

Roxanne Davies

From: Kirsten & Dwayne <kandd@snap.net.nz>
Sent: Thursday, 4 March 2021 07:52 a.m.
To: District Plan Submissions
Subject: Variation 2 Submission
Attachments: SC554e0369121030408070.pdf

Follow Up Flag: Follow up
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Categories: Nat

Please see attached submission in respect of variation 2. We would be grateful if receipt could be acknowledged in due course please.

We look forward to the next step in the process, please get in touch should any of our concerns be unclear.

FORM 5

SUBMISSION ON NOTIFIED PROPOSAL FOR VARIATION 2
TO THE PROPOSED DUNEDIN CITY SECOND GENERATION DISTRICT PLAN

Clause 6 of Schedule 1, Resource Management Act 1991

To: Dunedin City Council
PO Box 5045
Dunedin 9054

Name: **Zig Zag Trust**

1. **This is a submission on the following proposed variation to a proposed plan:**

Variation 2: Minor Amendments to the Proposed Dunedin City Second Generation District Plan DIS-2021-1 (**"Variation 2"**).

2. **Zig Zag Trust could not gain an advantage in trade competition through this submission.**

3. **The specific provisions of the proposal that our submission relates to are:**

Proposed intensification of residential activities within the Mosgiel urban area.

4. **Our submission is:**

In principle, Zig Zag Trust wholeheartedly supports the proposed intensification of residential activities within the Mosgiel urban area to provide a local response to the National Policy Statement for Urban Development. The Trust understands that the type of residential properties that are both required and are sought-after has changed, and considers that at a high level the proposed variation provides a useful response within the context of Mosgiel's existing urban area.

Notwithstanding this general support, the Trust is concerned that the variation and its supporting documents do not provide any analysis or consideration of the transportation effects of increasing residential capacity within Mosgiel. The Trust's specific concern relates to the intersection of State highway 87 (Gordon Road and Quarry Road) with Burns Street, Hagart-Alexander Drive, and Gladstone Road. As development has intensified within the eastern parts of Mosgiel, traffic has significantly increased and this results in a

significant safety issue at the primary entrance to the town. Variation 2 is anticipated to have the effect of compounding this issue.

Aside from more generally intensifying residential density within the General Residential 1 zone, proposed Variation 2 also rezones an area at the northern end of High Street to provide for significantly higher density. Residents in this area use Hagart Alexander Drive to access State highway 87 (and ultimately State highway 1), and intensifying density in the area between Doon Street and Factory Road will place further pressure on this part of the transport network, and the intersection of concern.

By way of example, during the morning peak, southbound vehicles stack both lanes between the railway line and the Hagart-Alexander Drive/Burns Street intersection, resulting in delays for turning traffic. From our observations this results in driver frustration, with vehicles habitually failing to adhere to the intersection blocking rule, or indeed, to the traffic signals themselves. As a result, vehicles frequently turn through red lights, or queue across lanes of oncoming traffic.

A much more concerning and significant issue occurs in the afternoon peak, where it is commonplace for vehicles turning into Hagart-Alexander Drive to queue across the railway line, sometimes into the intersection of Gladstone Road and SH87 and indeed into the “straight through” northbound traffic lane. Coupled with the significant queues that extend from this intersection to the overbridge on Morris Road even before the afternoon train travels through the junction, this safety issue also has a significant potential impact on the efficiency of the wider land transport network, including rail. There is little capacity or resilience available in the local network should Quarry Road be closed for any reason, as evidenced by the significant delays experienced by road users on 17 February 2021, when Quarry Road was closed at 5pm due to a crash.

In the absence of a detailed analysis of the existing performance of this intersection and the expected traffic effects which will result from the proposed rezoning, or the identification of a preferred methodology or option to address this issue, we consider any rezoning or intensification of the residential activity within the Mosgiel urban area to be pre-emptive and ill-advised.

The Trust notes and endorses the Council’s aspiration to encourage more users onto the already well utilised public transport system during peak hours, however considers that intensifying residential capacity without regard to the existing safety issue which will be heightened by the uptake of the proposed rezoning is not a realistic, productive or appropriate approach.

5. Zig Zag Trust seeks the following decision from the Dunedin City Council:

The Trust notes that Waka Kotahi NZ Transport Agency is the road controlling authority for State highway 87, and that the Council will need to work alongside Waka Kotahi to

address this submission. As a result, the Trust requests the deferral of the implementation of intensifying residential zoning and activity within Mosgiel until such time as an agreed approach is implemented to address road safety at this intersection. A suitable approach could mirror the approaches taken for high growth areas in the Auckland Unitary Plan, or the Waimakariri District Plan for the establishment of a roundabout at Pegasus.

Alternatively, low cost, short term interventions are available and could be implemented in the interim to address the issue and to maintain safety and efficiency, whilst a longer term and likely more costly remedy is developed and approved for implementation.

6. **Zig Zag Trust wishes to be heard in support of our submission.**

If others make a similar submission, we will consider presenting a joint case with them at a hearing.



Signature:

Dwayne Tebbutt

(Person authorised to sign on behalf of submitter)

Date: 3 March 2021

Electronic address for Service: kandd@snap.net.nz

Telephone: +64 21 165 0151

Postal address: Zig Zag Trust
5 Bishop Verdon Close
Mosgiel 9024

Contact person: Dwayne Tebbutt

Note to person making submission

If you are making a submission to the Environmental Protection Authority, you should use form 16B. If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious:
- it discloses no reasonable or relevant case:
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further:
- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.