Notice of appeal to Environment Court against decision on a variation

Clause 14(1) of Schedule 1, Resource Management Act 1991

To the Registrar
Environment Court
Christchurch

I, Jose Corporation Limited, appeal against part of a decision of the Dunedin City Council on the following variation: the Dunedin City Council Second Generation District Plan (**2GP**) Variation 2 regarding the zoning (and planning overlays) of a site at 127a Main Road, Fairfield (**the Site**).

I made a submission on that variation.

I am not a trade competitor for the purposes of section 308D of the Act.

I received notice of the decision on 8 February 2023.

The decision was made by Dunedin City Council.

The part of the decision that I am appealing against is: Variation 2 Hearing Panels Report section 2.3.7.1 which introduces:

- a 'Structure Plan Mapped Area' over the southern portion of the Site (at paragraph 650 of the decision)
- a 'New Development Mapped Area' over the Site (at paragraph 654 of the decision).

The reasons for the appeal are as follows:

- The 'Structure Plan Mapped Area' is in relation to acoustic matters. The 2GP already manages acoustic matters in proximity to a State Highway via rules such as Rule 15.5.1. A Structure Plan was not part of the notified Variation, and no submission was made to specifically introduce it. However, the Section 42A Report indicated that a Structure Plan could be considered based on any further information being provided by Waka Kotahi. Waka Kotahi did not provide further information, nor did they make a further submission. The introduction of the Structure Plan Mapped Area was not a result of additional information from Waka Kotahi, and is considered unnecessary given the existing rules in the 2GP which manage acoustic matters in proximity to a State Highway.
- The 'New Development Mapped Area' covers both the northern and southern part of the Site:
    - The northern portion was zoned General Residential 1 prior to the Variation being notified, and a resource consent has already been granted by Council for the residential subdivision of that land. The introduction of a New Development Mapped Area on the northern part of the Site has no practical benefit.
    - In terms of the southern part of the Site, an indicative development layout (as provided to Council) shows an additional 13 lots. The Section 42A Report noted that while the introduction of a New Development Mapped Area would usually be recommended on rezoned sites, there was flexibility for smaller sites. Once the northern part of the Site is excluded (for the reasons outlined above), the remaining area (being the southern part of the Site) is anticipated to contain 13 lots, that number

could be considered small scale. The land has a number of features which results in a low density of dwelling, sites larger than the minimum required and large areas of private open space, thus assisting to negate the need for the New Development Mapped Area.

I seek the following relief:

- On the northern part of the Site, the New Development Mapped Area is removed.
- On the southern part of the Site, both the New Development Mapped Area and the Structure Plan Mapped Area are removed.

I attach the following documents to this notice:

(a) A copy of my submission (submission 64).

(b) A copy of my further submission (with a copy of the submission opposed or supported by my further submission, being s56, s71, s235).

(c) A copy of the relevant part of the decision.

(d) Planning evidence presented to the Hearings Panel (including the subdivision resource consent for the northern portion of the Site, and a site plan showing the proposed layout for the southern portion of the Site).

(e) A list of names and addresses of persons to be served with a copy of this notice.

Date: 17/3/2023

Signature of person authorised to sign on behalf of appellant

Address for service of appellant: Anderson & Co (Otago) Ltd
Telephone: 027 252 0141
Fax/email: Conrad_a@xtra.co.nz
Contact person: Conrad Anderson

Advice to recipients of copy of notice of appeal

How to become party to proceedings

You may be a party to the appeal if you made a submission or a further submission on the 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 Act.

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

**How to obtain copies of documents relating to appeal*

The copy of this notice served on you does not have attached a copy of the appellant's submission and (*or* or) the decision (*or* part of the decision) appealed. These documents may be obtained, on request, from the appellant.

*Delete if these documents are attached to copies of the notice of appeal served on other persons.

Advice

If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.

List of names of persons to be served with this notice

Name	**Address**	**Email Address**
Waka Kotahi (s235)		stewart.fletcher@nzta.govt.nz
Saddle Hill Community Board / Leanne Stenhouse (s56)		stensmith@xtra.co.nz
Andrew Rutherford (s71)		rutan668@yahoo.com
Dunedin City Council		2gpappeals@dcc.govt.nz

Variation 2 – Additional Housing Capacity

Second Decision Report:

Greenfields Rezoning Sites

Decision of the Variation 2 Hearing Panel:

Commissioner Gary Rae – Chairperson

Commissioner Jim O'Malley

Commissioner Steve Walker

8 February 2023

outlines the criteria for Large Lot Residential zoning, could be met for this site and overall he did not consider that rezoning to large lot residential density would be the most efficient long-term use of the land.

2.3.6.4.8 Decision and reasons

626. We reject *Craig James and Kirsten Jane Duncan's (Duncan Clan Family Trust) submission (S304.001)* to rezone the land, and the further submissions in support *(Craig Duncan (Duncan Clan Family Trust) (FS59.1) and Charles Pearce (FS45.1))*.

627. We agree with the Reporting Officer's evidence that rezoning isolated and disconnected pockets of land conflicts with Policy 2.6.2.1.d.xi, as it fails to maintain a compact city and does not reflect sustainable managed urban expansion.

628. While we acknowledge Mr Bowen's view that the area may ultimately be developed at a more intensive residential scale, that is not currently proposed or feasible, based on 3 Waters' evidence. We refer to our discussion earlier (see sections 2.1.2.3 and 2.1.4), in which we outline our views on the importance of maintaining a compact city and that strong reasons are necessary to justify rezoning to large lot zoning as part of Variation 2.

629. In our view, the provision of on-site wastewater servicing on its own is not enough to meet Policy 2.2.4.1. If this area is ultimately to be developed for residential use, the most efficient use of the land (General Residential 1 zoning at a minimum) should be employed. Using large lot zoning as an interim approach is unlikely to allow for more efficient development at a later date.

630. We accept the further submissions of *Melissa and Patrick Fuller (FS169.1), Ross Smaill (FS212.1), Roy Mckeay (FS213.1), Dan and Liz Koni (FS61.1) and David and Ruth Matika (FS68.1)* who opposed rezoning.

2.3.7 Fairfield and Green Island

2.3.7.1 127a Main Road, Fairfield (GF04)

631. This section addresses the submissions covered in section 5.2.6 of the section 42A report.

632. Variation 2 proposed to rezone GF04 from Rural Hill Slopes zone to General Residential 1 zone.

633. GF04 is 1.3ha in size and is located in Fairfield, adjacent to the Southern Motorway (SH1). Part of the site is zoned General Residential 1, and part is zoned Rural. The southern rural zoned part of the site is proposed to be rezoned to General Residential 1.

634. The section 42A report outlines that there is access to Main Road, Fairfield, through the General Residential 1 zoned part of the site. Under General Residential 1 density, the site has an estimated feasible capacity of 15 – 36 dwellings. The site adjoins Fairfield School and is close to a high frequency bus stop. The site is small and slopes steeply to the south, adjoining the motorway on one side, with two gullies / lower lying land on the site, likely limiting feasible development. Some 3 waters upgrades are required, however Mr Morrissey noted in Appendix C that these were considered manageable. The site is 3km from the nearby Green Island centre, although there is a dairy and takeaway in Fairfield.

2.3.7.1.1 Submissions received

635. *Jose Corporation Ltd (S64.003)*, the owners of 127a Main Road, supported rezoning GF04 from Rural Hill Slopes zone to General Residential 1 and associated changes.

636. The *Saddle Hill Community Board (S56.004)* supported the rezoning, provided that development does not put pressure on the infrastructure of existing residential dwellings and surroundings.

637. *Waka Kotahi (S235.003 and S235.011)* sought to amend Change GF04 to add rules for greenfield rezoning areas that are adjacent to a state highway, to require that access is achieved from roads other than a state highway.

638. *Andrew Rutherford (S71.003)* opposed the rezoning, raising concerns regarding proximity to the motorway and the potential for reverse sensitivity issues. *The Southern Heritage Trust (FS226.2)* supported this submission.

2.3.7.1.2 Reverse sensitivity to SH1

639. In the section 42A report, Mr Morrissey noted that as per Rule 15.5.1 Acoustic Insulation, noise sensitive activities within 40m of a state highway must comply with Rule 9.3.1, which means requiring key rooms in a house to have acoustic insulation.

640. In his evidence for *Jose Corporation Ltd*, Mr Anderson considered that the matters raised by *Andrew Rutherford* concerning proximity to the motorway and reverse sensitivity issues would be addressed by the acoustic insulation rule for noise sensitive activities.

641. In his Reply Report, Mr Morrissey noted that parts of the site are very close (<10m) to SH1. Consistent with his recommendation for site GF08 (see section 2.3.6.3), Mr Morrissey recommended that a structure plan mapped area rule be added to the plan, requiring an acoustic insulation assessment be undertaken as part of a subdivision application, with a restriction on building within identified 'no build' areas, and acoustic insulation within 'effects areas'.

2.3.7.1.3 Transport

642. As noted above, *Waka Kotahi (S235.003)* sought to amend Change GF04 to add rules requiring that access be achieved from roads other than a state highway. They did not appear at the hearing or provide any statement of evidence, however the Panel understands the principals of roading hierarchy embodied in their submission. They also submitted in support of rezoning, provided other points in their submission were adopted.

643. In his evidence for *Jose Corporation Ltd*, Mr Anderson noted that the first decision on Variation 2 includes new assessment guidance as follows:

> *Rule 6.11.2.7.a.Z:*
>
> *Council will consider the effects of subdivision and subsequent development on the safety and efficiency of the state highway network and may require written approval from Waka Kotahi NZ Transport Agency.*

644. Mr Anderson considered that that the 2GP rules are adequate to manage the site's proximity to the state highway.

645. In his Reply Report, Mr Morrissey advised that no further information or conversations have been had between DCC and *Waka Kotahi* regarding this site, and as *Waka Kotahi* had not attended the hearing or tabled any evidence it is not clear what site-specific provisions *Waka Kotahi* would consider appropriate in addition to access being from the side road for site GF04.

2.3.7.1.4 3 waters

646. The *Saddle Hill Community Board (S56.004)* did not appear, and did not provide any statement of evidence to support its submission relating to development not putting pressure on the infrastructure of existing residential dwellings and surroundings.

647. The section 42A report indicates that the required infrastructure upgrades for potable water supply and wastewater servicing are funded through the 10 year plan.

2.3.7.1.5 Reporting Officer's recommendation

648. Mr Morrissey recommended rezoning GF04 to General Residential 1. Additionally, as was notified, a new development mapped area would be applied over the entirety of 127a Main Road. Both the area proposed for rezoning (GF04) and the existing area zoned General Residential 1 would therefore be covered by the same new development mapped area in order to ensure good stormwater management, and best practice outcomes for the subdivision to provide consistency in approach for greenfield areas across the city.

649. He also recommended a structure plan mapped is applied requiring an acoustic assessment to be undertaken at the time of subdivision, as discussed above.

2.3.7.1.6 Decision and reasons

650. For the reasons outlined in the section 42A report we reject the submission from *Andrew Rutherford (S71.003)* that opposed rezoning. However, in response to the concerns raised regarding reverse sensitivity and, on the advice of the Reporting Officer, we have implemented a structure plan rule requiring an acoustic assessment is undertaken at the time of subdivision. These changes address the main thrust of Mr Rutherford's concerns. We consider that this amendment appropriately balances, in accordance with section 32AA of the RMA, the costs to developers with the benefits of an improved overall development outcome. This change is shown in Appendix 1 with the reference 'Change GF04/S71.003'.

651. We reject *Waka Kotahi's submission (S235.003)* which sought to amend Change GF04 to add rules requiring that access is achieved from roads other than a state highway. We agree with Mr Morrissey and Mr Anderson that this is appropriately addressed at the time of resource consent through existing assessment guidance in Rule 6.11.2.7.a.Z. We note there will be a requirement to contact *Waka Kotahi* as part of subdivision consent under Rule 6.11.2.7.

652. We accept in part *Waka Kotahi's* submission (*S235.011*) to retain Change GF04 provided other points in this submission are adopted. The other submission points in *Waka Kotahi's* submission covered a broad range of topics and sites, and did not relate to requiring additional acoustic assessments or insulation. Our decision on several of the *Waka Kotahi* submission points is contained in our first decision report, and we note that several of the submission points were rejected. Therefore, while not all of *Waka Kotahi's* submission points have been adopted, no further information or evidence was provided by *Waka Kotahi* and, in the absence of this, we consider that the existing rules are appropriate.

653. With respect to the submission by the *Saddle Hill Community Board's submission (S56.004)* we note Mr Oliver's and Mr Saunder's evidence that the required 3 waters upgrades are planned and funded through the 10 year plan, and so this submission point can be accepted.

654. As a consequential change under clause 16, we have added this site to the list of NDMAs in Appendix 12C of the Plan.

655. We note that part way through our deliberations the National Policy Statement for Highly Productive Land (NPS-HPL) was released and came into effect. GF04, while covered in LUC-3 soils, does not meet the interim criteria of highly productive land outlined in clause 3.5(7) of the NPS-HPL, as GF04 is subject to a Council initiated notified plan change seeking to rezone it (clause 3.5(7)(b)(ii)) and is therefore not subject to the NPS-HPL. Nevertheless, we discuss the loss of productive land, which was a broad issue raised by Mr Miller, in section 2.2.6 and we acknowledge it as a factor that we considered for this site in making our decision. On balance however, we consider the benefits of rezoning outweigh the relatively small loss of high class soils at this location.

2.3.7.2 Parts 353 Main South Road, Sunnyvale, Fairfield (GF05 and GF05a)

656. This section addresses the submissions covered in section 5.2.7 of the section 42A report.

657. Variation 2 proposed to rezone GF05 from Rural Residential 2 Zone to General Residential 1 Zone.

658. GF05 is a 11ha site located in Fairfield. It is on a fairly steep south facing slope, with a flatter plateau at the top, adjoining the Grandvista subdivision in Abbotsford. The estimated feasible capacity is 49 – 70 dwellings under General Residential 1 zoning. The site adjoins an area zoned Industrial on Main South Road.

659. Mr Morrissey's section 42A report advised that the lower part of the site is close to a high frequency bus stop, is reasonably close to the Green Island centre, and has good access to schools. Potential costs associated with development at the site include hazards (particularly to the east of the site), nearby scheduled mining activity (Fairfield Sandpit No. 3), loss of a small area of mapped high class soils, and existing safety issues at the North Taieri Road/Severn Street intersection. 3 waters upgrades are required to develop the land.

660. As notified, the site is proposed to be subject to a new development mapped area and a structure plan mapped area (Rule 15.8.Y). This will manage potential geotechnical hazard issues on part of the site and require a comprehensive geotechnical investigation report prior to any subdivision.

2.3.7.2.1 Submissions received

661. Four original submissions were received in support of the proposed rezoning: *Alex King (S129.003), Ron Balchin (S204.002), Ron and Sue Balchin (S229.002),* and *Paul and Michelle Barron (S294.002)*. *Ron and Sue Balchin* and *Paul and Michelle Barron* also support the addition of the structure plan mapped area provisions at Rule 15.8.Y *(S229.004* and *S294.006*), and related changes to Rule 11.6.2 (*S229.006* and *S294.007*) and Rule 15.12.3 (*S229.007* and *S294.008*).

BEFORE THE COMMISSION
APPOINTED BY THE DUNEDIN CITY COUNCIL

Under	The Resource Management Act 1991 (the **Act** or **RMA**)
IN THE MATTER	of proposed Variation 2 (Additional Housing Capacity) to the Second Generation Dunedin District Plan (**2GP**)
BY	**Jose Corporation Ltd**
	Submitter

STATEMENT OF EVIDENCE OF CONRAD STEWART ANDERSON
Dated: 3 August 2022

BRIEF OF EVIDENCE OF CONRAD ANDERSON

Introduction

1. My full name is Conrad Stewart Anderson. I am a Director of Anderson & Co Resource Management and since 2012 I have been employed as a resource management planner with Anderson & Co (Otago) Ltd.

2. I hold a Master of Business Administration, and a Master of Planning from the University of Otago and I am a full Member of the New Zealand Planning Institute.

3. I have visited the site multiple times.

4. On behalf of the Submitter I have been involved in various aspects of the proposal and in preparing this evidence I have reviewed:

   (a) National Policy Statement Urban Development 2020 (NPS-UD)

   (b) The Section 32 Report

   (c) The Section 42A Report, including the Appendix C (Site assessments)

Code Of Conduct for Expert Witnesses

1. Although not necessary in respect of council hearings, I can confirm I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note dated 1 December 2014 and agree to comply with it. I have complied with the Code of Conduct in preparing this evidence, and I agree to comply with it while giving oral evidence before the hearing panel. Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

Background to Submission

5. The wider site (127a Main Road, Fairfield) is an undeveloped site of 2.6ha, which has split zoning, with the northern half zoned General Residential 1 (GR1), while the southern half is zoned Rural.

6. GF04 is part of 127a Main Road, Fairfield.

7. The GR1 zoned land is now associated with a subdivision resource consent (SUB-2021-174) to provide for 15 residential sites. Copy of the approved plan is attached.

8. GF04 is associated with the southern half of the site, with the submission seeking to rezone the area to GR1. This area is anticipated to provide a further 13 residential lots (subject to a resource consent process). Copy of the concept plan is attached.

9. Along the south boundary is State Highway 1, to the north is established residential development, and to the east is a school.

10. The reasons for the submission include:

    (a) The submission area is zoned Rural Hill Slopes, but the area is limited in size, and has no connection to the wider rural zone. The area is adjacent to a residential area and is in close proximity to a school and public transport.

    (b) The area zoned Rural Hill Slopes effectively has very limited, if any real, development capacity due to 2GP rules associated with density and minimum site sizes in the rural zone.

    (c) The requested zoning would provide for the enhanced use of the land resource, thus assisting with the key outcome desired by the NPS-UD.

Submissions

11. While a number of submissions where received, the most relevant submissions are:

    (a) Waka Kotahi (NZ Transport Agency)

(b) Andrew Rutherford

12. In terms of the matters raised by Waka Kotahi (NZ Transport Agency), the recently released Variation 2 decisions include Assessment Guidance, as follows:

Rule 6.11.2.7.a.z Council will consider the effects of subdivision and subsequent development on the safety and efficiency of the state highway network, and may require written approval from Waka Kotahi NZ Transport Agency.

13. In addition, it is noted that in the Residential Zone, the following performance standard applies to all land use activities: Rule 15.3.3.1.a Acoustic insulation (noise sensitive activities only). That Rule links to Rule 15.5.1 which requires noise sensitive activities (such as residential activity) within 40m of a state highway to comply with Rule 9.3.1. Rule 9.3.1 sets out the requirements for acoustic insulation and ventilation.

14. In terms of the matters raised by Andrew Rutherford concerning proximity to the motorway and reverse sensitivity issues. Such matter are addressed by the above and/or by Waka Kotahi.

Section 42A Report Recommendation

15. The Secion 42A Report recommended to rezone GF04 to GR1, subject to:

(a) Any further information provided by Waka Kotahi (NZ Transport Agency) on the need for site-specific provisions to manage effects resulting from the site's close proximity to SH1. Such provisions, if required, could be applied via a structure plan for the site.

(b) Application of a 'new development mapped area'.

Comment

16. As noted above, the existing GR1 area of the site has already been granted a resource consent for subdivision. The finer details of the

subdivision are being worked on, with the aim of beginning implementation shortly.

17. In terms of the sites proximity to the motorway, due to the sites land form and the fact the site does not have a boundary along the road formation, any dwelling associated with the GF04 land will not be located adjacent to the state highway.

18. In terms of a NDMA, the following is noted:

    (a) In paragraph 52 of the Section 42A Report is notes that *"where rezoned sites are subject to a new development mapped area (NDMA) (this is recommended for all but the smallest of sites)…*". This suggested that an NDMA is not required for small sites.

    (b) While the original submission did not include comment on the NDMA, given the wider site has already been granted a subdivision resource consent, and the area proposed to be rezoned by GF04 will only result in 13 new lots, in keeping with the above, it would seem a relevant time to considered if the NDMA is required (Noting the NDMA is actually across both the GR1 area and the GF04 area of the site).

Conclusion

19. The rezoning of GF04 is logical and well supported, and will result in housing adjacent to a school close to public transportation.

20. In terms of the proximity of the state highway, the 2GP contains rules to manage that situation.

21. In terms of the NDMA given the half the site is already associated with a subdivision consent, and the remaining area will only result in an additional 13 sites, it seems a practical step to reconsider the need for the NDMA.

Date: 3/8/2022

Conrad Anderson

Note: Lot 97 is a private accessway to be owned in shares by Lots 16-18.
Note: Lots 98 is a private accessway to be owned in shares by Lots 25-27.

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PO Box 5933,
Dunedin 9058.
T 03 477 3245
F 03 474 0484
E dunedin@ppgroup.co.nz

Client/Location:
Anderson and Co. Resource Management
127A Main Road, Fairfield
Section 1 SO 324240

Purpose/Drawng Title:
Lots 16-28 being a Proposed Subdivision
of the Land in Lot 15 of the Initial Development
FUTURE SUBDIVISION CONCEPT PLAN

Surveyed by:	BM	Original Size:	Scale: 1:1,000
Designed by:	KAB	A3	
Drawn by:	KAB		DO NOT SCALE
Checked by:	KAB		
Approved by:	KAB		
Job Ref: D17884		Sheet No: 3 of 3	Revision No: D
			Date Created: 25/11/2021

PLOT DATE: 29 November, 2021 - 6:33 AM BY: Kurt Bowen

Notes:
01. Lot 99 is a private accessway to be owned in shares by Lots 1-15.
02. Proposed easement 'A' is a Right-of-Way and full water, utility and drainage rights over Lot 99 in favour of Lots 1-15.
03. Proposed easement 'B' is a Right-of-Way and full water, utility and drainage rights over Lot 99 in favour of Lots 1-11 and 15.
04. Proposed easement 'C' is a Right-of-Way and full water, utility and drainage rights over Lot 99 in favour of Lots 12-15.

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Client/Location:
Anderson and Co. Resource Management
127A Main Road, Fairfield
Section 1 SO 324240

Purpose/Drawng Title:
Lots 1-15 & 99 being a Proposed Subdivision of the Land in Title RT 196485
SUBDIVISION SCHEME PLAN

Surveyed by:	BM	Original Size:	Scale: 1:1,000
Designed by:	KAB	A3	
Drawn by:	KAB		DO NOT SCALE
Checked by:	KAB		
Approved by:	KAB		
Job Ref: D17884		Sheet No: 1a of 3	Revision No: D
			Date Created: 25/11/2021

PLOT DATE: 29 November, 2021 - 6:30AM BY: Kurt Bowen

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Single Submission Viewer - Variation 2

Last updated: 03 Feb 2023 6:43pm

Submission point number/s:	S64.001 S64.002 S64.003

Click on each heading to view the submission details

- ***Submitter and address for service details***

Reference: 808062

Name	Tony Bishop
Organisation (if applicable)	
Contact person/agent (if different to submitter)	Conrad Anderson
Postal address (address for service)	PO Box 5933 Dunedin 9054
Email address:	conrad_a@xtra.co.nz
Contact phone number:	0272520141

- ***Hearings***

Do you wish to speak in support of your submission at a hearing	Yes

If others make a similar submission, would you consider presenting a joint case at a hearing	No

- ***Trade competition***

I could gain an advantage in trade competition through this submission	No
My submission relates to an effect that I am directly affected by and that: a. adversely affects the environment; and b. does not relate to trade competition or the effects of trade competition.	

- ***Submission***

Variation 2 change ID	A2, A3, GF04
Provision name and number, or address and map layer name	GF04
My/our submission seeks the following decision from the Council:	Accept the change
Details	A2 - accept change, A3 - accept change, GF04 - accept change.
Reasons for these views	A2 - provides increased use of vacant sites. A3 - provides increased use of vacant sites. GF04 - the subject site currently has split zoning, with the rural zoning effectively providing no real use for half the site. The site is in close proximity a school, with good access to main transport routes to town. GF04 will result in an enhanced utilisation of the land.

Submission documents

Submission that have been deemed to have 'Out of scope' submission points have had a pdf attached showing the Out-of-scope points highlighted.

No associated documents with this submission.

VARIATION 2: ADDITIONAL HOUSING CAPACITY FURTHER SUBMISSION FORM

Clause 8 of First Schedule, Resource Management Act 1991

This is a further submission in support of, or in opposition to, a submission on Variation 2: Additional Housing Capacity to the Proposed Dunedin City Second Generation District Plan (2GP).

Privacy

Please note that all further submissions are public information. Your name contact details, and submission will be included in papers that are available to the media and the public, including publication on the Council website. The DCC will only use your information for the purpose of this plan change process.

Note to Submitter: The closing date for serving submissions on the Dunedin City Council is: **Midnight, 17 June 2021.**

A copy of your further submission must be served on the original submitter within five working days after it is served on the local authority.

Make your further submission

Online: www.dunedin.govt.nz/2GP-variation-2

Email: districtplansubmissions@dcc.govt.nz

Post to: City Development Manager, Dunedin City Council, PO Box 5045, Dunedin 9054

Deliver to: Customer Services Agency, Dunedin City Council, Ground Floor, 50 The Octagon, Dunedin

Further Submitter details

First name (required): Tony

Last name (required): Bishop

Organisation (if applicable):

Contact person/agent (if different to submitter): Conrad Anderson

Postal address for service (required): PO Box 5933

Suburb: City/Town (required): Dunedin Postcode: 9054

Contact phone number (required): 027 2520141

Email address: conrad_a@xtra.co.nz

The RMA limits the people that can take part in this further submissions process to the following categories *(please select which category you belong to)* (required)

( ) I am a person representing a relevant aspect of the public interest

(x) I am a person who has an interest in the proposal that is greater than the interest the general public has

Specify grounds for saying that you come within the selected category (required):

As owner of a site associated with submissions.

Further Submission

Do you wish to speak in support of your submission at a hearing (required): [X] Yes [ ] No

If others make a similar submission, I will consider presenting a joint case with them at a hearing (required): [ ] Yes [X] No

My further submission relates to (required): *(please specify the original submitter's name and/or submission number)*

S71.003 Andrew Rutherford, S56.004 Saddle Hill Community Board, S64.003 Tony Bishop, S235.011 Waka Kotahi

Your position (required): [X] I support this submission [X] I oppose this submission

The particular parts of the submission I support (or oppose) are (required): *(specify submission point number or otherwise clearly indicate which parts of the original submission you support or oppose)*

S71.003 Andrew Rutherford: Re concern of housing near motorways, and the likely reserve sensitivity matters arising. Oppose.

S56.004 Saddle Hill Community Board: Re retain Change GF04 providing it does not put pressure on the existing infrastructure. Support.

S64.003 Tony Bishop: Re retain Change GF04. Support.

S235.011 Waka Kotahi: Re retain Change GF04, subject to other points in the submission are adopted. Conditonal support.

The reasons for my support (or opposition) are (required):

S71.003 Andrew Rutherford: I oppose this submission in terms of GF04, as any future dwelling are likely to be north facing (access to sun) and therefore will face away from the motorway, and the district plan already includes a requirement for acoustic insulation when within 40m of the state highway. Further, GF04 is conditional supported by Waka Kotahi, who are perhaps best placed to comment on matters of reverse sensitivity from the state highway network.

S56.004 Saddle Hill Community Board: I support this submission in terms of GF04, as Fairfield is not identified in the 2GP maps as being associated with infrastructure constraints. Also, the New Development Mapped Area assists with such matters.

S64.003 Tony Bishop: This is my own submission to retain for Change GF04, which I continue to support.

S235.011 Waka Kotahi: I conditional support this submission in term of GF04, on the basis the changes sought by the submission are geographically limited to within 40m of a state highway. The proposed limitation will result in consistency with similar rules, such as Rule 15.5.1 and Rule 9.3.1.

I seek the following decision (required): *(explain if you wish the whole (or part [describe part] of the submission allowed (or disallowed).*

S71.003 Andrew Rutherford: For the submission to be disallowed.

S56.004 Saddle Hill Community Board: For the submission to be allowed.

S64.003 Tony Bishop: For the submission to be allowed.

S235.011 Waka Kotahi: Subject to the inclusion of a 40m geographically limitation, for the submission to be allowed.

Signature: 

Date: 15/6/2021

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Single Submission Viewer - Variation 2

Last updated: 03 Feb 2023 6:43pm

Submission point number/s:	S56.001 S56.003 S56.004 S56.005 S56.006 S56.007

Click on each heading to view the submission details

- ***Submitter and address for service details***

Reference: 808146

Name	Leanne Stenhouse
Organisation (if applicable)	Saddle Hill Community Board
Contact person/agent (if different to submitter)	
Postal address (address for service)	
Email address:	stensmith@xtra.co.nz
Contact phone number:	0211175195

- ***Hearings***

Do you wish to speak in support of your submission at a hearing	No

If others make a similar submission, would you consider presenting a joint case at a hearing	No

- ## *Trade competition*

I could gain an advantage in trade competition through this submission	No
My submission relates to an effect that I am directly affected by and that: a. adversely affects the environment; and b. does not relate to trade competition or the effects of trade competition.	

- ## *Submission*

Variation 2 change ID	
Provision name and number, or address and map layer name	
My/our submission seeks the following decision from the Council:	Multiple submission points/decisions outlined below
Details	
Reasons for these views	

Submission documents

Submission that have been deemed to have 'Out of scope' submission points have had a pdf attached showing the Out-of-scope points highlighted.

- *SHCB-Submission-to-2-GP-variation-2.pdf*
- *S56-Saddle-Hill-Community-Board-Out-of-scope-marked.pdf*

SADDLE HILL
COMMUNITY BOARD
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Dunedin City Council,
PO Box 5045,
Dunedin 9054

1 March 2021

Submission: Plan change - DIS-2021-1 (Variation 2)

The Saddle Hill Community Board generally supports the changes proposed in Variation 2 to the Second Generation District Plan.

We understand the need to allow for more housing to meet the population growth and understand that the changes made should allow for the types of accommodation most required.

We are pleased to see that the amendment has been carried out in conjunction with Three waters, roading, landowners and other infrastructure to make sure that development is feasible and should not put pressure on exiting services.

That said we have the below requests:

- We insist that there needs to be a robust process for consents to be notified, heard and open to scrutiny.

- We seek for any changes to the district plan and potential for development is identified on the immediate and surrounding residents LIM's.

- Any consent should take into account the effect on current residential landscape, effect on views and environment. As an example Removing trees can have a huge effect on natural drainage or the water table in land. In Waldronville the trees were removed and as a result the golf course started to flood more often and lifestyle blocks drained into bare land.

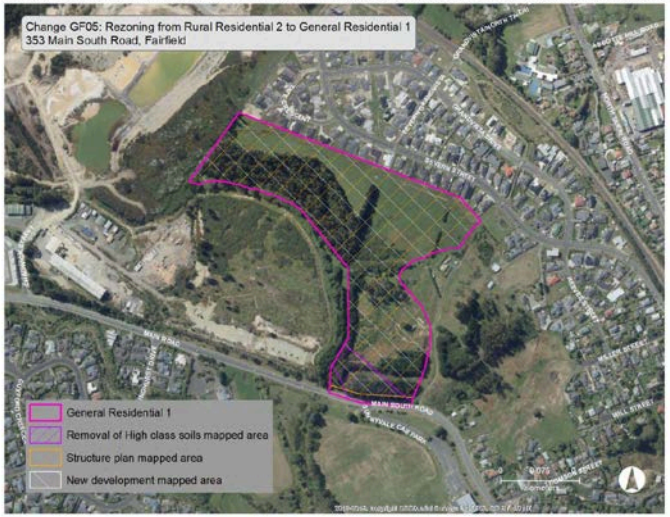
We have no specific concerns with the green field areas proposed in the Saddle Hill Community Board area (shown below) providing that these developments do not put pressure on the infrastructure of existing residential dwellings and surroundings.

Thank you for your consideration

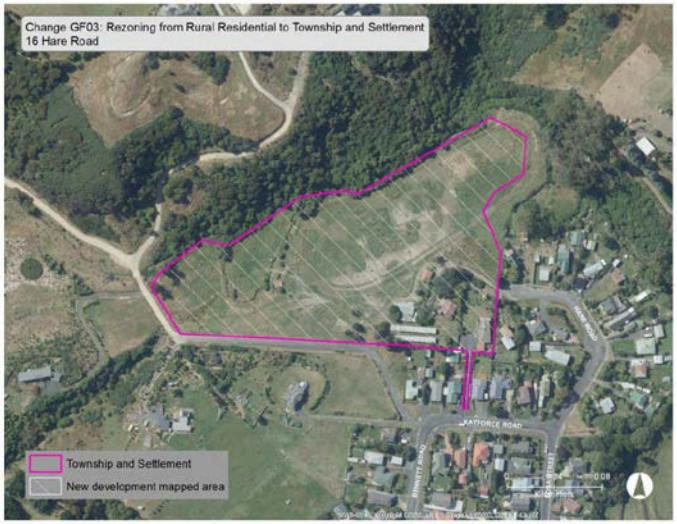
Leanne Stenhouse
Keith McFadyen
On behalf of the Saddle Hill Community Board

Change GF04: Rezoning from Rural to General Residential 1 – 127a Main Road Fairfield

Change GF05: Rezoning from Rural Residential 2 to General Residential 1 – 353 Main South Road, Fairfield



Change GF03: Rezoning from Rural Residential to Township and Settlement –16 Hare Road



Change GF01: Rezoning from Rural Residential to Large Lot Residential 1 – 155 and 252 Scroggs Hill Road

Michaela Groenewegen

From: Leanne Stenhouse
Sent: Tuesday, 2 March 2021 01:46 p.m.
To: District Plan Submissions
Subject: Variation 2 submission
Attachments: SHCB-Submission-to-2-GP-variation-2.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Submission Form Submitted

Reference number 808146

Submitter name
Leanne Stenhouse

Organisation
Saddle Hill Community Board

Contact person/agent

Postal address

Email
stensmith@xtra.co.nz

Contact phone number
0211175195

I could gain an advantage in trade competition through this submission
No

If you could gain an advantage in trade competition through this submission please select an answer

Variation 2 change ID

Provision name and number, or address and map layer name

My submission seeks the following decision from the Council
Multiple submission points/decisions outlined below

Details

Reasons for my views

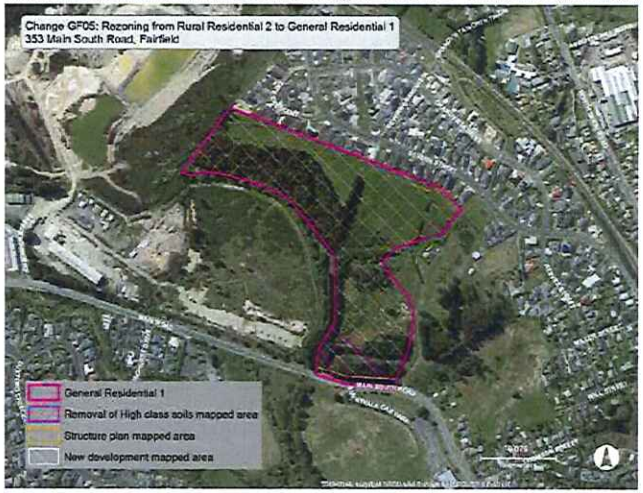
Supporting documents (file name/s)
SHCB-Submission-to-2-GP-variation-2.pdf, type application/pdf, 422.8 KB

Do you wish to speak in support of your submission at a hearing
No

If others make a similar submission, would you consider presenting a joint case at a hearing
No

Change GF04: Rezoning from Rural to General Residential 1 – 127a Main Road Fairfield

Change GF05: Rezoning from Rural Residential 2 to General Residential 1 – 353 Main South Road, Fairfield



Change GF03: Rezoning from Rural Residential to Township and Settlement –16 Hare Road

Change GF01: Rezoning from Rural Residential to Large Lot Residential 1 – 155 and 252 Scroggs Hill Road

SADDLE HILL
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E dcc@dcc.govt.nz P +64 3 477 4000 www.dunedin.govt.nz

Dunedin City Council,
PO Box 5045,
Dunedin 9054

1 March 2021

Submission: Plan change - DIS-2021-1 (Variation 2)

The Saddle Hill Community Board generally supports the changes proposed in Variation 2 to the Second Generation District Plan.

We understand the need to allow for more housing to meet the population growth and understand that the changes made should allow for the types of accommodation most required.

We are pleased to see that the amendment has been carried out in conjunction with Three waters, roading, landowners and other infrastructure to make sure that development is feasible and should not put pressure on exiting services.

That said we have the below requests:

- We insist that there needs to be a robust process for consents to be notified, heard and open to scrutiny.

- We seek for any changes to the district plan and potential for development is identified on the immediate and surrounding residents LIM's.

- Any consent should take into account the effect on current residential landscape, effect on views and environment. As an example Removing trees can have a huge effect on natural drainage or the water table in land. In Waldronville the trees were removed and as a result the golf course started to flood more often and lifestyle blocks drained into bare land.

We have no specific concerns with the green field areas proposed in the Saddle Hill Community Board area (shown below) providing that these developments do not put pressure on the infrastructure of existing residential dwellings and surroundings.

Thank you for your consideration

Leanne Stenhouse
Keith McFadyen
On behalf of the Saddle Hill Community Board

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Single Submission Viewer - Variation 2

Last updated: 03 Feb 2023 6:43pm

Submission point number/s:	S71.001 S71.003 S71.004 S71.006

Click on each heading to view the submission details

- ***Submitter and address for service details***

  Reference: 808025

Name	Andrew Rutherford
Organisation (if applicable)	
Contact person/agent (if different to submitter)	
Postal address (address for service)	107 Hall Road Sawyers Bay Port Chalmers 9023
Email address:	rutan668@yahoo.com
Contact phone number:	0274126335

- ***Hearings***

Do you wish to speak in support of your submission at a hearing	Yes
If others make a similar submission, would you consider presenting a joint case at a hearing	No

- ***Trade competition***

I could gain an advantage in trade competition through this submission	No
My submission relates to an effect that I am directly affected by and that: a. adversely affects the environment; and b. does not relate to trade competition or the effects of trade competition.	

- ***Submission***

Variation 2 change ID	
Provision name and number, or address and map layer name	Rejected Zoning change to part of Hall Road Sawyers Bay from rural residential to some form of residential
My/our submission seeks the following decision from the Council:	Multiple submission points/decisions outlined below
Details	Part of the end of Hall Road, Sawyers Bay should be rezoned to allow a greater density of residential development.

Reasons for these views	As a submission Planning for Housing survey in 2019 I put forward an area of Sawyers Bay adjacent to the existing residential area for more intensive housing. I was told that the reason this area was rejected was because of 3 waters believing that the sewage system couldn't handle extra capacity in Sawyers Bay. However since then the 3 waters has begun upgrading the system in Sawyers Bay, so I thought this might make a difference. Also I was told by the council planners that I could apply for the area to be a larger lot residential zone that is an unserviced area where septic tanks can be employed. So I would like the area to be reconsidered on that basis. I also have the following comments on the rest of the variation:1. Increasing sites from residential 1 to residential 2.I don't have a problem with this in principle, however I think that it is important to retain the character of Dunedin and I believe that there is the potential that where the number of dwellings possible on a particular site increases it is more likely that existing buildings will be demolished and a number of different buildings put in their place. Therefore I believe the best area to increase density is areas where there are no such heritage buildings and this could be large areas of Dunedin such as where state housing was put in in the 20th century. 2. Certain green fields sites near motorways. In the variation I noticed that certain greenfield areas near the southern motorway have been zoned residential. Some of these areas are actually in an original greenbelt that was left between residential and industrial areas. My concern is that where the district plan has an aim of housing areas being fit for purpose as such and not subject to reverse sensitivities, putting housing areas right by the motorway means that such sensitivities are build into the system. Put simply housing by the motorway is not going to be very desirable housing and since there are plenty of other places to have housing in Dunedin, those areas should be zoned instead. 3. General thoughts about housing availability in Dunedin. There is potentially a lot of areas available for housing in Dunedin. Rather than focus on roads intensification could occur along the rail corridor, that way if the roads become more congested in Dunedin in future rail could be used to move people around without having to build more infrastructure. This is especially the case where rail makes the journey into the city quicker, such as where rail tunnels exist.I also believe that hight limits for housing could be increased, especially in gully areas. Attached are some documents so that you will know where the area I am referring to is located.

Submission documents

Submission that have been deemed to have 'Out of scope' submission points have had a pdf attached showing the Out-of-scope points highlighted.

- *Planning-map.jpeg*
- *S71-Rutherford-Andrew-Out-of-scope-marked.pdf*
- *Hall-road-residential-area.jpeg*


Rural Residential 2
Rural
Hall Rd
Township and Settlement
Rural Residential 1

Michaela Groenewegen

From: rutan668@yahoo.com
Sent: Monday, 1 March 2021 09:03 p.m.
To: District Plan Submissions
Subject: Variation 2 submission
Attachments: Planning-map.jpeg; Hall-road-residential-area.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

Submission Form Submitted

Reference number 808025

Submitter name
Andrew Rutherford

Organisation

Contact person/agent

Postal address
107 Hall Road Sawyers Bay Port Chalmers 9023

Email
rutan668@yahoo.com

Contact phone number
0274126335

I could gain an advantage in trade competition through this submission
No

If you could gain an advantage in trade competition through this submission please select an answer

Variation 2 change ID

Provision name and number, or address and map layer name
Rejected Zoning change to part of Hall Road Sawyers Bay from rural residential to some form of residential

My submission seeks the following decision from the Council
Multiple submission points/decisions outlined below

Details
Part of the end of Hall Road, Sawyers Bay should be rezoned to allow a greater density of residential development.

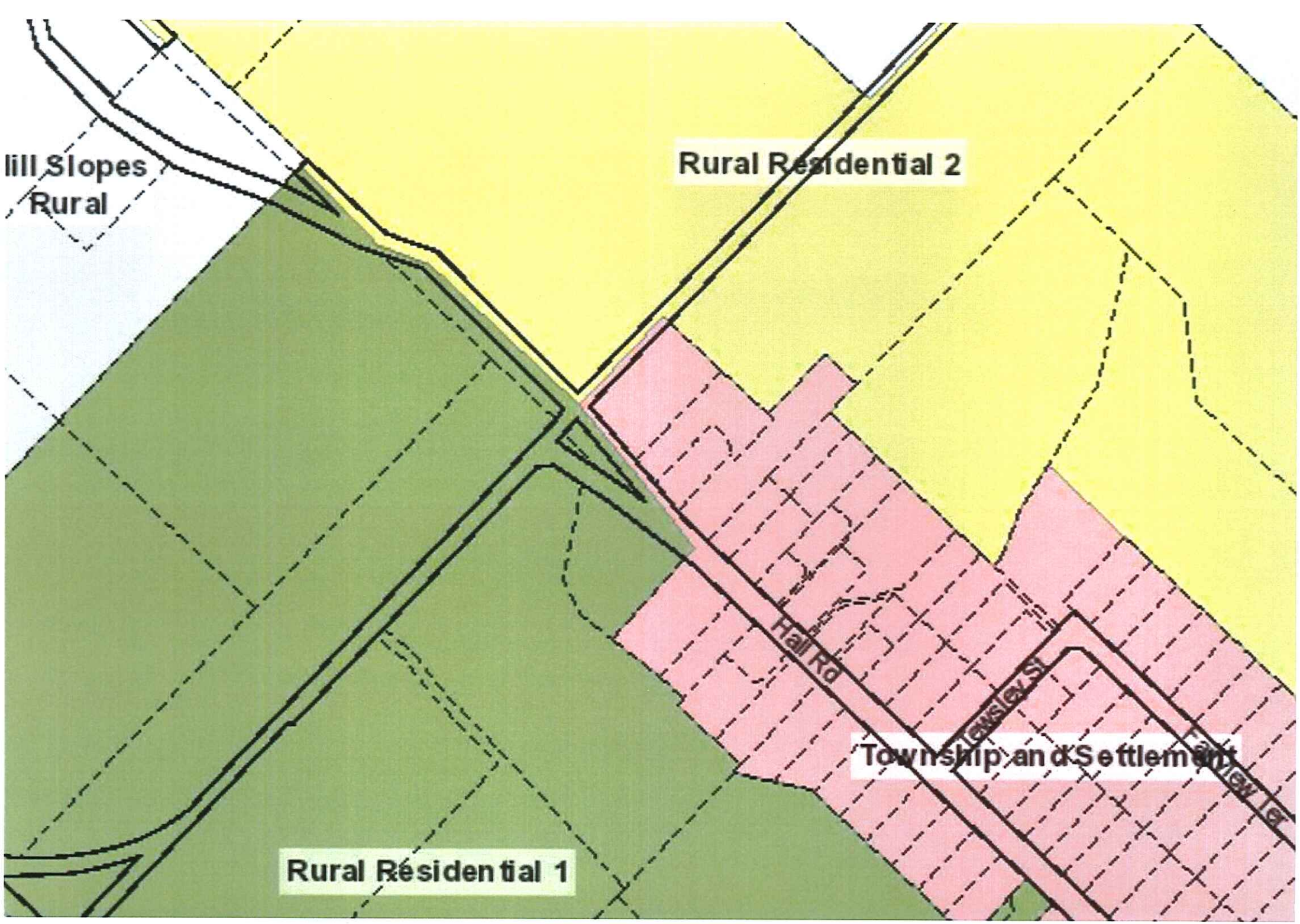
Reasons for my views
As a submission Planning for Housing survey in 2019 I put forward an area of Sawyers Bay adjacent to the existing residential area for more intensive housing. I was told that the reason this area was rejected was because of 3 waters believing that the sewage system couldn't handle extra capacity in Sawyers Bay. However since then the 3 waters has begun upgrading the system in Sawyers Bay, so I thought this might make a difference. Also I was told by the council planners that I could apply for the area to be a larger lot residential zone that is an unserviced area

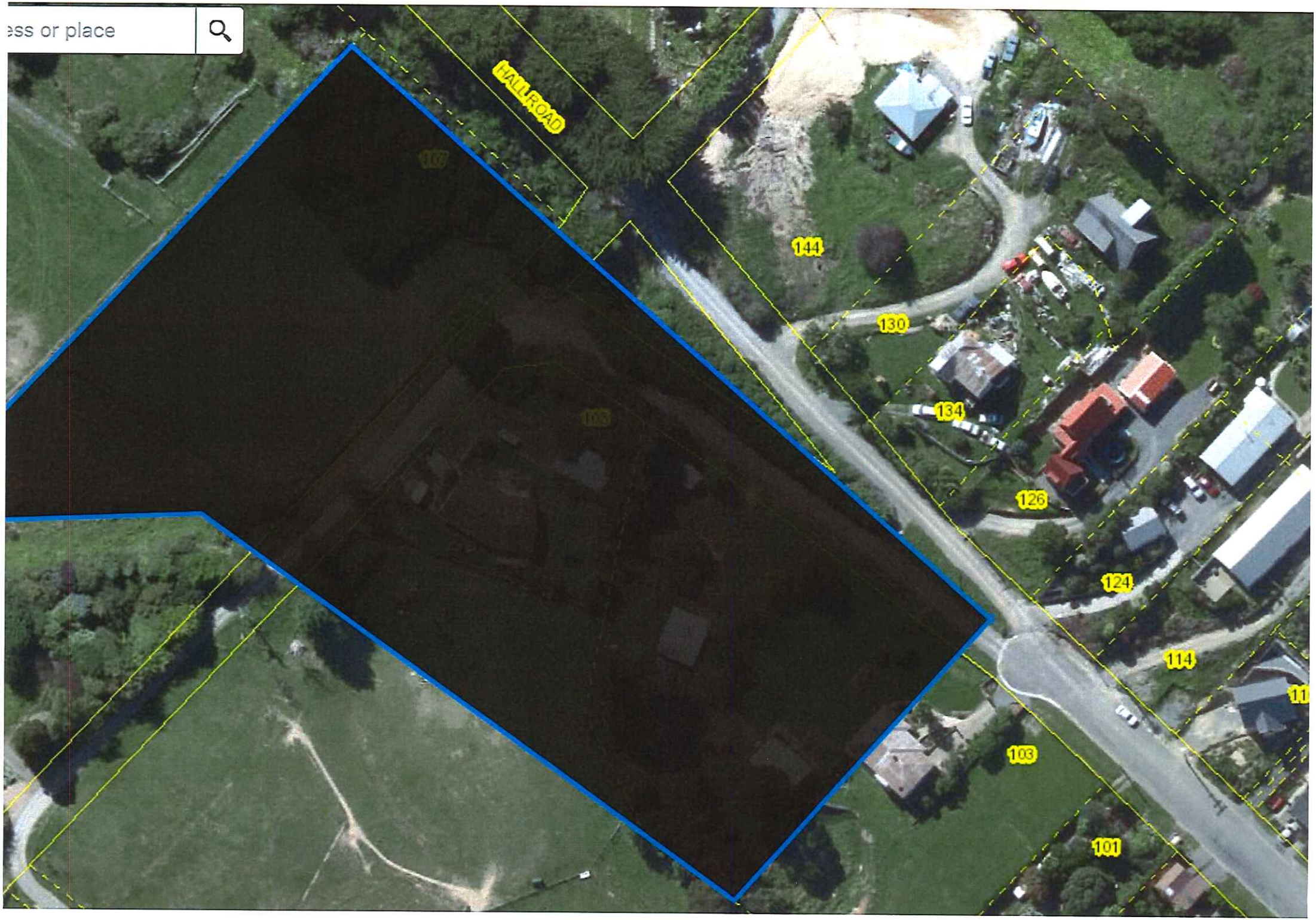
where septic tanks can be employed. So I would like the area to be reconsidered on that basis. I also have the following comments on the rest of the variation:1. Increasing sites from residential 1 to residential 2.I don't have a problem with this in principle, however I think that it is important to retain the character of Dunedin and I believe that there is the potential that where the number of dwellings possible on a particular site increases it is more likely that existing buildings will be demolished and a number of different buildings put in their place. Therefore I believe the best area to increase density is areas where there are no such heritage buildings and this could be large areas of Dunedin such as where state housing was put in in the 20th century. 2. Certain green fields sites near motorways. In the variation I noticed that certain greenfield areas near the southern motorway have been zoned residential. Some of these areas are actually in an original greenbelt that was left between residential and industrial areas. My concern is that where the district plan has an aim of housing areas being fit for purpose as such and not subject to reverse sensitivities, putting housing areas right by the motorway means that such sensitivities are build into the system. Put simply housing by the motorway is not going to be very desirable housing and since there are plenty of other places to have housing in Dunedin, those areas should be zoned instead. 3. General thoughts about housing availability in Dunedin. There is potentially a lot of areas available for housing in Dunedin. Rather than focus on roads intensification could occur along the rail corridor, that way if the roads become more congested in Dunedin in future rail could be used to move people around without having to build more infrastructure. This is especially the case where rail makes the journey into the city quicker, such as where rail tunnels exist.I also believe that hight limits for housing could be increased, especially in gully areas. Attached are some documents so that you will know where the area I am referring to is located.

Supporting documents (file name/s)
Planning-map.jpeg, type image/jpeg, 212.9 KB | Hall-road-residential-area.jpeg, type image/jpeg, 765.8 KB

Do you wish to speak in support of your submission at a hearing
Yes

If others make a similar submission, would you consider presenting a joint case at a hearing
No


lill Slopes
Rural
Rural Residential 2
Hall Rd
Township and Settlement
Rural Residential 1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DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Single Submission Viewer - Variation 2

Last updated: 03 Feb 2023 6:43pm

Submission point number/s:	S235.001 S235.002 S235.003 S235.004 S235.005 S235.006 S235.007 S235.008 S235.009 S235.010 S235.011 S235.012 S235.013

Click on each heading to view the submission details

- ***Submitter and address for service details***

Reference: 809152

Name	Waka Kotahi
Organisation (if applicable)	Waka Kotahi (NZ Transport Agency)
Contact person/agent (if different to submitter)	Stewart Fletcher
Postal address (address for service)	PO Box 1479 Christchurch Mail Centre Christchurch 8011
Email address:	stewart.fletcher@nzta.govt.nz
Contact phone number:	02102346903

- ***Hearings***

Do you wish to speak in support of your submission at a hearing	Yes
If others make a similar submission, would you consider presenting a joint case at a hearing	Yes

- ## *Trade competition*

I could gain an advantage in trade competition through this submission	No
My submission relates to an effect that I am directly affected by and that: a. adversely affects the environment; and b. does not relate to trade competition or the effects of trade competition.	

- ## *Submission*

Variation 2 change ID	
Provision name and number, or address and map layer name	
My/our submission seeks the following decision from the Council:	Multiple submission points/decisions outlined below
Details	
Reasons for these views	

Submission documents

Submission that have been deemed to have 'Out of scope' submission points have had a pdf attached showing the Out-of-scope points highlighted.

- *Waka-Kotahi_-DCC-Var-2-Submission.pdf*

Level 1, BNZ Centre
120 Hereford Street
PO Box 1479
Christchurch Mail Centre
Christchurch 8011
New Zealand
T 64 3 964 2800
F 64 3 964 2793
www.nzta.govt.nz

Form 5

Waka Kotahi NZ Transport Agency submission on a notified proposal for Variation 2 to Dunedin City Council Second Generation District Plan under Clause 6 of Schedule 1 of the Resource Management Act 1991

4 March 2021

City Development Manager
Dunedin City Council
PO Box 5045
Dunedin 9054

via email: districtplansubmissions@dcc.govt.nz

This is a submission on a change proposed to the following plan:

Dunedin City Council Second Generation District Plan

The specific provisions of the proposal that our submissions relate to are:

Variation 2 in its entirety to the extent the provisions have the potential to compromise Waka Kotahi NZ Transport Agency's (Waka Kotahi) statutory obligations in terms of ensuring an effective, efficient and safe transport network.

The Waka Kotahi submission is:

1. Waka Kotahi is a Crown entity that takes an integrated approach to transport planning, investment and delivery. The statutory objectives of Waka Kotahi are to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest. Our vision is for a sustainable, multi-modal land transport system where public transport, active or shared modes are the first choice for most daily transport needs.

2. Waka Kotahi has a mandate under the Land Transport Management Act 2003 (LTMA), the Government Roading Powers Act 1989 (GRPA), and the Government Policy Statement on Land Transport 2018/19-2027/28 (GPS) to carry out its functions in a way that delivers on the transport outcomes set by the government.

3. In the 2018-2021 National Land Transport Programme, Waka Kotahi has allocated significant investment in the Otago Region (including Dunedin City) to the improvement, operation and maintenance of the State Highway network, including public transport investment, walking and cycling and transport planning. In addition, Waka Kotahi is a co-funder of the local roading network. Waka Kotahi is therefore a significant investor in the infrastructure required to achieve the land use change and growth anticipated in Variation 2 to the Dunedin City Council Second Generation District Plan.

4. Overall, Waka Kotahi has an interest in Variation 2 as a result of its role as a:

   - Transport investor – to maximise effective, efficient and strategic returns for New Zealand;
   - Planner of land transport networks – to ensure the integration of infrastructure and land use so as to support liveable communities and the development of an effective and resilient land transport network for customers;
   - Provide for access to and the use of the land transport system – to shape smart, efficient, safe and responsible transport choices; and
   - Manager of the state highway network – to deliver efficient, safe and responsible highway solutions for customers.

5. The Waka Kotahi submission seeks amendments to Variation 2 in the following topic areas:

   - Amendments to policies to include specific consideration of the relationship between a site and an adjoining state highway / strategic infrastructure.
   - Amendments to assessment matters to include specific consideration of the relationship between a site and an adjoining state highway / strategic infrastructure.
   - Amendments to ensure specifically identified sites are appropriately considered including their relationship to an adjoining state highway / strategic infrastructure.

6. The changes requested are made to:

   a. Ensure that Waka Kotahi can carry out its statutory objective and functions.

   b. Reduce interpretation and processing complications for decision makers.

   c. Provide clarity for all plan users.

7. Further points are summarised in Table 1, which forms the bulk of our submission.

8. Where a provision is not specified in Table 1 below, Waka Kotahi generally supports the way it is drafted.

9. Waka Kotahi could not gain an advantage in trade competition through this submission.

We seek the following decision from the local authority:

Amend the provisions of Variation 2 to the Dunedin City Council Second Generation District Plan as detailed in Table 1 (attached) including such further, alternative or consequential relief as may be necessary to fully achieve the relief sought in this submission.

Waka Kotahi would like to be heard in support of its submission. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at a hearing.

Signature of person authorised to sign on behalf of Submitter:

Richard Shaw
Team Leader – Environmental Planning
Waka Kotahi NZ Transport Agency
Richard.Shaw@nzta.govt.nz

Address for Service:

Stewart Fletcher
Principal Planner – Environmental Planning
PO Box 1479
Christchurch Mail Centre
Christchurch 8011

Phone: 021 0234 6903
Email: stewart.fletcher@nzta.govt.nz

Table 1: Decisions Sought on Variation 2 to the Dunedin City Council Second Generation District Plan

The following table sets out the amendments sought by Waka Kotahi to Variation 2 to the Dunedin City Council Second Generation District Plan and also identifies those provisions that Waka Kotahi supports.

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
General Comments				
General Comments	In reviewing Variation 2, and developing this submission, it is noted that the approach taken through the variation is to identify specific areas generally within existing, or directly adjoining existing, areas of residential development. An approach of 'filling gaps' distributed across a wider area is supported as it provides the opportunity to utilise existing resources and infrastructure and is likely to result in a lesser impact or create a significant change in demand on infrastructure at specific points or locations including within the State Highway network.			
General Comments	The Dunedin City Council is required to ensure adequate land is available to provide for adequate development capacity as per the requirements of the National Policy Statement on Urban Development Capacity 2016. Waka Kotahi supports that the Dunedin City Council have progressed this matter to both comply with statutory requirements but more to ensure land is available for housing to be established and reduce current shortages.			
General Comments	Some of the areas identified for rezoning directly adjoin State Highways including motorways. Generally these areas have alternative access available but Waka Kotahi wishes to highlight that generally direct access to a state highway is not appropriate and alternative access is to be both encouraged and required. As part of this it is also noted that direct vehicular access to a motorway is not legally available.			
General Comments	The District Plan already includes land use performance standards including a requirement to comply with acoustic insulation requirements within 40 metres of a state highway, as specified in Rule 9.3.1. While it is proposed to introduce additional residential areas it is noted that those areas will be required to comply with the insulation requirements. Waka Kotahi supports that Variation 2 does not seek any amendment to the acoustic insulation requirements as part of the variation.			

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
Part B – City-Wide Activities				
6. Transportation				
6.2 Objectives and Policies				
Transportation Objectives and Policies	Policy 6.2.2.X	Support	Variation 2 proposes to introduce an additional policy which encourages social housing to be located where there is convenient walking access to public transport services. Waka Kotahi supports the inclusion of this policy as it encourages multi modal transport options specifically including access to public transport services.	Retain as notified.
Part C – City-Wide Provisions				
12. Urban Land Transition Provisions				
12.2 Objectives and Policies				
Urban Land Transition Provisions Objectives and Policies	Objective 12.2.X and Policies 12.2.X.1 – 12.2.X.5	Support in Part	Variation 2 proposes to introduce an additional objective and associated policies which provide a linkage to rules in residential zones and related assessment matters. The changes enable specific matters of consideration as part of the potential development of new development mapped areas. For example, policies to be introduced include access to outdoor recreation opportunities. Later in this submission Waka Kotahi seek the inclusion of additional assessment matters to include consideration of	Insert an additional policy under Objective 12.2.X worded to include the following, or similar: "Only allow subdivision in a **new developed mapped area** where the subdivision is designed in consideration of the surrounding environment including strategic infrastructure."

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
			the design of a development and how it interacts with an adjoining state highway. For example, this could include the position of any dwellings, allotment locations, outdoor living space and the contours or elevations between a site and a state highway. To enable a consistency across the District Plan it is sought that an additional policy is inserted under Objective 12.2.X which facilitates consideration of the design of a development and how it interacts with an adjoining state highway.	
Part D – Management Zones				
15. Residential Zones				
Rules				
Residential Zones **Rules**	15.3.4 Development Activity Status Table	Support	Variation 2 seeks to amend the schedule of performance standards that appliy to all development activities to include service connections for stormwater in a new development mapped area. As some sites adjoin a state highway Waka Kotahi supports the inclusion of this provision as it ensures developers are aware of the need to ensure stormwater is adequately controlled as part of developing an area within a new development mapped area.	Retain as notified.

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
Residential Zones **Rules**	15.3.4 Development Activity Status Table	Support	Variation 2 seeks to include a provision that new buildings and additions and alterations that result in a multi unit development are a restricted discretionary activity. Waka Kotahi supports the inclusion of this provision as it ensures that multi unit developments, particularly within new development mapped areas will be able to be appropriately assessed including the relationship between a development site and adjoining roading networks, including state highways.	Retain as notified.
Performance Standards				
Residential Zones **Performance Standards**	15.8.AB Main South Road, Concord Structure Plan Mapped Area Performance Standards	Oppose	Variation 2 seeks to rezone an area of land, between the Dunedin Southern Motorway and Main South Road (Area GF08), a combination of Residential 1 and 2. The area has also been identified as a structure plan mapped area and a new development mapped area. No direct access from the motorway is legally available but it is noted that an extensive length of the site will adjoin the motorway. This section of motorway is a high speed environment and the sloping nature of the area means that the area is characteristed by vehicles accelerating and/or braking. The more unique characteristics of this site suggest that there is the	A specific assessment of this site is undertaken to determine if there needs to be additional development controls to mitigate potential effects on the motorway prior to the rezoning of this area.

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
			potential for conflict between the motorway and the site, particularly including reverse sensivity. It is suggested that these unique characteristics mean that the existing acoustic insulation provisions in the District Plan may not be enough to manage the relationship between the site and motorway including the addressing of potential reverse sensitivity effects. It is therefore sought that a specific assessment of this site is undertaken to determine if there needs to be additional development controls prior to the rezoning of this area.	
Assessment Matters				
Residential Zones **Assessment Matters**	15.11.3 Assessment of restricted discretionary development activities	Support in Part	Waka Kotahi has submitted in support of the inclusion of a rule that requires a restricted discretionary activity consent for multi unit developments. It is recognised that such development will be required to be assessed against various assessment matters including effects on the safety and efficiency of the transport network and the variation seeks to add additional assessment matters to enable consideration of the effects on streetscape and amenity. As the variation includes the rezoning of areas adjoining state highways it is sought that an additional assessment	Amend the assessment matters in section 15.11.3(1) to include the following, or similar, general assessment guidance: "Where a site adjoins strategic infrastructure, in assessing the effects on amenity, Council will consider the design of the development and the relationship between the site and strategic infrastructure."

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
			matter is inserted to facilitate consideration of the design of a development and how it interacts with an adjoining state highway. This could include the position of any dwellings, outdoor living space, the contours or elevations between the two areas and reverse sensitivity.	
Residential Zones **Assessment Matters**	15.11.5 Assessment of restricted discretionary activities in an overlay zone, mapped area, heritage precinct or affecting a scheduled heritage item.	Support in Part	Waka Kotahi notes that subdivision is provided for as a restricted discretionary activity and it is proposed to include specific assessment matters for new development mapped areas. It is recognised that such development will be required to be assessed against various assessment matters including effects on the safety and efficiency of the transport network and effects on neighbourhood residential character amenity. As the variation includes the rezoning of areas adjoining state highways it is sought that an additional assessment matter is inserted to facilitate consideration of the design of a development and how it interacts with an adjoining state highway. This could include the position, shape and design of the allotments, the contours or elevations between the site and state highway and reverse sensitivity.	Amend the assessment matters in section 15.11.5(Y) to include the following, or similar, matters of discretion: "Where a site adjoins significant infrastructure, Council will consider the design of the development and the relationship between the site and strategic infrastructure."

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
Dunedin City Council Second Generation District Plan				
Maps				
Maps				
Map Amendments	GF04 – 127a Main Road, Fairfield	Support in part	Variation 2 proposes to rezone an area from Rural to General Residential 1 at 127a Main Road in Fairfield. This also includes identifying the area as a new development mapped area. The site is undulating and directly adjoins the Dunedin Southern Motorway. The undulating nature of the site means that parts of the site will be above and below the motorway. Waka Kotahi is not opposed to the rezoning of this area and instead seeks that any development of this area is reflective of the surrounding environment, including motorway. To achieve this Waka Kotahi has sought, through this submission, amendments to policies and assessment matters in order to facilitate increased consideration of state highways and managing the relationship between a site and a state highway. Dependent on Council's response to other submission points Waka Kotahi is open to discussions with Council as to whether it is instead appropriate to include other	Retain as notified provided other points in this submission are adopted.

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
			suitable provisions which could include site specific controls, if considered necessary. It is also reiterated that no legal access to the motorway is available from this site.	
Map Amendments	GF08 – 19 Main South Road, Concord.	Oppose	As per previous submission points, variation 2 seeks to rezone an area of land, between the Dunedin Southern Motorway and Main South Road (Area GF08), a combination of Residential 1 and 2. The area has also been identified as a structure plan mapped area and a new development mapped area. No direct access from the motorway is legally available but it is noted that a significant length of the site will adjoin the motorway. This section of motorway is a high speed environment and the sloping nature of the area means that the area is characteristed by vehicles accelerating and/or braking. The more unique characteristics of this site suggest that there is the potential for conflict between the motorway and the site, particularly including reverse sensivity. It is suggested that these unique characteristics mean that the existing acoustic insulation provisions in the District Plan may not be enough to address potential reverse sensitivity effects. It is therefore sought that a specific assessment of this site is undertaken to determine if there needs to be	A specific assessment of this site is undertaken to determine if there needs to be additional development controls to mitigate potential effects on the motorway prior to the rezoning of this area.

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
			additional development controls prior to the rezoning of this area.	
Map Amendments	NDMA03 – Patmos Avenue, Pine Hill	Comment	Variation 2 proposes to introduce a new development mapped area at Patmos Avenue, Pine Hill. No change in zoning is proposed as part of Variation 2. The site is undulating and directly adjoins the Dunedin Northern Motorway. The undulating nature of the site means that parts of the site will be above and below the motorway. Waka Kotahi is not opposed to the rezoning of this area and instead seeks that any development of this area is reflective of the surrounding environment, including motorway. To achieve this Waka Kotahi has sought, through this submission, amendments to policies and assessment matters in order to facilitate increased consideration of state highways and managing the relationship between a site and a state highway. Dependent on Council's response to other submission points Waka Kotahi is open to discussions with Council as to whether it is instead appropriate to include other suitable provisions which could include site specific controls, if considered necessary.	Retain as notified provided other points in this submission are adopted.

Item	Proposed Plan Section	Support/ Support in Part/ Oppose/ Oppose in Part	Comments/Reasons	Relief Sought
			It is also reiterated that no legal access to the motorway is available from the site.	
Map Amendments	NDMA08 – Pine Hill	Comment	Variation 2 proposes to introduce a new development mapped area at a property on Pine Hill. No change in zoning is proposed as part of Variation 2. The site is undulating and directly adjoins the eastern side of the Dunedin Northern Motorway. Waka Kotahi is not opposed to the rezoning of this area and instead seeks that any development of this area is reflective of the surrounding environment, including motorway. To achieve this Waka Kotahi has sought, through this submission, amendments to policies and assessment matters in order to facilitate increased consideration of state highways and managing the relationship between a site and a state highway. Dependent on Council's response to other submission points Waka Kotahi is open to discussions with Council as to whether it is instead appropriate to include other suitable provisions which could include site specific controls, if considered necessary. It is also reiterated that no legal access to the motorway is available from the site.	Retain as notified provided other points in this submission are adopted.