:
 - 6.1 The Transportation decisions of the 2GP Hearings panel, as set out at section 3.14.9 of the decision report, particularly as these decisions relate to the classification of Riccarton Road in Mosgiel.
- 7 The reasons for the appeal are:
 - 7.1 There was no consultation with the residents of Riccarton Road regarding the proposed change.
 - 7.2 Riccarton Road West has considerable practical limitations which mean that it could not be formed to an arterial standard.
 - 7.3 Riccarton Road West cannot safely accommodate current traffic levels.
 - 7.4 In the absence of a significant investment in upgrading Riccarton Road (west in particular) it would be inappropriate to classify this road as arterial.
 - 7.5 Council has made no provision in the Annual plan 2017/18, nor in Dunedin's 10 year plan 2018-2018 for any upgrades to Riccarton Road West.

- 7.6 The submitters made it clear that there would be adverse effects on them from the proposed change, and those effects were not properly considered.
- 7.7 Any classification of Riccarton Road as arterial will affect the roads that link with Riccarton Road, and these effects were not properly considered.
- 7.8 Parts of the evidence provided by Council at the hearings to support the change was incorrect, which means that assertions elsewhere which relied on that evidence were correspondingly incorrect.
- 7.9 Riccarton Road should not have been considered for an arterial route in isolation from other routes, and the present, agreed plans for the Mosgiel Transport network and any changes in traffic flows on other roads.
- 8 The Appellant seeks the following relief:
- 8.1 That the appeal is allowed;
- 8.2 That Riccarton Road East and West continue to be local and collector roads as in the present district plan;
- 8.3 Such other relief as the Court sees fit; and
- 8.4 Costs.
- 9 **Attached** to this Notice of Appeal are the following documents:
- 9.1 A copy of the Appellant's submission.
- 9.2 A copy of the relevant part the Council decision report.
- 9.3 A list of the parties served with a copy of this appeal.

DATED this 18th day of December 2018



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Advice to recipients of copy of notice

How to become a party to proceedings

You may be a party to the appeal if you made a submission or a further submission on the subject matter of this appeal.

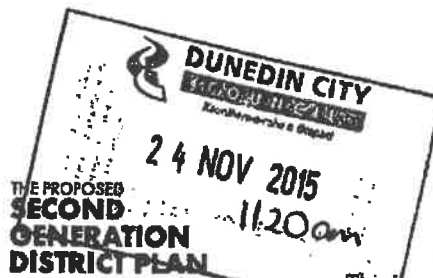
To become a party to the appeal, you must,—

- within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Resource Management Act 1991.

You may apply to the Environment Court under section 281 of the Resource Management Act 1991 for a waiver of the above timing or service requirements (see form 38).

All further documents relating to the 2GP and this appeal can be found on the Council's 2GP website <https://2gp.dunedin.govt.nz/>



SUBMISSION FORM

This is a submission on the Proposed Second Generation Dunedin City District Plan (2GP) for Dunedin pursuant to Clause 6 of Schedule 1 of the Resource Management Act 1991

Once you have completed this form, include any supporting documentation and return to the Dunedin City Council.

MAKE YOUR SUBMISSION:

Online: www.2gp.dunedin.govt.nz

Email: planning@dcc.govt.nz

Post to: Submission on 2GP
Dunedin City Council
PO Box 5045
Moray Place
Dunedin 9058

Deliver to: DCC Customer Services Agency
Ground floor
Civic Centre
50 The Octagon
Dunedin

Please note that all submissions are public information. Your name, contact details and submission will be available to the public and the media. The DCC will only use your information for the purposes of this plan review process.

All submissions must be received before 5pm on Tuesday, 24 November 2015.

SUBMITTER DETAILS <i>Fields indicated by an asterisks (*) are mandatory.</i>	
Full name of submitter or agent*	B J & A J Miller Family Trust
Organisation (if submission on behalf of an organisation)	
Address for service for submitter or agent* Please provide an address where you would like correspondence sent to	
Email address	b.a.miller@actrix.co.nz
Postal address*	77 Riccarton Road West, 2 RD, Mosgiel
Postcode*	9092
Phone number*	489 7779
Mobile number	

TRADE COMPETITION <i>Fields indicated by an asterisks (*) are mandatory.</i>
Please note: If you are a person who could gain an advantage in trade competition through your submission, your right to make a submission may be limited by clause 6(4), Schedule 1 of the Resource Management Act 1991.
Please tick one of the following*
I could ☐ could not ☒ gain an advantage in trade competition through this submission.
If you could gain an advantage in trade competition through this submission, please tick one of the following*
I am ☐ am not ☐ directly affected by an effect of the subject matter of the submission that:
(a) adversely affects the environment; and
(b) does not relate to trade competition or the effects of trade competition

HEARINGS <i>Fields indicated by an asterisks (*) are mandatory.</i>
Please tick one each of the following*
I would like ☒ would not like ☐ to be heard in support of my submission
If others submitters make a similar submission, I will ☒ will not ☐ consider presenting a joint case with them at a hearing

Submission details

Submission 1

- 1 Oppose the change of status of Riccarton Road East and West road to Arterial in the 2GP Road Classification Hierarchy. We request that Riccarton Road East and West stay with their present classification of Local and Collector.**

For the following reasons:

- 1.1 State Highway 87 is the appropriate road for heavy traffic through Mosgiel.
- 1.2 Hagart Alexander Drive is the appropriate road for arterial traffic in Mosgiel.
- 1.3 There should only be one Mosgiel access/egress point for traffic from State Highway 1 and the present Mosgiel interchange is the appropriate roading infrastructure for traffic exiting/entering State Highway 1, as it directs traffic onto Hagart Alexander Drive. This infrastructure should not be duplicated at Riccarton Road as it would be costly and inappropriate.
- 1.4 Riccarton Road is not suitable as an arterial route. It is narrow, has deep ditches on either side, has an uneven surface, and is not constructed to an arterial standard. The Notice of requirement to upgrade was turned down, Council does not own sufficient land to make this road an arterial road, and should focus its resources on the existing arterial road of Hagart Alexander Drive.
- 1.5 It is inappropriate to site an arterial road in a Rural area as it will result in industrial activities establishing beside it. By ensuring that Hagart Alexander Drive remains the main arterial route in Mosgiel, industrial and other activities which require higher grade roads will focus their development and growth in the appropriate areas.
- 1.6 There are no other arterial linkages off Riccarton Road in the proposed 2GP plan maps between State Highway 1 and State Highway 87. It is an arterial road which does not and cannot link with the other main roads in the area.
- 1.7 The State Highway that crosses the Taieri from Mosgiel to Outram, towards Central Otago through Middlemarch and a regional road that crosses the Taieri from State Highway 1 at Allanton to State Highway 87 at Outram is a sufficient transportation network across the Taieri. There is no need for any more arterial routes and traffic should be directed towards these main roads.

- 1.8 Riccarton Road has a flood hazard 1 classification. It is inappropriate to site an arterial road in this area which it is subject to flooding hazards. No other arterial from Invermay in the East to Outram in the West has flood classification of hazard 1.
- 1.9 The proposed plan map shows a bend or kink in the road parallel with 77 Riccarton Road West. This is incorrect. The road is straight as it passes 77 Riccarton Road West.
- 1.10 Creating an arterial route will adversely affect the amenity of In this area.

Submission 2

- 2 **Oppose the lack of definition of the Centre St/Carncross St extension to Hagart Alexander Drive in the 2GP plan maps. We request that this extension is shown on the maps as an arterial route to Mosgiel's industrial area.**

For the following reasons:

- 2.1 The extension of the Hagart Alexander Drive arterial route through the Centre St/Carncross St extension is an essential route to access the North Taieri industrial area. This has been planned as an arterial route designed to take industrial traffic out of the Mosgiel CBD..
- 2.2 The arterial route from Gordon Road, Hagart Alexander Drive, Centre St./Carncross extension to Dukes Rd, should be completed so that the majority of heavy vehicles can access the Industrial area without travelling through the Gordon Road CBD..
- 2.3 The DCC document called 'Options for heavy traffic in Mosgiel' dated March 1999 and prepared by Duffill Watson & King Ltd, at point 13.0 notes that 90% of trucks entering from State Highway 1 had business in Mosgiel and the majority did not continue as through traffic.
- 2.4 The Centre St/Carncross St extension is the most direct and economical route to the industrial area and beyond. The proposed route in the 2GP takes the route from the corner of Hagart Alexander Drive Factory Road. Turn right into Factory Road, out past Invermay to connect with Dukes Road, back down to the industrial area is indirect, uneconomic and heavy traffic will take other less appropriate routes creating a safety issue.
- 2.5 Land required for the completion of the Centre St./Carncross St extension that runs through the Taieri Airport land must be protected for road purposes. Previous plan processes have done this and this planned for route should be maintained.

- 2.6 Residential development along the Centre St/Camcross St, area have been developed to enable this to be used as an arterial route. Vehicle crossings on to the Centre St extension from the new North East A residential subdivision are not permitted. They only have legal access from an internal road within the subdivision.
- 2.7 Hagart Alexander Drive arterial was constructed under designation D843. That included the extension of Centre St/Camcross St. The Centre St/Camcross St should be recorded in the proposed plan Maps as an arterial route and part of the bypass option.
- 2.8 Hagart Alexander Drive has the required infrastructure for heavy traffic and high traffic volumes to enter Mosgiel from State Highway 1. Hagart Alexander Drive should be fully developed as the original designation intended in order to provide direct access to the Mosgiel North East A , and the industrial area known as the North Taieri Industrial estate.

Submission 3

- 3 **Oppose change of status of Riccarton Road East and West road to Arterial in the 2GP Road Classification Hierarchy. We request that proper consultation is carried out with us prior to changing the status of Riccarton Road West.**

For the following reasons:

- 3.1 Any consultation with the Trust regarding the proposed upgrade was not carried out in good faith.
- 3.2 No consultation was carried out with the two groups of residents on Riccarton Road. (Riccarton Road Safety Society and Riccarton Road Action Group) on any issues concerning Riccarton Road, during the consultation period for the formation of 2GP. It is therefore inappropriate to upgrade Riccarton road to arterial without adequate consultation.
- 3.3 The effect of the poor process and the proposed upgrade on our business located at 77 Riccarton Road West has been substantial. There have been no alternative options considered and the effect of this has been that we have had to considerably change our business activity.
- 3.4 We have not been able to offer any certainty to prospective employees that the business will continue because of the effects that the proposed upgrade would have on our business. The business is likely now to wind up rather than us looking to maintain its value for a possible sale.

- 3.5 We have put on hold any investment in the business infrastructure because of the uncertainty created by the upgrade.
- 3.6 Riccarton Road West is an inappropriate location for an arterial road, and should be maintained as a rural area used for food production as we have been doing at our property for many years.

Submission 3

- 4 Support the notation of significant trees at 77 Riccarton Road West, when there should be three. We request that you add a notation for the third significant tree on the property.

Submission 5

- 5 Oppose the new road classification hierarchy descriptions in the 2GP Plan. We request that the current classification hierarchy description in the current plan is retained.

For the following reasons:

- 5.1 The present classification in the operative district plan is simple and clear to understand. The new classifications are too undefined. More certainty is required.
- 5.2 We request that the present classification is retained.

Submission 6

- 6 Oppose the current provisions regarding Church Street in Mosgiel. We request that Church Street be opened up on to Hagart Alexander Drive so that traffic can enter/exit Church St, on to Hagart Alexander Drive.

For the following reasons:

- 6.1 Church St should be connected to the arterial route Hagart Alexander Drive to assist in the distribution of residential traffic on the east side of Gordon Road. This will take pressure off Gordon Rd/Wickliffe St and the Hagart Alexander Drive/ Gordon Road intersections.

Submission 7

- 7 Oppose the special zone for Taieri Airport as it is unnecessary and the Trust Deed that is in place provides adequate protection and covers all the issues.

Signature of submitter

BJ & AJ Miller Family Trust

A handwritten signature in black ink, appearing to read "BJ Miller", is written over a horizontal line.

Date:

23/11/2015.



**SECOND
GENERATION
DISTRICT PLAN**

Transportation Decision of Hearings Panel

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

7 November 2018



User guide to the decision reports and the marked-up decisions version of the 2GP

The decisions of the 2GP Hearings Panel are presented in 29 decision reports (one report per hearing topic).

The reports include the Panel's decisions and reasons and incorporate the requirements under s32AA.

At the end of each report a table has been included summarising all the decisions on provisions (Plan text) in that decision report.

Marked-up version of the Notified 2GP (2015)

The decisions include a marked-up version of the notified 2GP, which shows the amendments made to the notified plan in ~~strike-through~~ and underline. Each amendment has a submission point reference(s) or a reference to 'cl.16' if the amendment has been made in accordance with Schedule 1, clause 16(2) of the Resource Management Act. Schedule 1, clause 16(2), allows minor and inconsequential amendments to be made to the Plan.

Amendments to the Schedules below are not marked up as in other sections of the plan as they are drawn from a different source. Any changes to Schedules are detailed in the decision report for the relevant section.

Some very minor clause 16 changes such as typographical errors or missing punctuation have not been marked up with underline or strikethrough. More significant cl. 16 changes (such as where provisions have been moved) are explained using footnotes, and in some cases are also discussed in the decision.

Hearing codes and submission point references

As part of the requirement of the DCC to summarise all original submissions, all submission points were given a submission point reference, these references started with 'OS'. Further submissions were also summarised and given a submission point that started with 'FS'.

The submission points are made up of two numbers the first is the submitter number, which is followed by a full stop, the second part is the submission point number for that submitter.

For example, OS360.01 is submitter 360 and their first submission point.

The 2GP Hearings Panel has used these same submission point references to show which submission points different amendments were attributed to. However, to enable these changes to be linked to different decision reports, the reference code was changed to start with a decision report code, e.g. Her 308.244.

A list of hearing codes can be found on the following page.

It should be noted that in some cases where several submitters sought a similar change, the submission point reference may not include all of these submission points but rather include only one or say, for instance, "PO 908.3 and others".

Master summary table of all decisions

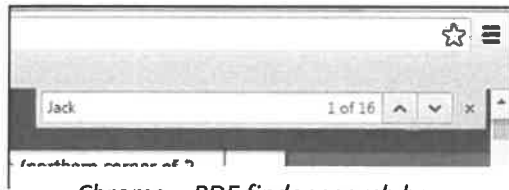
In addition to the summary table at the end of each decision report there is a master summary table that lists all decisions on provisions (Plan text), across all hearing topics, including details of the section(s) of the decision report in which that decision is discussed, and the relevant section(s) of the s42A reports. The s42A report sections will be helpful for appellants needing to identify which other parties have submitted on that provision, as notices of the appeal must be served on every person who made a submission on the provision or matter to which the appeal relates. The master summary table of decisions can be found on the decisions webpage of the 2GP website (2gp.dunedin.govt.nz).

List of hearing codes

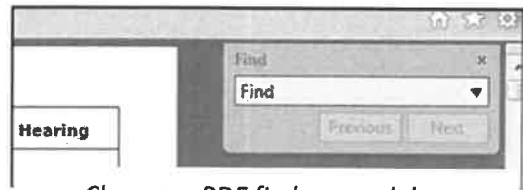
Hearing topic	Code
Commercial Advertising (cross plan hearing topic)	CP
Commercial and Mixed Use Zones	CMU
Community Correction Facilities (cross plan hearing topic)	CP
Defence Facilities and Emergency Services (cross plan hearing topic)	CP
Designations	Des
Earthworks	EW
Heritage	Her
Industrial Zones	Ind
Major Facilities (without Port and Mercy Hospital)	MF
Manawhenua	MW
Mercy Hospital	Mer
Natural Environment	NatEnv
Natural Hazards	NatHaz
Natural Hazard Mitigation	HazMit
Network Utilities	NU
Plan Overview and Structure	PO
Port Zone	Port
Public Amenities	PA
Public Health and Safety (PHS)	PHS
Quarries and Mining Activities (cross plan hearing topic)	CP
Recreation Zone	Rec
Residential Zones	Res
Rural Zones	RU
Rural Residential Zones	RR
Scheduled Trees	ST
Service Stations (cross plan hearing topic)	CP
Temporary Activities	TA
Transportation	Trans
Urban Land Supply	ULS

How to search the document for a submitter number or name

1. If you want to search for particular submitter name, submission point or Plan provision in any of the reports (decision report, marked-up version of the Plan, or s42A report) the easiest way to do this is to use the 'Find' function.
2. When you have the document open, press the keys CTRL and F (Windows) or CMND and F (Mac) to bring up the 'PDF Finder'.



Chrome – PDF finder search box



Chrome – PDF finder search box

3. Once the PDF search box appears (in the top left or right corner of your browser) type in the submission number or submitter name and press enter on your keyboard.
4. The PDF finder will search for all instances of this term. Depending on the size of the document and your internet connection it may take a minute or so.
5. Press on the up or down arrows (Chrome) or 'next' (Internet Explorer) in the search box to view the different instances of the term until you find the one you are looking for.
6. An 'advanced search' function is available under the Edit tab in some PDF viewers, this allows you to search 'whole words' only to look for exact strings of letters or numbers

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569. Ms Connolly advised that Highgate had three different classifications in the 2GP, to reflect the change in land use along its length, i.e.:

- Urban High Density Corridor – between Stuart Street and Drivers Road
- Commercial Centre Street – where the road passes through Roslyn centre (approximately Stuart Street to City Road) and Maori Hill centre (Drivers Road)
- Arterial – remaining lengths of Highgate west of City Road and east of Drivers Road.

She noted that the aim is that the classification be used to manage future development, and guide decisions about transport infrastructure and management. Through traffic is catered for, but it is expected (as outlined in the definition) that over time the form and speed of the corridor will evolve to support the integration of the transport corridor 'link' function with the adjacent land use 'place' function.

570. Ms Connolly advised that, with regard to Highgate, the main gap between the current form of Highgate and the definition was in the area of anticipated cycle provision and speed environment. The aspiration would be for some provision for cyclists on Highgate, and for a review of speeds to ensure they are appropriate for the environment, with a consideration of the costs versus the benefits of a lower speed environment. She added that the Integrated Transport Strategy also anticipated some form of cycle facility on Highgate at some point in the future although it was too early to say what type of cycle facility would be suitable.

3.14.8 Reporting Officer's review of recommendations

571. In response to the matters raised by submitters, Ms Rodgers acknowledged that a lot of information about the history behind the Riccarton Road matter had been presented and that this provided a useful context. She observed however that there had been a number of developments in the area within the last 20 years, and that she was satisfied with the evidence that had been provided by Ms Connolly. She considered there was no practical route via Hagart-Alexander Drive/Centre Street/Carncross Street to service the North Taieri industrial area, and advised that she did not recommend any changes to the road classification hierarchy.
572. Similarly, Ms Rodgers indicated that she was comfortable with the road classification hierarchy as it relates to Highgate. Notwithstanding this, with regard to the points raised by Mr Wyber and by Mr Tongue in relation to the reference to the strategic cycle network, she recommended that references to the network be changed to refer to cycling in general.
573. With regard to the paper roads issue raised by *Oceana Gold (New Zealand) Limited*, Ms Rodgers observed that in her experience, unformed legal roads were largely historic and, while there was a right to access, in a general sense they did not form part of the roading network. Accordingly, she did not consider they should form part of the road classification, and nor was she aware of this being done by other local authorities.

3.14.9 Decisions and reasons

3.14.9.1 Request to change road classifications in Mosgiel¹⁴

574. In response to the submissions on this topic, our decision is to retain the road classifications for Riccarton Road, Hagart-Alexander Drive, Gladfield Road,

¹⁴ As noted above, Kate Wilson and Jinty MacTavish did not participate in the discussion, deliberations or decision-making for the Riccarton Road component of the road classification hierarchy subject.

Gladstone Road South, Bush Road, Dukes Road South and School Road South without amendment.

575. We reject the submissions from *John Blackie* (OS113.1), *Shaun Blackie and Cheryl Tetlow* (OS116.1), *Roger Miller* (OS126.2), *Riccarton Road West Safety Society* (OS195.1), the *Miller Family Trust* (OS421.2 and OS421.3), *Allan West* (OS855.1), *George A H Kidd* (OS675.2), *Katherine Brookes and Charles Bradfield* (OS699.1) and *John Hamer* (OS424.1) insofar as they sought to retain the local collector classification for Riccarton Road, and/or to establish a heavy traffic bypass via Hagart-Alexander Drive.
576. We reject the submission from *John Hamer* (OS424.3) that the classification of Gladfield Road, part of Gladstone Road South, part of Bush Road, Dukes Road South and part of School Road South be changed.
577. We also reject the submission from *Maurice Prendergast* (OS451.1) that sought to extend the road classification to include the Hagart-Alexander Drive/Centre Street/Carncross Street extension.
578. We accept the further submissions from the *NZ Transport Agency* (FS2308.20-23 and 25-27) which opposed the submissions above.
579. Overall, while we acknowledge the well expressed concerns of submitters regarding the potential effects on residential amenity and safety arising from any future upgrades to the arterial network in Mosgiel, we accept the expert evidence from both Ms Rodgers and Ms Connolly that the classification of these roads in the hierarchy is appropriate given the current usage and development along those routes. We accept that with regard to Riccarton Road, the proposed changes accurately reflect the current traffic volumes, and give an indication of the strategic role of the road in the network.
580. This does not represent a commitment to Council spending, but rather should be used as a guide to future investment, upgrades and future form of the transport network, which would all be subject to consenting and other Council budget processes.
581. Within this context we did not feel we had sufficient evidence to consider changing the road classifications for other routes from those that were notified.

3.14.9.2 Request to change road classification on Highgate

582. We reject the submission from *Robert Francis Wyber* (OS394.28), and reject in part the submission from *Robert Hugh Tongue* (OS452.6), which sought to amend the classification for Highgate from urban high density corridor and arterial road to collector. We accept the expert evidence from Ms Rodgers and Ms Connolly that the road classification for Highgate is appropriate given its traffic volumes and the role it is currently performing and is expected to perform. We accept Ms Connolly's advice that cycling facilities can be achieved on this route. The classification is retained without amendment.
583. We accept in part the submission from *Robert Hugh Tongue* (OS452.6), and accept the further submission from *Robert Francis Wyber* (FS2059.7) insofar as they relate to removing reference to the strategic cycle network within the road classification hierarchy. The description of *Urban High Density Corridor* in Appendix 6A.2 Road Classification Hierarchy is amended to refer simply to "cycling" rather than "Strategic Cycle Network", and the description of *Arterial* is amended to improve clarity around the priorities for the allocation of road space. These amendments to Appendix 6A.2 are shown in Appendix 1 and are attributed to submission point Trans 452.6 (as we consider the changes constitute partial alternative relief for the submission of *Robert Hugh Tongue* (OS452.6)).
584. We reject the submission from *Robert Francis Wyber* (OS394.26), which sought specific amendments to the definitions of 'Urban High Density Corridor' and 'Collector' within the road classification hierarchy. We agree with the Reporting

Officer that the hierarchy not only reflects the transport function of a road but also its contribution to the surrounding environment; and correlates with the One Network Road Classification.

3.14.9.3 Request to change road classification (general)

585. We accept the submission from the *Dunedin City Council* (OS360.181) and the further submission from the *NZ Transport Agency* (FS2308.24), in respect of amending the road classification hierarchy mapped area to show a change in classification for some sections of road that were incorrectly shown in the 2GP. The road classification hierarchy mapped area is amended as shown in the 2GP maps.
586. We reject the submission from the *Miller Family Trust* (OS421.5), which sought to amend Appendix 6A by removing the road classification hierarchy description and replacing it with the classification hierarchy description from the operative District Plan. We note the differences in these classifications were explained by Ms Connolly in evidence, and consider the description in the proposed Plan is appropriate.

3.14.9.4 Request to amend Appendix 6A Road Classification Hierarchy to include paper and unformed roads

587. We reject the submission from *Oceana Gold (New Zealand) Limited* (OS1088.25) to amend the road classification hierarchy to add a definition for "Paper or unformed roads". Paper roads are unformed legal roads, and included within the current definition for "Road", and therefore also within the road classification hierarchy.
588. Notwithstanding this, it is noted that there are a number of typographical errors and minor clarifications required within Appendix 6A.2 Road Classification. These amendments are shown in Appendix 1, and are made pursuant to Clause 16 of the First Schedule to the RMA.

3.14.9.5 Definitions to support road classification hierarchy /Request to amend Rule 6.6.3 to include a definition for 'Commercial Centre Street'

589. We accept in part the submission from the *NZ Transport Agency* (OS881.85) insofar as it seeks to clarify a Plan rule by providing a definition for the type of road referred to within the rule.
590. We agree that it would be helpful and appropriate to provide a link to road classification categories where they occur throughout the 2GP, and that the link explains that the road classification hierarchy is a mapped area overlay. Accordingly, the various categories of road types referred to within the road classification hierarchy have been added to the Definitions section of the Plan. By way of example, the definition for 'Motorway' is:

"Motorway {Confirmed for addition – Trans cl. 16}"

A road classified as motorway within the Road Classification Hierarchy mapped area shown on the planning map. {Trans cl. 16}"

591. The new definitions are added in accordance with the provisions of Clause 16 of the First Schedule to the RMA, and are shown in Appendix 1.

List of Submitters to be served

Submitter Name	Relevant submission point(s)	Contact	Address for service	Email address
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Shaun Blackie and Cheryl Tetlow	OS116.1		177 Riccarton Road West RD 2 Mosgiel 9092 New Zealand	
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Riccarton Road West Safety Society	OS195.1	C Bayne	182 Riccarton Road West RD 2 Mosgiel 9092 New Zealand	chrisbayne@xtra.co.nz
Katherine Brookes and Charles Bradfield	OS699.1		57 Riccarton Road West RD 2 Mosgiel 9092 New Zealand	katheb@xtra.co.nz
John Hamer	OS424.1 and OS424.3		22 Riccarton Road East Mosgiel 9024 New Zealand	
Maurice Prendergast	OS451.1		1A Inglis Street Mosgiel 9024 New Zealand and 19 Prendergast Road Hyde RD 3 Ranfurly	
George A H Kidd	OS675.2		35 Riccarton Road East East Taieri Dunedin 9024 New Zealand	
Allan West	OS855.1		12A Riccarton Road East Mosgiel 9024 New Zealand	
NZ Transport Agency	FS2308.20–23 and 25-27	K Tebbutt	NZTA PO Box 5245 Dunedin 9058	