



SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendices

February 2021

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SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendix 1

2GP Objectives and Policies referenced in Section 32 Report

February 2021

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1.1 Strategic Direction Objectives and Policies

Objective 2.2.1: Risk from natural hazards

The risk to people, communities, and property from natural hazards, and from the potential effects of climate change on natural hazards, is no more than low.

Objective 2.2.2: Energy resilience

Dunedin reduces its reliance on non-renewable energy sources and is well equipped to manage and adapt to changing or disrupted energy supply by having:

- a. increased local renewable energy generation;
- b. reduced reliance on private motor cars for transportation;
- c. increased capacity for local food production; and
- d. housing that is energy efficient.

Objective 2.2.3: Indigenous biodiversity

Dunedin's significant indigenous biodiversity is protected or enhanced, and restored; and other indigenous biodiversity is maintained or enhanced, and restored; with all indigenous biodiversity having improved connections and improved resilience.

Policy 2.2.3.5

Maintain or enhance biodiversity values in the urban environment through:

- a. identification of an urban biodiversity mapped area and rules that restrict vegetation clearance in these areas;
- b. rules that restrict vegetation clearance along water bodies;
- c. requiring esplanade reserves or esplanade strips when land is subdivided adjacent to the coast and identified water bodies; and
- d. rules that require buildings, structures and earthworks to be set back from the coast and water bodies.

Objective 2.2.4: Compact and accessible city

Dunedin stays a compact and accessible city with resilient townships based on sustainably managed urban expansion. Urban expansion only occurs if required and in the most appropriate form and locations.

Policy 2.2.4.1

Prioritise the efficient use of existing urban land over urban expansion by:

- a. identifying existing areas of urban land in a range of locations that could be used more efficiently to provide for medium density housing in accordance with Policy 2.6.2.3; and
- b. ensuring that land is used efficiently and zoned at a standard or medium density (General Residential 1, General Residential 2, Inner City Residential, Low Density, or Township and Settlement), except if: hazards; slope; the need for on-site stormwater storage; the need to protect important biodiversity, water bodies, landscape or natural character values; or other factors make a standard density of residential development inappropriate; in which case, a large lot zoning or a structure plan mapped area should be used as appropriate.

Objective 2.2.5: Environmental performance

Development in the city is designed to reduce environmental costs and adverse effects on the environment as much as practicable, including energy consumption, water use, and the quality and quantity of stormwater discharge.

Objective 2.3.1: Land and facilities important for economic productivity and social well-being

Land, facilities and infrastructure that are important for economic productivity and social well-being, which include industrial areas, major facilities, key transportation routes, network utilities; and productive rural land:

- a. are protected from less productive competing uses or incompatible uses, including activities that may give rise to reverse sensitivity; and
- b. in the case of facilities and infrastructure, are able to be operated, maintained, upgraded and, where appropriate, developed efficiently and effectively.

Policy 2.3.1.2

Maintain or enhance the productivity of farming and other activities that support the rural economy through:

- a. rules that enable productive rural activities;
- b. rules that provide for rural industry and other activities that support the rural economy;
- c. zoning and rules that limit subdivision, residential activity and other land use activities based on:
 - i. the nature and scale of productive rural activities in different parts of the rural environment;
 - ii. the location of highly productive land; and
 - iii. potential conflict with rural water resource requirements;
- d. rules that restrict residential activity within the rural environment to that which supports productive rural activities or that which is associated with papakāika;
- e. rules that require boundary setbacks and separation distances for residential buildings and cemeteries in order to minimise the potential for reverse sensitivity;
- f. rules that restrict subdivision that may lead to land fragmentation and create pressure for residential-oriented development;
- g. rules that prevent the loss of high class soils; and
- h. rules that restrict commercial and community activities in the rural zones to those activities that need a rural location or support rural activities.

Objective 2.3.3: Facilities and spaces that support social and cultural well-being

Dunedin has a range of accessible recreational, sporting, social and cultural facilities and spaces, which provide for high levels of physical, social, and cultural well-being across the community.

Objective 2.4.1: Form and structure of the environment

The elements of the environment that contribute to residents' and visitors' aesthetic appreciation for and enjoyment of the city are protected and enhanced. These include:

- a. important green and other open spaces, including green breaks between coastal settlements;
- b. trees that make a significant contribution to the visual landscape and history of neighbourhoods;
- c. built heritage, including nationally recognised built heritage;

- d. important visual landscapes and vistas;
- e. the amenity and aesthetic coherence of different environments; and
- f. the compact and accessible form of Dunedin.

Policy 2.4.1.7

Maintain a compact city with a high degree of legibility based on clear centres, edges and connections through rules that:

- a. manage the expansion of urban areas; and
- b. require new large subdivisions to provide a concept or structure plan that demonstrates how the subdivision will provide for good connectivity to existing or potential future urban areas for pedestrians, cyclists and motor vehicles.

Objective 2.4.4: Natural landscapes and natural features

Dunedin's outstanding and significant natural landscapes and natural features are protected.

Objective 2.4.5: Natural character of the coastal environment

The natural character of the coastal environment is preserved or enhanced.

Objective 2.4.6: Character of rural environment

The character and visual amenity of Dunedin's rural environment is maintained or enhanced.

Objective 2.5.1

Kāi Tahu can exercise kaitiakitaka over resources within their takiwā.

Policy 2.5.1.2

Provide for effective and meaningful engagement with Manawhenua at appropriate stages of the resource management process through:

- a. encouraging early consultation by applicants;
- b. requiring that the effects on values of significance to Manawhenua are considered for culturally sensitive activities and activities that may adversely affect wāhi tūpuna and mahika kai;
- c. recognising and providing for matauraka Māori and tikaka during the consent and hearing process; and
- d. advising rūnaka of applications for activities affecting sites and values of significance to them.

Objective 2.6.1: Housing choices

There is a range of housing choices in Dunedin that provides for the community's needs and supports social well-being.

Policy 2.6.1.1

Provide for housing development necessary to meet the future housing needs of Dunedin, through zones and rules that provide for an appropriate mix of development opportunities, including: infill development, redevelopment, and greenfield development; and that support Objective 2.2.4. Identify housing needs based on population projections and analysis of housing types required.

Objective 2.6.2: Adequate urban land supply

Dunedin provides sufficient, feasible, development capacity (as intensification opportunities and zoned urban land) in the most appropriate locations to meet the demand over the medium term (up to 10 years), while sustainably managing urban expansion in a way that maintains a compact city with resilient townships as outlined in Objective 2.2.4 and policies 2.2.4.1 to 2.2.4.3.

Policy 2.6.2.1

Identify areas for new residential zoning based on the following criteria:

- a. rezoning is necessary to meet a shortage of residential capacity (including capacity available through releasing a Residential Transition overlay zone), either:
 - i. in the short term (up to 5 years); or
 - ii. in the medium term (up to 10 years), in which case a Residential Transition overlay zone is applied to the rezoned area; and
- b. rezoning is unlikely to lead to pressure for unfunded public infrastructure upgrades, unless either an agreement between the infrastructure provider and the developer on the method, timing, and funding of any necessary public infrastructure provision is in place, or a Residential Transition overlay zone is applied and a future agreement is considered feasible; and
- c. the area is suitable for residential development by having all or a majority of the following characteristics:
 - i. a topography that is not too steep;
 - ii. being close to the main urban area or townships that have a shortage of capacity;
 - iii. currently serviced, or likely to be easily serviced, by frequent public transport services;
 - iv. close to centres; and
 - v. close to other existing community facilities such as schools, public green space and recreational facilities, health services, and libraries or other community centres;
- d. considering the zoning, rules, and potential level of development provided for, the zoning is the most appropriate in terms of the objectives of the Plan, in particular:
 - i. the character and visual amenity of Dunedin's rural environment is maintained or enhanced (Objective 2.4.6);
 - ii. land, facilities and infrastructure that are important for economic productivity and social well-being, which include industrial areas, major facilities, key transportation routes, network utilities and productive rural land:
 1. are protected from less productive competing uses or incompatible uses, including activities that may give rise to reverse sensitivity; and
 2. in the case of facilities and infrastructure, are able to be operated, maintained, upgraded and, where appropriate, developed efficiently and effectively (Objective 2.3.1).
 - iii. Achieving this includes generally avoiding areas that are highly productive land or may create conflict with rural water resource requirements;
 - iv. Dunedin's significant indigenous biodiversity is protected or enhanced, and restored; and other indigenous biodiversity is maintained or enhanced, and restored; with all indigenous biodiversity having improved connections and improved

- resilience (Objective 2.2.3). Achieving this includes generally avoiding the application of new residential zoning in ASBV and UBMA;
- v. Dunedin's outstanding and significant natural landscapes and natural features are protected (Objective 2.4.4). Achieving this includes generally avoiding the application of new residential zoning in ONF, ONL and SNL overlay zones;
 - vi. the natural character of the coastal environment is, preserved or enhanced (Objective 2.4.5). Achieving this includes generally avoiding the application of new residential zoning in ONCC, HNCC and NCC overlay zones;
 - vii. subdivision and development activities maintain and enhance access to coastlines, water bodies and other parts of the natural environment, including for the purposes of gathering of food and mahika kai (Objective 10.2.4);
 - viii. the elements of the environment that contribute to residents' and visitors' aesthetic appreciation for and enjoyment of the city are protected or enhanced. These include:
 - 1. important green and other open spaces, including green breaks between coastal settlements;
 - 2. trees that make a significant contribution to the visual landscape and history of neighbourhoods;
 - 3. built heritage, including nationally recognised built heritage;
 - 4. important visual landscapes and vistas;
 - 5. the amenity and aesthetic coherence of different environments; and
 - 6. the compact and accessible form of Dunedin (Objective 2.4.1);
 - ix. the potential risk from natural hazards, and from the potential effects of climate change on natural hazards, is no more than low, in the short to long term (Objective 11.2.1);
 - x. public infrastructure networks operate efficiently and effectively and have the least possible long term cost burden on the public (Objective 2.7.1);
 - xi. the multi-modal land transport network, including connections between land air and sea transport networks, operates safely and efficiently (Objective 2.7.2); and
 - xii. Dunedin stays a compact and accessible city with resilient townships based on sustainably managed urban expansion. Urban expansion only occurs if required and in the most appropriate form and locations (Objective 2.2.4).

Policy 2.6.2.3

Identify areas for new medium density zoning based on the following criteria:

- a. alignment with Policy 2.6.2.1; and
- b. rezoning is unlikely to lead to pressure for unfunded public infrastructure upgrades, unless either an agreement between the infrastructure provider and the developer on the method, timing, and funding of any necessary public infrastructure provision is in place, or an **infrastructure constraint mapped area** is applied; and
- c. considering the zoning, rules, and potential level of development provided for, the zoning is the most appropriate in terms of the objectives of the Plan, in particular:

- i. there is a range of housing choices in Dunedin that provides for the community's needs and supports social well-being (Objective 2.6.1);
- ii. Dunedin reduces its reliance on non-renewable energy sources and is well equipped to manage and adapt to changing or disrupted energy supply by having reduced reliance on private motor cars for transportation (Objective 2.2.2), including through one or more of the following:
 - 1. being currently serviced, or likely to be easily serviced, by frequent public transport services; and
 - 2. being close (good walking access) to existing centres, community facilities such as schools, public green spaces recreational facilities, health services, and libraries or other community centres; and
- iii. the elements of the environment that contribute to residents' and visitors' aesthetic appreciation for and enjoyment of the city are protected or enhanced. These include:
 - 1. important green and other open spaces, including green breaks between coastal settlements;
 - 2. trees that make a significant contribution to the visual landscape and history of neighbourhoods;
 - 3. built heritage, including nationally recognised built heritage;
 - 4. important visual landscapes and vistas;
 - 5. the amenity and aesthetic coherence of different environments;
 - 6. the compact and accessible form of Dunedin (Objective 2.4.1); and
- iv. the potential risk from natural hazards, and from the potential effects of climate change on natural hazards, is no more than low, in the short to long term (Objective 11.2.1); and
- d. the area is suitable for medium density housing by having all or a majority of the following characteristics:
 - i. lower quality housing stock more likely to be able to be redeveloped;
 - ii. locations with a topography that is not too steep;
 - iii. locations that will receive reasonable levels of sunlight; and
 - iv. market desirability, particularly for one and two person households.

Objective 2.7.1: Efficient public infrastructure

Public infrastructure networks operate efficiently and effectively and have the least possible long term cost burden on the public.

Policy 2.7.1.1

Manage the location of new housing to ensure efficient use and provision of public infrastructure through:

- a. rules that restrict development density in line with current or planned public infrastructure capacity;
- b. consideration of public infrastructure capacity as part of zoning and rules that enable intensification of housing;

- c. consideration of public infrastructure capacity as part of the identification of transition overlay zones, assessment of changes to zoning, or assessment of any greenfield subdivision proposals;
- d. assessment rules that require consideration of whether any discretionary or non-complying activities would consume public infrastructure capacity provided for another activity intended in the zone and prevent it from occurring; and
- e. rules that control the area of impermeable surfaces in urban areas to enable stormwater to be absorbed on-site, and reduce the quantity of stormwater run-off.

Objective 2.7.2: Efficient transportation

The multi-modal land transport network, including connections between land, air and sea transport networks operates safely and efficiently.

1.2 Section 6 (Transportation) Objectives

Objective 6.2.2

Land use activities are accessible by a range of travel modes.

Objective 6.2.3

Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel modes and its affordability to the public.

1.3 Section 9 (Public Health and Safety) Objective

Objective 9.2.1

Land use, development and subdivision activities maintain or enhance the efficiency and affordability of public water supply, wastewater and stormwater infrastructure.

1.4 Section 10 (Natural Environment) Objective

Objective 10.2.4

Subdivision and development activities maintain and enhance access to coastlines, water bodies and other parts of the natural environment, including for the purposes of gathering of food and mahika kai.

1.5 Section 11 (Natural Hazards) Objective

Objective 11.2.1

Land use and development is located and designed in a way that ensures that the risk from natural hazards, and from the potential effects of climate change on natural hazards, is no more than low, in the short to long term.

1.6 Section 12 (Urban Land Transition Provisions) Objective

Objective 12.2.1

Land within the Residential Transition Overlay Zone (RTZ) is able to be released and developed in a coordinated way as residential zoned land, in advance of the need for additional residential capacity to accommodate growth.

1.7 Section 15 (Residential Zones) Objectives

Objective 15.2.3

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

Objective 15.2.4

Activities maintain or enhance the amenity of the streetscape, and reflect the current or intended future character of the neighbourhood.



SECOND GENERATION DISTRICT PLAN

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Section 32 Report

Appendix 2

DCC 3 Waters Memorandum on rule changes

December 2020

TO: City Development

FROM: 3 Waters

DATE: 18 December 2020

SUBJECT: **EFFECTS OF PROPOSED 2GP VARIATION 2 RULE CHANGES ON 3 WATERS INFRASTRUCTURE**

As part of the suite of rule changes proposed for the General Residential 1 Zone and Township & Settlement Zone (serviced for wastewater) within Variation 2 of the Second Generation Plan (2GP), the following changes may impact on 3 Waters infrastructure:

- A1 - Relaxing the family flats rules;
- A2 - Permitting a duplex/two residential units in a single building on one site; and
- A3 - Reducing the minimum site size from 500m² to 400m².

The purpose of this memo is to summarise how the potential impact of these proposed changes was assessed and what the outcome of this assessment was.

ASSESSMENT PRIOR TO PROPOSED RULE CHANGES

Prior to the proposed rule changes, 3 Waters had assessed potential infrastructure impacts based on a “maximum possible development scenario”. The maximum possible development scenario considers the land areas being rezoned, the minimum lot size possible through the zone rules, and the future occupancy rate to calculate the maximum population / number of lots / percentage impervious surface coverage for the Wastewater / Water Supply / Stormwater hydraulic models. These are then used to assess the demands placed on the 3 Waters infrastructure and identify which infrastructure lacks the necessary capacity to service the rezoning and would need to be upgraded.

RULE CHANGES ASSESSMENT

Following the proposal of the rule changes, an initial assessment of impacts on 3 Waters infrastructure was carried out by DCC’s consultant, AR & Associates Ltd, detailed in the attached Memo (Ref. P19-037-M01-RevB). A “most likely development scenario” was used for comparison to the original assessment (carried out based on “maximum possible development scenario”), as this was considered most appropriate when considering growth in the next 30 years. This was based on the likely development capacity that would be added by the rule changes, as modelled in DCC’s housing capacity assessment model. This assessment indicated that the most likely development scenario under the Variation 2 rule changes generally has a lower network demand than the maximum possible development scenario. Exceptions were:

- Otago Peninsula – additional 48 lots
- Harbourside – additional 52 lots
- Mosgiel Central – additional 38 lots
- Forbury – additional 30 lots
- Bathgate Park – additional 33 lots
- St Kilda North – additional 255 lots

The Bathgate Park and St Kilda North areas are already zoned as GR2 so can be discounted. The reason for the result indicating additional capacity is an anomaly in the assessment methodology where existing GR2 sites were not excluded from the assessment of proposed GR1 rule changes.

For all of the other exceptions, the number of additional lots and associated impacts on 3 Waters infrastructure was considered to be minor, particularly when balanced against higher impacts assessed in other areas in the original maximum possible development scenario 3 Waters infrastructure impacts assessment.

Subsequent to the initial assessment of the rule changes by AR & Associates Ltd, the housing capacity model was updated using the new 2019 property rating valuations. This resulted in an increase in likely development capacity that would be added by the rule changes due to improvements in the economic feasibility of applying the new rule changes. The change in likely development capacity was then reassessed for infrastructure effects by DCC 3 Waters.

A test scenario was produced so that a new assessment could be made, the primary output of this test scenario was the map “Yield comparison with AR modelling - GR1 and TSZ retic only.pdf” (see attached). This compared:

- The expected 30 year yield within GR1 and reticulated TSZ areas, based on the proposed Variation 2 rule changes (400m² site sizes and duplexes), and
- The maximum possible development scenario that had been used for assessing 3 Waters infrastructure impacts.

This new assessment indicated that only Mosgiel would be expected to grow more as a result of the proposed rule changes than what had originally been assessed based on the “maximum possible development scenario”. The increase was assessed as an additional 38 lots. 3 Waters assessed the impact of these additional lots as follows:

- Water supply
 - Minor impact, manageable within future works already identified as being required to enable other Mosgiel growth and budgeted in draft 10 Year Plan.
- Wastewater
 - Minor impact but manageable (the original 3 Waters maximum possible development scenario assessment included a number of potential Variation 2 sites that were later discounted so the minor increase associated with the Variation 2 rule changes would be accommodated within this).
- Stormwater
 - No impact. Proposed rule changes do not allow an increase in imperviousness.

The conclusion from assessing the proposed rule changes indicated at the start of this memo has been that the proposed rule changes are considered to be acceptable from a 3 Waters infrastructure perspective. They generally fall within the maximum possible development scenario that had originally been used for assessing 3 Waters infrastructure impacts and identifying future upgrades and associated funding to accommodate growth. In Mosgiel, where effects were greater than the original assessment, these effects were considered to be minor and mitigated by other factors.

Regards,

Jared Oliver
ENGINEERING SERVICES TEAM LEADER

Attachments:

- P19-037-M02-RevB - Zone rule change.pdf
- Yield comparison with AR modelling - GR1 and TSZ retic only.pdf

Memo

To	DCC	Date	28/11/2019
Attn.	Jared Oliver	Pages	3 + Appendix
From	Lisa Dowson & Tristan Jamieson	Ref.	P19-037-M01-RevB
Re. //	2GP Zone Rule Change Review		

Dear Jared,

In response to Dunedin City Council (DCC) discussions and emails of 11/12/19 around a proposed rule change for the 2GP zones, as applicable to the existing 2GP General Residential 1 zone (Variation 2).

The proposed Variation 2 rule change includes the following changes:

- Decreasing the minimum site size from 500m² to 400m²
- Allowing two duplex units and a granny flat (up to 60m² and which anyone could live in) on each property
- Retaining the maximum habitable room standard (1 per 100m² of site area)

The changes would apply to the General Residential 1 and Township and Settlement zones, excluding the parts of the Township and Settlement zone that are within the non-reticulated wastewater mapped area.

The changes would not have any effect on the maximum impervious area of 50% per lot allowable under the current 2GP rules for the zone.

Possible Implications

The proposed rule change has implications in that the rules allow for additional development than is allowed for under the 2GP. This will go some way towards DCC meeting their identified housing demand under the National Policy Statement for Urban Development Capacity (NPS-UDC).

As there is no change to the maximum % imperviousness allowable per lot, there are unlikely to be any implications for stormwater.

As there is a potential increase in the number of lots possible, there is likely to be an increased demand on the Water Supply and the Waste Water network.

Sensitivity check

AR & Associates and Watershed have assessed the future demand on the waste water and water supply networks utilising an assumed maximum possible development scenario, as at the time of the assessment, it was not known where development uptake was most likely.

The model and site assessment results are therefore conservative, as development is unlikely to occur to the maximum possible in most locations across the city.

DCC's Planning Team has developed a housing capacity model that indicates the maximum probable development scenario for the city (rather than the maximum possible) which is the most likely maximum development scenario for the city over the next 30 years. The housing capacity model has since been used to produce a property-level layer showing DCC's assessment of the 30-year housing development capacity under the current 2GP rules and the proposed Variation 2 rules. The model results include the likely number of future connections at a property level, and also aggregated to the suburb level.

It may be necessary to assess the implications of the proposed Variation 2 zone rule change on the waste water and water supply networks due to the likely increased development capacity compared to the existing 2GP rules. However, due to the conservative approach undertaken for the modelling, it is possible that the most probable development scenario including the rule change may fall within the conservatism of the maximum possible scenario modelled for the current 2GP rules. To test this assumption, Watershed have undertaken the following tasks:

1. Extracted the existing number of connections at a suburb scale from the water supply model
2. Extracted the maximum possible number of connections at a suburb scale.
3. Calculated the most likely number of connections (30-year projection) from the existing connections and the 2GP+Variation 2 capacity outputs.
4. Mapped the difference between items 2 and 3 above.

Results and conclusion

The assessment has found that in most suburbs, the most likely development scenario under the Variation 2 rule change has a lower network demand than the maximum possible development scenario modelled using the 2GP rules (appended below). The exceptions are:

1. Otago Peninsular - the modelled maximum is only 18% of the planning capacity. (10 vs 58 lots). The planning assessment has properties allocated well outside of the current service boundary (2-8km away). It is likely these lots would be self-serviced, or are serviced by small local schemes but they are not part of the city's serviced area. It is appropriate that this growth capacity is not included in the model as they'll have no impact on the network demand.
2. Harbourside - the model shows 30% of the planning capacity. (24 vs 76 lots). The difference in demand in the model would be unlikely to cause any significant issues. The likely additional 50 lots distributed over the whole of the Harbourside area it is not considered to be a significant increase in residential demand. In addition, some of the Harbourside area includes industrial uses, which typically have a high water and waste demand.
3. Mosgiel Central – the model shows 97% of the planning capacity. (1,286 vs 1,324 lots)
4. Forebury – the model shows 95% of the planning capacity. (565 vs 595 lots)
5. Bathgate Park - the model shows 97% of the planning capacity. (1,084 vs 1,117 lots)
6. St Kilda North - the model shows 80% of the planning capacity. (1,083 vs 1,338 lots)

We are therefore of the opinion that the proposed Variation 2 zone rule change will not result in any additional demand on the network beyond what has already been modelled, subject to the limitations of DCC's Demand Capacity model.

I look forward to your feedback once you've had a chance to go over the information.

Regards,



Lisa Dowson
Bsc (Hons), Msc
MWNZ
AR & Associates Ltd



Tristan Jamieson
BA, BE
MWNZ
Watershed Ltd

Encl. Comparison Map

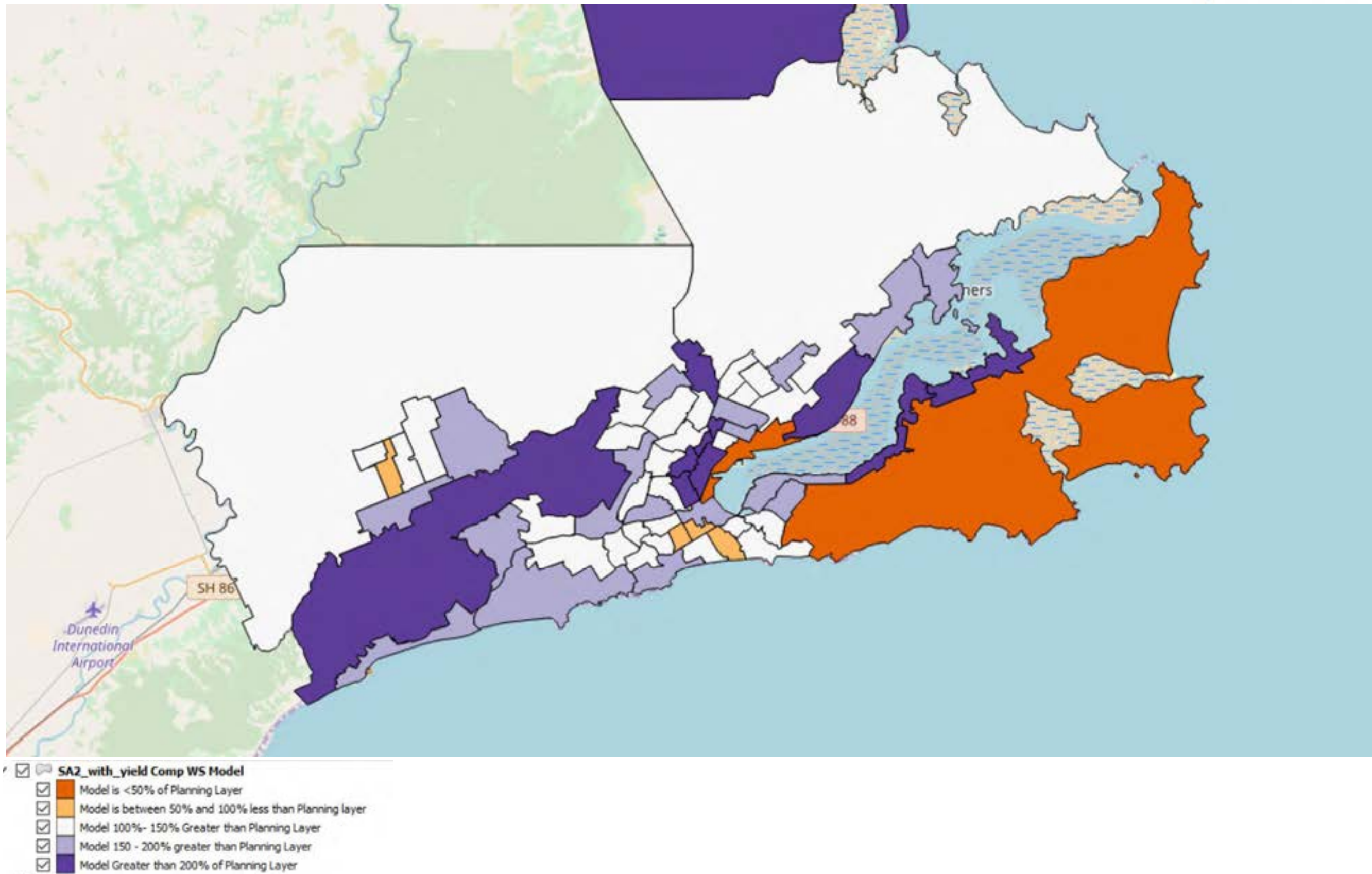
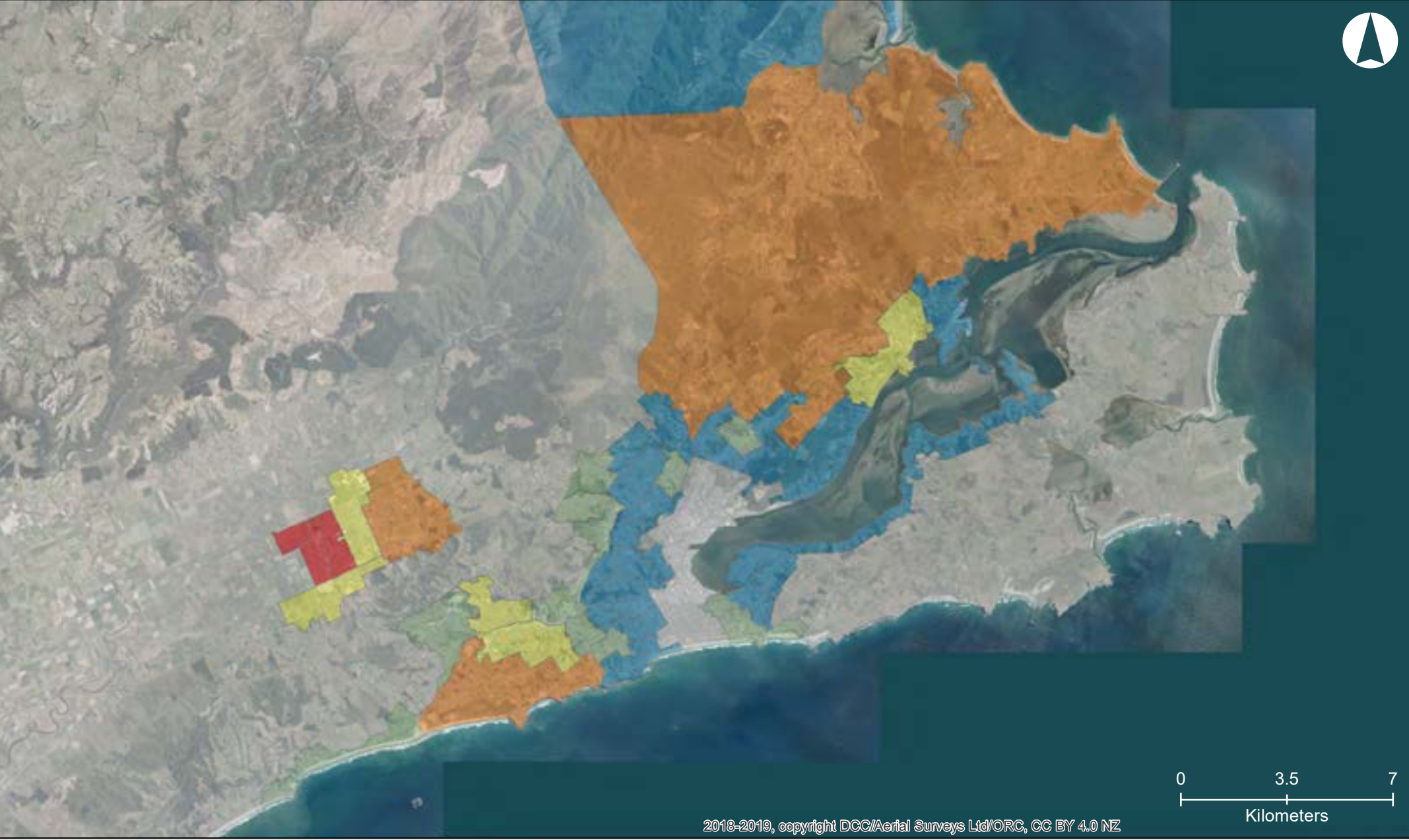


Figure 1: Comparison between Maximum Possible lots (2GP scenario) and Maximum Probable lots (2GP Var 2 zone rule change scenario)

G:\Global\GIS\Planning\NPS UrbanDevCapacity\PlanChangeTwo\RuleChanges.mxd



Variation 2

Comparison between V2 rule changes yield and growth assumed in AR modelling

30/06/2020

Variation 2 : Water supply model ratio	
	0.00 - 0.25
	0.26 - 0.50
	0.51 - 0.75
	0.76 - 1.00
	1.01 - 2.00



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Appendix 3

General Residential 1 Assessment of Effects on Residential Character and Amenity

February 2021

**Prepared by: Peter Christos, City Development, Urban Designer and
Andrea Farminer, City Development, Heritage Advisor**

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1 INTRODUCTION AND SCOPE OF THE ASSESSMENT

1. Variation 2 to the Dunedin City 2nd Generation District Plan (2GP) proposes to provide for some additional intensification of the General Residential 1 Zone (GR1) and Township and Settlement Zone (T&S) (where serviced with wastewater infrastructure) beyond that provided for under the existing rules. These rule changes are designed to facilitate the efficient use of existing residential land within the City's suburbs and Township and Settlement zones to provide additional housing development capacity and housing choice, particularly for smaller residential units.
2. The rule changes being considered include:
 - Reduce minimum site size to 400m² (from 500m²) and;
 - Permit duplexes;
 - Permit 2 standalone units (or provide for as a restricted discretionary activity);
 - Allow non-family to use 'family flats', retaining the same rules around size and scale (note: 'family flats' would not be allowed with any other 2 unit options, i.e. a duplex or a family flat – not both);
 - Allow an existing dwelling to be used as 2 units;
3. In all cases, a habitable room approach of one room per 100m² is proposed where there is more than one residential unit proposed per site; i.e. a duplex on a 400m² site would be limited to a 2 x 2 bed, or 1 bed plus 3 bed.

2 ASSESSMENT METHODOLOGY

4. A streamlined method was adopted for the assessment of the effects on residential character and amenity from the proposed rule changes. Each rule change was initially assessed individually using the following approach:
 - A description of the permitted baseline;
 - A description of the proposed rule change activity and its scope;
 - Identification of the key effects based on familiarity with the GR1/T&S residential areas and mapped data for relevant section sizes (e.g. 800m²<1,000m² sections).
 - Identification of the need/desire for control options to mitigate the potential effects of each rule change.
5. This was followed by a higher-level assessment of the potential effects of the rule change package as a whole on residential character and amenity. Comment has been provided on the suitability of the rules being considered and any broader level options for controls to mitigate the potential collective effects.

3 ASSESSMENT OF INDIVIDUAL RULE CHANGES

3.1 Reduce minimum site size to 400m² (from 500m²)

3.1.1 The current baseline

6. The current 2GP density and minimum site size performance standards for GR1 Zone and Township and Settlement Zone (not within the no DCC reticulated wastewater mapped area) is for sites of at least 500m² (Rules 15.5.2.1.a and I, 15.7.4.a and h). This has resulted in a considerable number of sections retaining their generous sizes of usually between 550-900m²; these are typically occupied by a main dwelling with a garden to the rear and ancillary smaller structures (e.g. single garage and/or garden shed(s). This typical GR1/T&S zone arrangement has partly contributed to the development of the often 'leafy' character of these residential areas through providing sufficient garden space for mature trees and larger shrubs to develop. In combination with the contemporary architectural styles and materials developed in each period from the late 19th century onwards, and the localised topography across Dunedin's suburbs, this has created suburbs and townships where substantial greening is a key part of their discrete residential character.

3.1.2 Proposed 400m² baseline

7. The proposal to allow a minimum site size of 400m² across the GR1 and T&S zoned areas has been developed to encourage intensification of residential development in order to provide more space for new dwellings within the existing suburban boundaries. The anticipated outcome of a 400m² minimum site size is an increase in the subdivision of existing developed residential sites to accommodate a new dwelling while meeting the existing performance standards for height, set-backs, site coverage, etc. It is also envisaged that many of these new dwellings will be smaller in size than their established counterparts and may entail more site responsive designs to deliver high quality living environments.
8. A map showing the distribution of sites sized 800m² to 1000m² in size which would potentially be able to be subdivided as a result of this rule change (subject to other site constraints) is shown in Map 1.

3.1.3 Key identified constraints and effects

9. The key constraints on reducing the minimum site size to 400m² across the GR1 and T&S zoned areas, are identified as follows.
 - The operative performance standards for permitted development activity across the zones will be retained with the likely result that impermeable surfacing (<70%), set-backs (<4.5 and <2m), building height (<9m) and others will naturally constrain some sites from being capable of additional development without a resource consent.
 - The ability to provide vehicle access to rear sections and the location of newer or high-value existing buildings will constrain some development options
 - Issues of extra- and intra-section privacy and amenity, economic viability to subdivide and develop smaller sites, and natural constraints from local topographic

features (e.g. sites located on extreme slopes, next to gullies, and adjacent to scheduled items) will also influence the capacity of existing 800-999m² sites to be subdivided as of right.

10. One key effect of reducing the minimum site size to 400m² across the GR1 and T&S zoned areas, is the potential for the demolition of existing dwellings on 800 - 999m² sections to make way for subdivision for the erection of a new unit on each section. This may arise from:
 - where either the existing dwelling is of older and/or poorer building stock,
 - awkwardly situated on one part of the original section so preventing subdivision,
 - or the economic situation makes demolition viable to erect new, efficient homes.
11. This may have the effect of gradually altering the mixed residential characters of the various suburbs and Township and Settlement zoned areas, through the loss of often older, 'character' dwellings that contribute to the character of the suburbs. The risk of this effect on the character and amenity values of the GR1 and T&S zoned areas is considered to be moderate and will be dispersed across the zones. It is worth noting that the only GR1/T&S zoned area that is covered by a Heritage Precinct overlay is the Windle Settlement in Rosebery and Newport Streets, Belleknowes. Controls are in place to protect the heritage character values of this area.
12. A second effect of the proposal is the anticipated intensification of the GR1 and T&S zoned areas, which may result in a gradual change of their residential neighbourhood character through overdevelopment of sections, with a consequent impact on their built character and pattern of development that has evolved over 150 years of settlement across Dunedin. The potential for the character and pattern of development of such neighbourhoods to become diluted by an increase in possibly smaller, contemporary-style dwellings is a risk that may adversely alter the existing neighbourhood character of the areas, but the actual effects would depend on the design of the new development. The potential for adverse effects on neighbourhood character would be higher where new houses were placed at the front of a section containing an existing dwelling to the mid or rear of the section. Likewise, if two-storey houses are constructed close to the rear of an existing, character one-storey dwelling, such as a small timber cottage or early brick bungalow, then they risk visually dominating the scale of the older dwelling. However, it is noted that existing dwellings on the steeper residential hillslopes of Dunedin already create a 'tiered' development pattern, and significant historic undersized site subdivision exists throughout the city, which actually contributes to the city's built residential character.
13. A third effect of reducing the minimum site size to 400m² across the GR1 and T&S zoned areas, is the likely loss of valuable gardens, mature trees and hedges, and greenery that contribute to the visual character of the residential neighbourhoods and streetscapes, and provide high quality amenity value to residents. As with many types of effects that may be local in extent, but repeated across large areas, the potential cumulative effects of the reduction of residential gardens, trees and greening may result in a more substantial loss of neighbourhood amenity, habitat and character, albeit over a 10 - 20 year period, for example.

3.1.4 Conclusions and the need for controls/options

14. From a neighbourhood built character perspective, the cumulative effect of the potential demolition of older and/or existing housing stock is considered to be low as it is likely to take place over an extended timeframe and dispersed area. As such, its likely effects are considered to be no greater than those of the current 500m² site permitted baseline in this regard. Therefore, no requirement for controls to mitigate this potential effect are considered necessary.
15. The potential effect of general intensification across the GR1 and T&S areas is considered to be moderate on the built character of the residential neighbourhood areas; therefore, some controls should be considered to mitigate these effects. Options for controls could include:
 - New dwellings should be located to the rear of existing dwellings on newly subdivided sections. Exceptions to this could be if the section frontage width exceeds its depth and the subdivision does not include demolition; in this instance new dwellings will be required to meet the current setback requirements (Rule 15.6.13).
 - Relaxing the minimum parking requirements, as will occur in giving effect to the new NPS-UD, Policy 11.

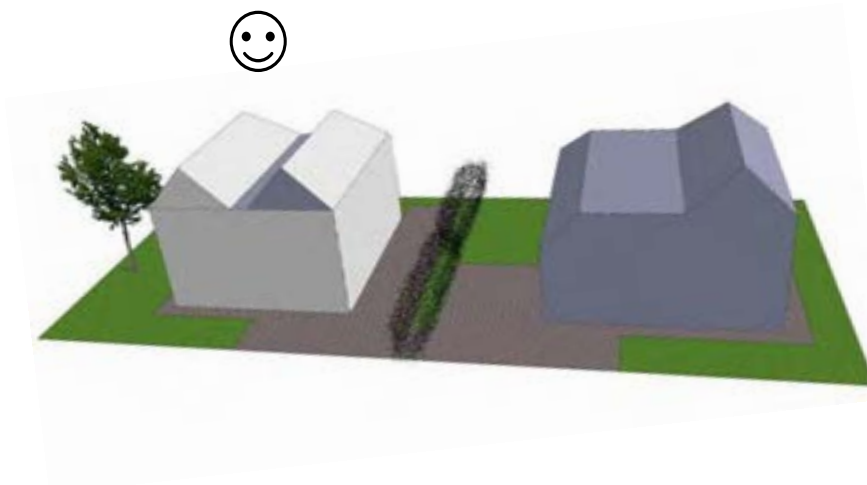


Figure 1: New dwellings should not be located in front of an existing house on a front site. Where site depth exceeds width, new dwellings only need to comply with 2GP standards.



Figure 2: New dwellings should not be located in front of an existing house on a front site. Where site depth exceeds width, new dwellings only need to comply with 2GP standards.

16. From a neighbourhood amenity perspective, the cumulative effect of a loss or reduction in mature gardens, trees and greening is considered to be moderate albeit, it too is likely to take place over an extended timeframe. It is considered that mature gardens, trees and planting will be more susceptible to the adverse effects of subdivision and new development than the other identified effects, requiring some controls to be adopted to mitigate these effects. Options for controls could include:
- Those gardens identified as high quality gardens (for example, the research project undertaken by the University of Otago: Freeman C, Mathieu R and Jagannath A (2007), Mapping Private Gardens In Urban Areas Using Object- Orientation Techniques And Very High-Resolution Imagery. Landscape and Urban Planning, journal 81, p179-192) will require a resource consent process as a restricted discretionary activity if subdivision proposes to remove the garden.
 - The removal of any pest plant species should be permitted.



Figure 3 and 4: As subdivision intensifies, loss of established trees and gardens could impact on Dunedins' residential character.

3.2 Permitting Duplexes

3.2.1 The current duplex baseline

17. The 2GP minimum site area for GR1 and Township and Settlement Zone is 500m² per residential unit; therefore, duplex units are only permitted on a minimum site size of 1,000m² (Rule 15.5.2). The normal performance standards for unit development in the GR1 and T&S zones apply.

3.2.2 Duplexes on a proposed 400m² baseline

18. The proposal to permit duplex development on proposed 400m² minimum sized sites is similarly aimed at encouraging intensification of smaller-scale residential development in order to provide more space for new dwellings within the existing suburban areas. The normal performance standards for unit development in the GR1 and T&S zones would still apply aside from the reduced minimum site size and application of the habitable room approach to the density performance standard (1 habitable room per 100m² site area).

3.2.3 Key identified constraints and effects

19. The key constraints on allowing the development of duplex units on a proposed 400m² minimum site size across the GR1 and T&S zoned areas, are identified as follows.

- The range of constraints will be similar to those already identified for a proposed minimum site size of 400m² (refer to section 3.1.3).
 - The smaller site size for duplex units may increase pressure on privacy issues such as screening, amenity space and shared accessways (i.e. through two families occupying a normally single unit section) which may deter some development of these types of units in the GR1/T&S zone.
20. The general effects of allowing duplex development on the smaller site are considered to be generally the same as for the proposed single unit 400m² site size (refer to section 3.1.3).
21. One effect or risk specific to duplex units is from subdivision on the long axis of a section (away from the frontage) which could result in the construction of long, thin narrow buildings with a minimal street frontage. This risks having either little or no distinguishable pedestrian entrance to the street frontage or possible dominance of garages/car parking at the front due to a lack of suitable space on the section. This is likely to detract from the strong residential character and amenity values of neighbourhoods, in the long-term. The likelihood of this effect is considered to be low due to existing plan constraints on vehicle parking and crossings, site permeability and location of amenity space; however, the risk remains and could be detrimental.

3.2.4 Conclusions and the need for controls/options

22. Overall, the proposal to allow duplex unit development on the proposed 400m² site size has no specific effect from the risk of long, thin duplexes being constructed on a section, if subdivided perpendicular to the frontage rather than parallel to it. This has the potential to adversely affect the existing residential character of the zones and, therefore some control is recommended for consideration, as follows.
- An option for duplex units to have a minimum frontage width to provide for a clear and distinguishable building entrance (to avoid the construction of 'sausage flats').
 - Design guidance required on duplex design to help mitigate any potential effects from being sited on a 'narrow' site (for example, a defined pedestrian entrance and minimum % of glazing facing the street, etc.).



Figure 5: Clear guidance promoting minimal street façade articulation would avoid garages and blank facades dominating narrow sites.

3.3 Permit two Stand-alone Units on a proposed 400m² baseline

3.3.1 The current baseline

23. The 2GP baseline for GR1 and Township and Settlement Zone minimum section sizes is 500m²; therefore, two stand-alone units are permitted on a minimum site size of 1,000m² (Rule 15.5.2). The normal performance standards for unit development in the GR1 and T&S zones apply.

3.3.2 Two Stand-alone units on a proposed 400m² baseline

24. The proposal to permit two stand-alone units to be developed on proposed 400m² sites is again aimed at encouraging intensification of smaller-scale residential development in order to provide more space for new dwellings within the existing suburban areas. The normal performance standards for unit development in the GR1 and T&S zones would still apply aside from the minimum site size.

3.3.3 Key identified constraints and effects

25. The key constraints on allowing the development of two stand-alone units on a proposed 400m² minimum site size across the GR1 and T&S zoned areas, are identified as follows.
 - The range of constraints will be similar to those already identified for a proposed minimum site size of 400m² and duplex development (refer to sections 3.1.3 and 3.2.3).
 - Similar to the proposed duplex development, the smaller site size for two stand-alone units may increase pressure on privacy issues such as screening, overlooking

neighbouring amenity space, shading and shared accessways (i.e. through two families occupying a normally single unit section) which may deter some development of these types of units in the GR1/T&S zone.

- Given the performance standards regarding the bulk and location of buildings, it is also very unlikely that two stand-alone units could be constructed on a site of the minimum size.
 - Development of two stand-alone units on one site will also be affected by the ability to subdivide these into two separate properties to improve resale value.
26. The general effects of allowing duplex development on the smaller site are considered to be generally the same as for the proposed single unit and duplex unit development on a 400m² site size (refer to section 3.1.3 and 3.2.3).
27. One effect specific to a proposed, two stand-alone unit development on a 400m² site size, is the likelihood of the appearance of over-intensification of development on these sections, which may have an adverse effect on the generally larger-scale residential character of the GR1/T&S zone neighbourhoods. If sections are developed with two smaller, stand-alone units in a dispersed nature across the zones then their impact is likely to be negligible, as they will combine into the existing mixed streetscape character of these areas. However, if they are concentrated or side-by-side sections are both developed with pairs of stand-alone units, then their effects may be more noticeable and risk altering the existing character and amenity status quo. Having two small units on a 400m² site is also likely to place pressure on the available amenity space to a greater degree than a duplex unit from the separate footprint of each building making a less efficient use of the section space.

3.3.4 Conclusions and the need for controls/options

28. Overall, the proposal to allow two stand-alone, unit developments on the proposed 400m² site size has no specific additional effects than that for a single unit development. The only perceivable effect identified is from the risk of a concentration of over-intensified sections featuring pairs of small stand-alone units that could have the effect of altering the current residential streetscape character of the zones. Unlike duplex development, pairs of stand-alone units are not considered to be as effective in delivering the desired goal of urban intensification due to a less efficient footprint and potential loss of amenity space because of this. It is noted that Building Act spatial distance requirements may also come into play more for two stand-alone units in terms of fire separation, than those required for duplex units.

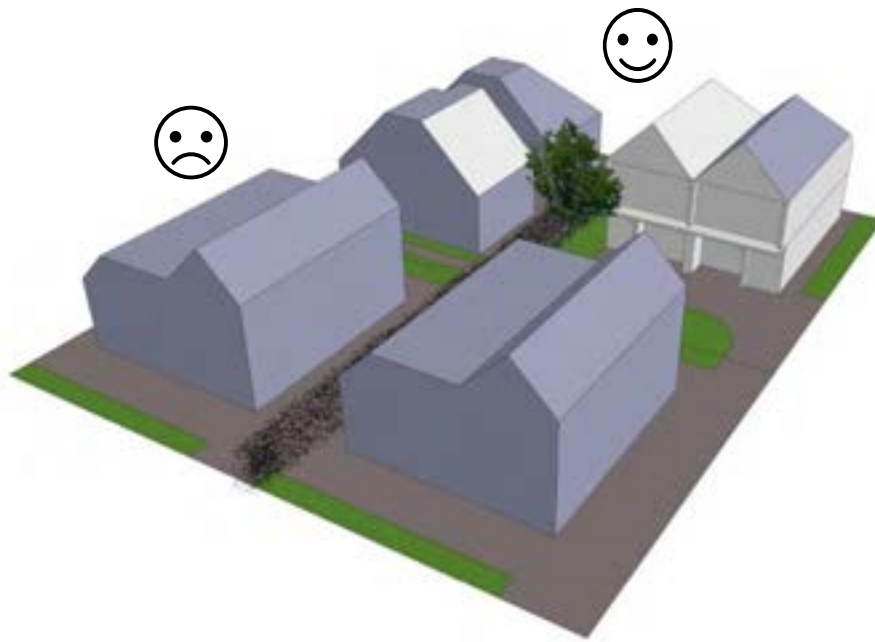


Figure 6: Duplex development is preferred over two standalone units on a rear site.

3.4 Allow non-family to use ‘family flats’ on a proposed 400m² baseline

29. The current baseline for family flats in the GR1 and Township and Settlement zones is a maximum gross floor area of 60m² on a 500m² minimum section size with shared services and common ownership/tenancy basis (rule 15.5.14.1 and .2). The proposal to allow non-family to use existing and future ‘flats’, presumably on a tenanted basis, is not considered to have any perceivable effects on the residential character, streetscape and amenity of the zones. There is a slight risk of an increase in the number of flats that might be constructed in the future, but this will largely be constrained by the available space and existing layout of sections and the desirability and viability to construct small flats over larger, multi-unit flats which are more economically viable. In view of this risk, it is recommended that the following control option is considered:

- New ‘family’ flats are to be located to the rear of an existing dwelling or new dwelling to reduce the visual effect of the building on the residential streetscape character.

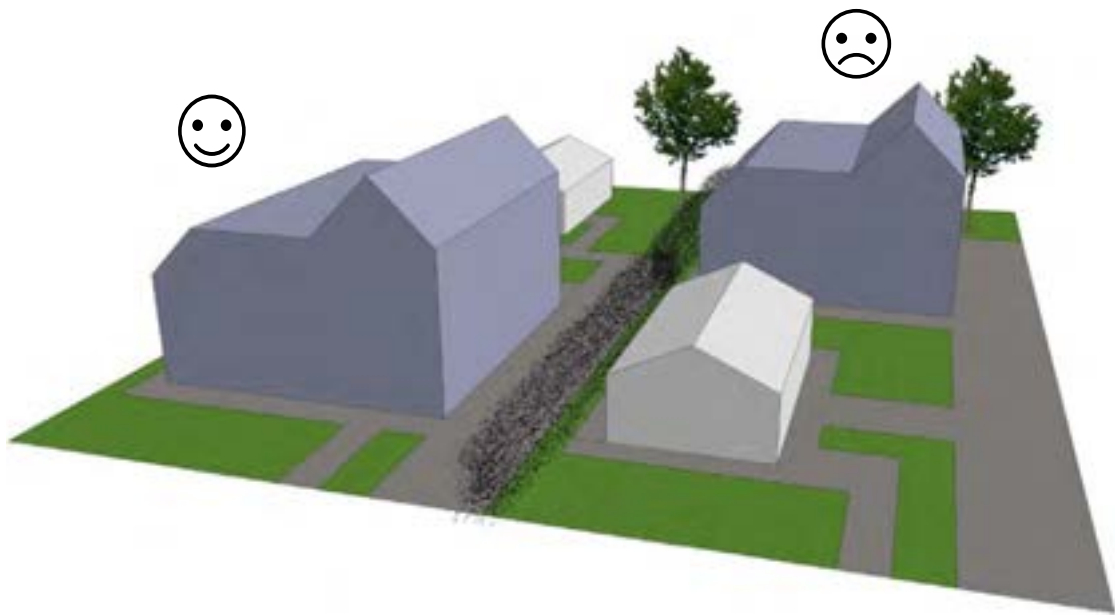


Figure 7: Providing for family flats on rear sites only will help to control visual effects of intensification.

3.5 Allow an existing dwelling to be used as 2 units

30. The current baseline for a single unit dwelling is a density of 1 residential unit per 500m² with a maximum development potential of 1 habitable room per 100m² per site (rule 15.5.2). The proposal to allow two residential units/families to occupy an existing dwelling is likely to have minimal discernible effects on the existing residential character or amenity values of the GR1 and Township and Settlement zones as the status quo will largely be maintained from a character and amenity perspective. However, the division into two units is likely to require the creation of separate outdoor living spaces, parking spaces and service areas. These activities may have some visual effect through altering the existing arrangement of garden, parking and other amenity spaces, and probably introducing new features such as screening, hedging and an increase in impermeable surface treatments. These modifications are considered to be minor in terms of residential character and amenity values.

4 SUMMARY ASSESSMENT OF COLLECTIVE GR1 RULES CHANGES

31. Taken as a package, the proposed GR1 and Township and Settlement Zone rule changes will allow for an increase in general residential capacity across the zones through capitalising on the available eligible development space. It has been identified that some of this new capacity will be naturally reduced by existing conditions and constraints on individual sites and landowners, such as:
- economic viability and market dynamics,
 - topography and site conditions,

- some challenge around reaching existing performance standards on the smaller site size.
32. In terms of the effects of the package on the residential character and amenity values of the various neighbourhood areas contained within the zones, it is generally considered that only one proposed option – providing for two stand-alone units on a 400m² minimum site size – has the potential for long-term effects. This has been assessed as leading to potential over-intensification of smaller sites without the efficiencies provided by a duplex style development. The effect of this is a risk to the existing residential character and amenity values of the zones through an increase in multiple small house-sections that diminishes the established streetscape character and pattern of development and balance of greenspace. This is particularly relevant within GR1 areas with a more mixed and spacious residential character and particularly Township and Settlement zones. Therefore, it has been recommended to exclude this proposed element from the rule package due to the lack of benefit and potential risk it carries. As an alternative, permitting two units per site could be considered through a restricted discretionary consenting pathway to enable design to be managed.
33. A key effect of the proposed 400m² minimum site size is identified as a potential risk to the green amenity values of the zones through the loss of mature gardens, trees and other planting. As such, this effect also applies to the proposed rule change package as a whole, through the potential for increased subdivision and expected intensified development to increase the loss of garden amenity. Whilst it is recognised that some sections with mature, well-planted sections will be subject to redevelopment loss, there will also be some gardens of little amenity value other than the unoccupied space they provide. Options for addressing these differences and placing controls to mitigate or limit the loss of quality gardens and amenity values are outlined in section 3.1.4.
34. Taking a whole rule change package perspective, it may be that one of the ways a number of the effects identified through the assessment can be addressed is through the preparation of a residential development and streetscape design guide. Such a design guide has not been prepared previously for the General Residential 1, and Township and Settlement Zones; such a document could include clear guidance on the preferred and best approaches to managing good subdivision through identifying/illustrating:
- guidance on expectations to be delivered through the new rule package;
 - ways to retain mature planting in new subdivisions;
 - suitable new planting where mature species cannot be retained;
 - examples of good site layout and locating parking/garage;
 - examples of good building style and arrangements (e.g. typical frontage arrangements, pointers to surrounding residential streetscape character identification, bulk form examples, roof design, materials and minimum ratio of glazing to elevation, etc).

35. Additional, to design guides, removal of 2GP minimum parking requirements in accordance with the NPS-UD would provide for the development of smaller sites with improved options for locating amenity space encouraging additional landscape elements.
36. Visual effects and loss of green amenity over a range of intensification. All of the below examples are modelled on a residential block made up of 16 x 800m² sites. An estimated average amount of established vegetation is shown.

Figures 8 – 12: Visual effects and loss of green amenity over a range of intensification. The examples below are modelled on a residential block made up of 16 x 800m² sites. An estimated average amount of established vegetation is shown.

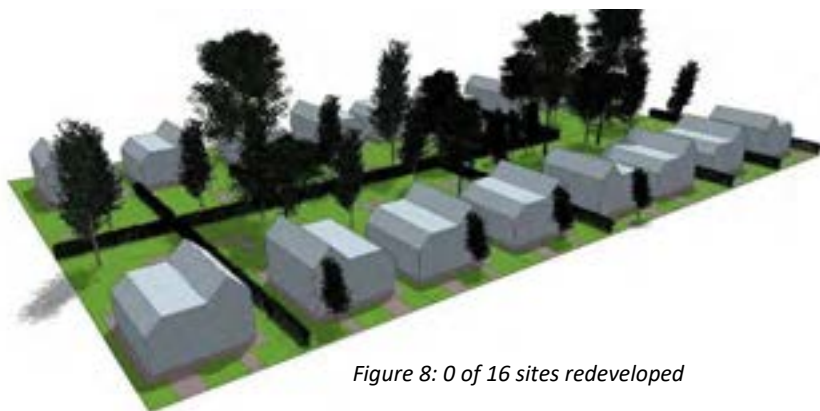


Figure 8: 0 of 16 sites redeveloped

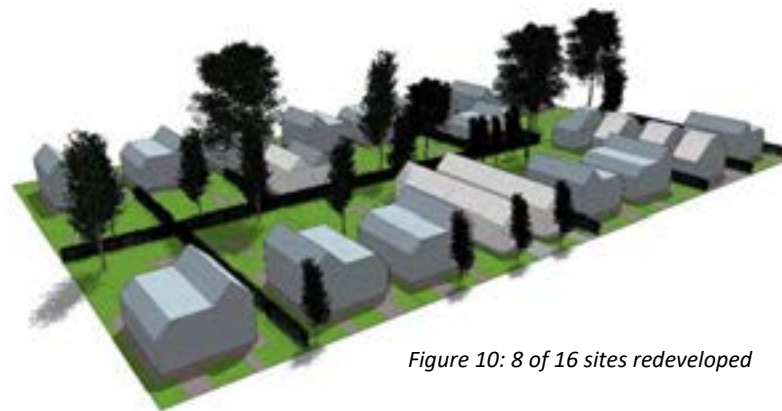


Figure 10: 8 of 16 sites redeveloped

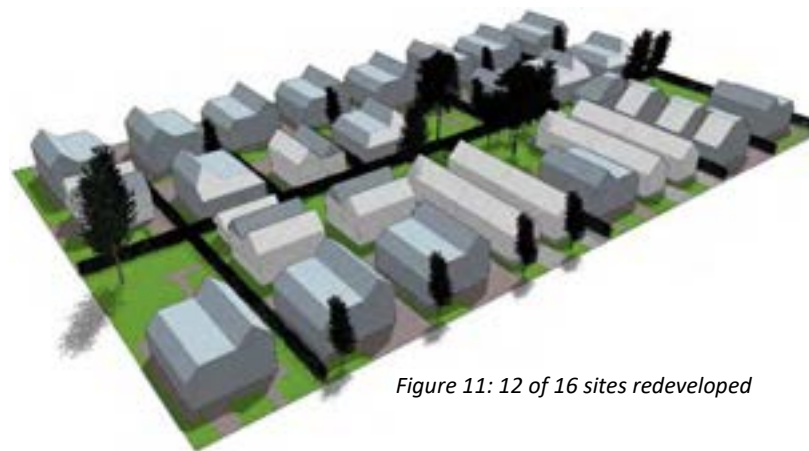


Figure 11: 12 of 16 sites redeveloped

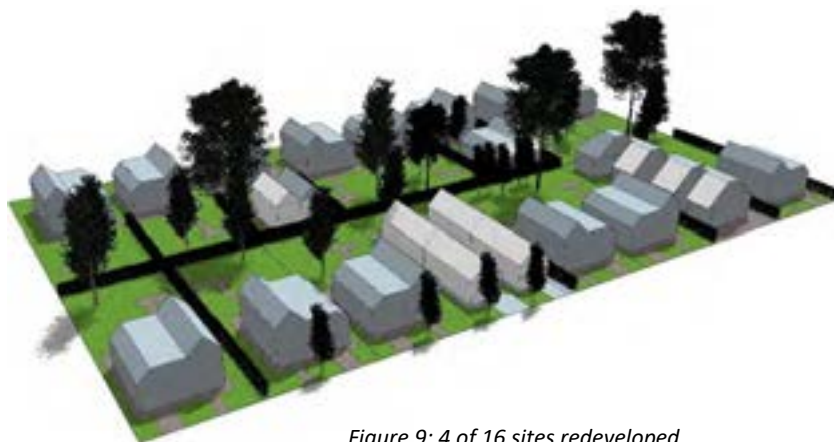


Figure 9: 4 of 16 sites redeveloped



Figure 12: 16 of 16 sites redeveloped

5 MAP 1

Sites sized between 800m² and 1000m² in the main urban areas of Dunedin that could potentially benefit from the proposed rule change (relevant sections identified in pink)





SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendix 4

**Sites assessed for rezoning but not included in
final proposal**

February 2021

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1 SITES ASSESSED FOR REZONING TABLE

1. The following table lists sites that were assessed for rezoning but are not being proposed for rezoning in Variation 2. These sites were rejected as they do not meet (or there is insufficient information to be confident that they would be likely to meet) relevant policy assessment criteria. Having identified that a site was unsuitable for any reason, no further assessment was undertaken. Therefore, the list of reasons for rejection included in Appendix 4 is not necessarily complete, as a full assessment against all policy criteria may not have been undertaken.
2. Review of the zoning of sites in Appendix 4 is within the scope of Variation 2 and submissions may be made on them.

Location	Map number	Current Zone	Requested Zone	Size (ha)	Reasons for rejection
103, 105, 107 Hall Road, Sawyers Bay	1	RR1	T & S	1.35	The development of this site will exacerbate downstream wastewater overflows.
105 St Leonards Drive		RR1	LLR1	2	The site has 3 Waters constraints, including the absence of stormwater infrastructure nearby, the potential to exacerbate downstream wastewater overflows, and water supply constraints during cruise ship season. given these issues, rezoning is not justified given the low yield proposed.
119 Riccarton Road West		Rural	GR1	1.79	The rezoning of this site is currently not being considered as there are better areas closer to Mosgiel centre and it is disconnected from existing or potential new residential land.
147 St Leonards Drive	2	RR1	LLR1	34.46	Much of the site is subject to a Significant Natural Landscape overlay, and is therefore considered not suitable for residential development, due to the significance of the landscape values and their protection under the 2GP policy framework. The rezoning of the remainder of the site (small areas) is considered inappropriate due to the distance from existing residential zones.
15 Robin Lane, St Leonards		RR1	T&S	0.53	The development of this site will exacerbate downstream wastewater overflows. There are also stormwater issues and water supply constraints during cruise ship season. The site is subject to an appeal by The Preservation Coalition Trust to rezone to rural and apply a Significant Natural Landscape overlay.
16 Forbury Road (St Bernadette's School)		Major facility	GR2	0.92	Intensification of the site has the potential to exacerbate the stormwater and wastewater issues in South Dunedin.

Location	Map number	Current Zone	Requested Zone	Size (ha)	Reasons for rejection
170 Riccarton Road West		Rural	LLR	8.35	The site is considered unsuitable due to its disconnection from existing residential areas.
177 Tomahawk Road		Rural	GR1	7.84	Stormwater discharge from the site is complex and would likely require discharge into Tomahawk Lagoon. This raises significant water quality issues and acceptability to iwi and would likely mean that discharge consent is challenging to obtain.
21, 43, 55, 65, 75, 79 and 111 Chain Hills Rd		RR1	GR1	14.11	The site is fairly isolated and fails to support the compact form/city policies. The area is also been considered as part of recent resource consent appeal process.
210 & 236 Signal Hill Rd	3	Rural	LLR2	9.98	These sites are subject to SNL overlays, and are considered inappropriate for residential development due to the significance of the landscape values and their protection under the 2GP policy framework.
23 Sretlaw Place / 118 Brockville Road		Rural	GR1	4.45	The original request to rezone the site was received from a potential (unsuccessful) purchaser, so was not progressed. 23 Sretlaw Place was subject to a second rezoning request from the new purchaser, but request was received too late in the Variation 2 process to assess.
234/290 Malvern Street, Leith Valley		RR2	GR1	16.48	Access into the site is constrained by the UBMA. Two access points would be required. There are also downstream wastewater issues
235 Signal Hill Road (the part of the site outside the significant natural landscape overlay only)	4	Rural	GR1	5.47	No wastewater network capacity, and no certainty that 50 houses can be provided. High biodiversity values over part of site.
256 Blueskin Road		RR2	LLR2	14.29	The site has a steep slope and is subject to a Significant Natural Landscape, therefore considered not suitable for residential development, due to the significance of the landscape values and their protection under the 2GP policy framework. It is also too far removed from the existing urban form to meet compact city objectives.
295-297 Highcliff Road and 347/353/445 Highcliff Road (in part)	5	RR2	GR1	7.37	Most of this site has a high geotechnical hazard risk.

Location	Map number	Current Zone	Requested Zone	Size (ha)	Reasons for rejection
300 - 304 Leith Valley Road		Rural	GR1	31.25	The site is subject to a Significant Natural Landscape and is considered inappropriate for residential development due to the significance of the landscape values and their protection under the 2GP policy framework. It is also distant from existing residential zoning and so fails to support the compact form/city policies.
Part 43 Watts Road	6	RR2	GR1	2.93	A large part of 43 Watts Road has been identified as a Significant Natural Landscape and is considered inappropriate for residential development due to the significance of the landscape values and their protection under the 2GP policy framework. Development would exacerbate downstream wastewater overflows.
31, 45 McGlashan Street and 89 Cemetery Road, Mosgiel	7	Industrial	GR1	3.18	The rezoning of the identified area from Industrial to GR1 would create potentially significant stormwater management and flooding issues.
3-5 Brick Hill Road & 18 Noyna Road, Sawyers Bay		Rural/ RR1	GR1(T&S)	6.07	The development of this site will exacerbate downstream wastewater overflows.
489 East Taieri-Allanton Road, Allanton	8	Rural	T&S/LLR1/LLR2	44.67	Parts of the site are very steep. There is existing capacity in Allanton and rezoning would not support the compact form/city policies.
50 - 60 Brinsdon Road		RR1	GR1	4.88	The site has been developed as a Rural Residential area. It is also detached from existing residential area and relatively distant from services, therefore fails to support the compact form/city policies.
53 - 100 Scroggs Hill Road	9	RR1	T&S	25.1	This area was identified too late to undertake a full assessment of the site or discuss any potential rezoning with landowners.
54 Fairview Terrace, Sawyers Bay		RR2	T&S	1.81	The adjoining site (50 Fairview Terrace) was considered for rezoning at the 2GP hearing, and evidence was given that the upper slopes provided valuable visual amenity. For same reason, the upper parts of this site are not appropriate. The lower part is already developed. In addition, additional development is Sawyers Bay will exacerbate downstream wastewater overflows
54 Huntly Road / 85 Formby Street, Outram		Rural	GR1	6	High class soil and flooding issues (Haz 2 flood). Outram township does not have a shortage of residential capacity and there is no immediate need for rezoning.

Location	Map number	Current Zone	Requested Zone	Size (ha)	Reasons for rejection
57 Koremata Street, Green Island		Rural	GR1	1.41	Connection to infrastructure networks would be expensive and the site is steep.
6 Cromwell Street, Wakari (St Mary's School)		Major facility	GR2	1.35	Intensification of the site has the potential to exacerbate the existing wastewater issues in Kaikorai Valley and South Dunedin.
750 Highcliff Road		Rural	GR1	10.3	This site is subject to SNL and ONL overlays and is considered inappropriate for residential development due to the significance of the landscape values and their protection under the 2GP policy framework.
761 Aramoana Road		Rural	T&S	7.36	The majority of the site is subject to a Significant Natural Landscape and is considered inappropriate for residential development due to the significance of the landscape values and their protection under the 2GP policy framework. The site is also very steep, un-serviced for 3 Waters and relatively distant from services.
77 & 121 Chain Hills Road, Mosgiel	10	Rural	GR1	39.4	The site has features (a central gully, areas of south facing slopes, and steep in parts) making development more complex and less efficient.
774 Allanton - Waiholo Rd		Rural	T&S/LLR1/LLR2	55.19	Areas of the site are identified as being at high risk of flooding (Hazard 1). There is existing capacity in Allanton. Rezoning would not support the compact form/city policies.
85 Sidey Street, Corstorphine		GR1	GR2	0.67	Intensification of the site has the potential to exacerbate the stormwater and wastewater issues in South Dunedin.
90 Blackhead Road and surrounds	11	Rural Residential	GR1	2.2	Development of this area would require significant 3 Waters infrastructure upgrades, and these are not programmed or funded for the short to medium term.
91 & 103 Formby Street, Outram	12	Rural	GR1	4.39	The site has high class soils and Hazard 2 (flood) overlays. Outram township does not have a shortage of residential capacity and there is no immediate need for rezoning.
Allen Road (Green Island)	13	Rural	GR1	15.26	Too steep, with multiple small valleys.
Freeman Cl. & Lambert St., Abbotsford	14	Rural	GR1	70.28	Significant natural hazard risks identified.
252 Scroggs Hill Road (in part)	15	Rural	T&S/LLR1/LLR2	6.56	The site is very steep. There is existing capacity in Allanton. It fails to support the compact form/city policies.
Waldronville Golf Course	16	Rural	GR1	9.74	The landowner does not support rezoning.

Location	Map number	Current Zone	Requested Zone	Size (ha)	Reasons for rejection
Part 309 North Road	17	Rural	GR2	1.68	Development would exacerbate downstream wastewater overflows. The site is also very steep, which would make it difficult to achieve a high density.
41 Emerson Street		Rural	GR1	5.82	The site is steep and not developable in parts, so would have a low yield.

2 MAPS

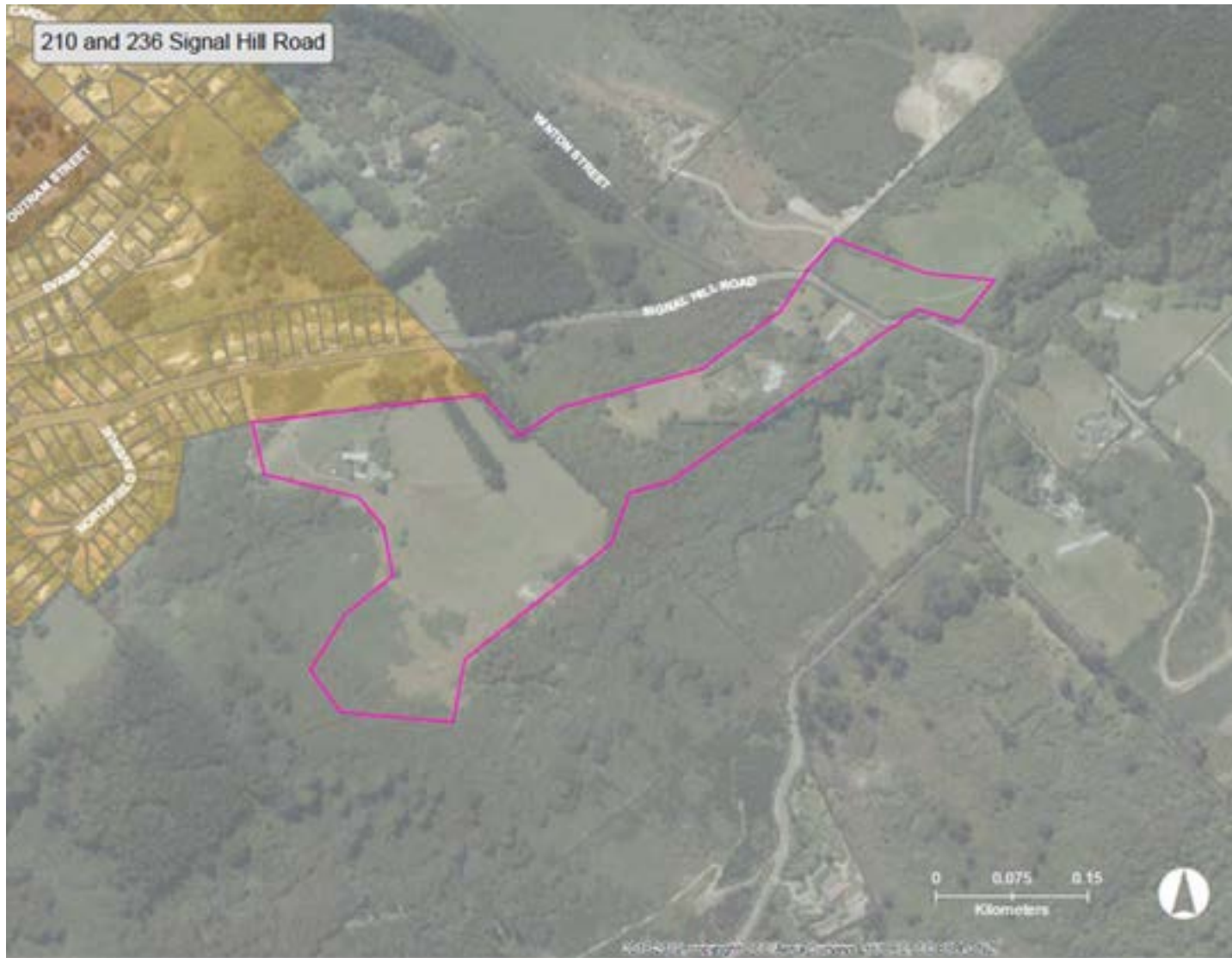
Map 1: 103, 105, 107 Hall Road, Sawyers Bay



Map 2: 147 St Leonards Drive



Map 3: 210 & 236 Signal Hill Rd



(the part of the site outside the significant natural landscape overlay only)

(the part of the site outside the significant natural landscape overlay only)



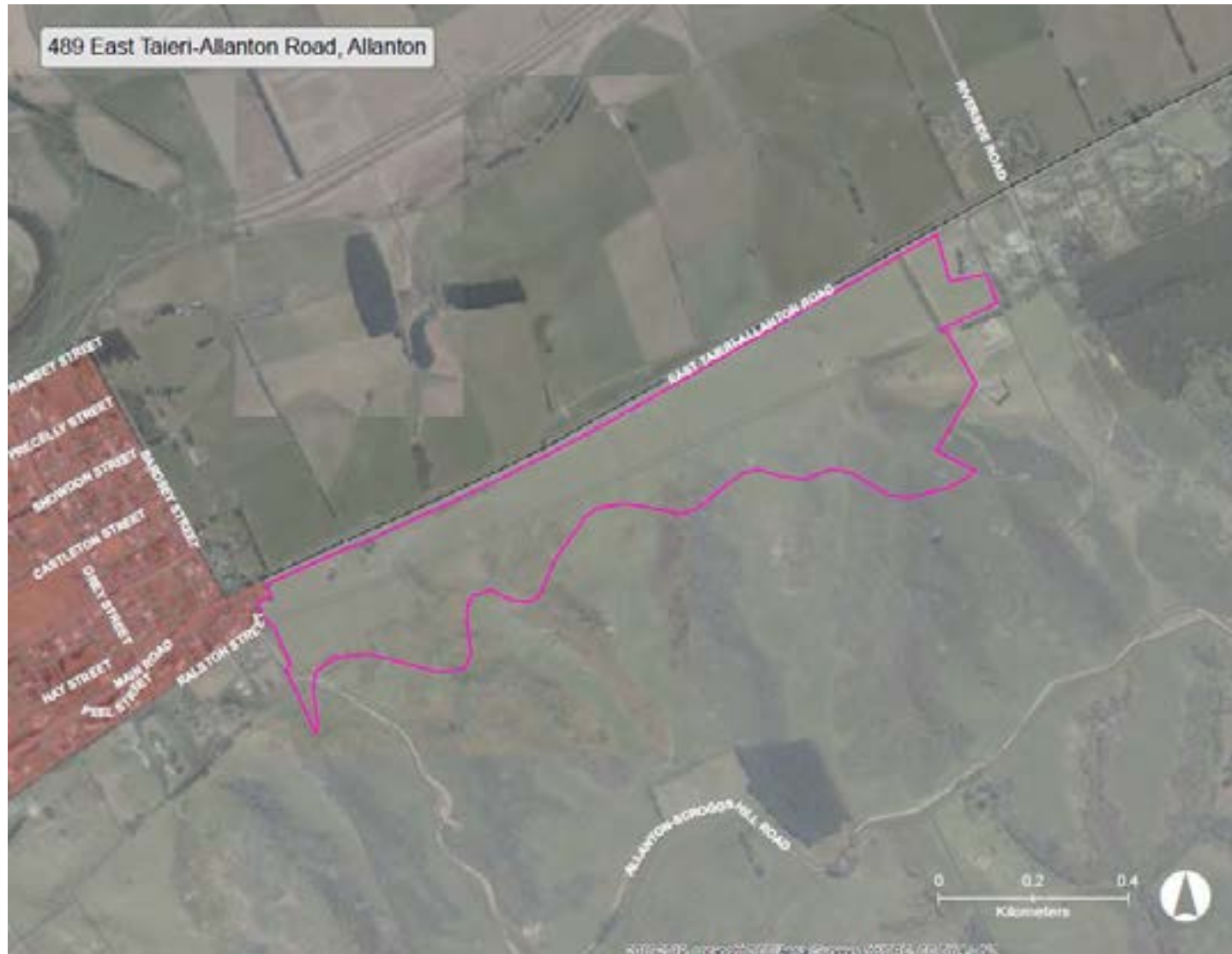
Map 5: 295-297 Highcliff Road and 347/353/445 Highcliff Road (in part)



Map 7: 31, 45 McGlashan Street and 89 Cemetery Road, Mosgiel



Map 8: 489 East Taieri-Allanton Road, Allanton



Map 9: 53 - 100 Scroggs Hill Road



Map 10: 77 & 121 Chain Hills Road, Mosgiel



Map 11: 90 Blackhead Road and surrounds



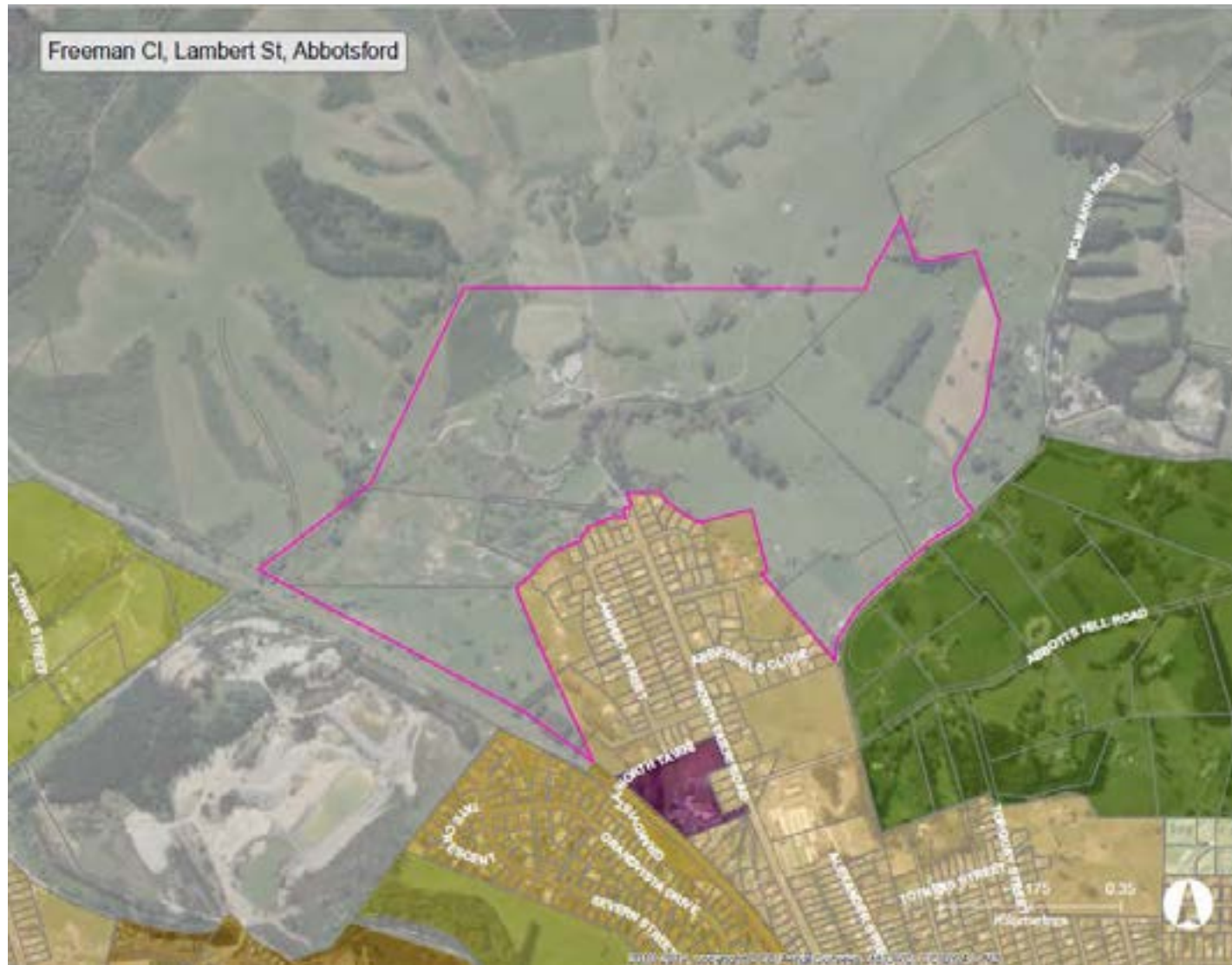
Map 12: 91 & 103 Formby Street, Outram



Map 13: Allen Road (Green Island)



Map 14: Freeman Cl. & Lambert St., Abbotsford



Map 15: 252 Scroggs Hill Road (in part)



Map 16: Waldronville Golf Course



Map 17: 309 North Road





SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

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Appendix 5

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February 2021

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Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
Slope	Objective 2.6.2 Policy 2.6.2.1.c.i Policy 2.6.2.3.d	Sites were assessed based on their average slope.	No issues	Flat or gently sloping.		
			Some issues	Slope likely to reduce yield over site.		
			Significant issues	Likely to be challenging to develop.		
Aspect – Solar Access	Policy 2.6.2.3.d.ii (proposed Medium density areas)	Sites were assessed based on their dominant aspect.	Very good	Flat or generally north facing.		
			Good	Generally east or west facing.		
			Ok	Generally south facing and average slope less than 7°.		
			Poor	Generally south facing and average slope greater than 7°.		
Accessibility – public transport	Objective 2.2.2 Policy 2.6.2.1.c.iii Policy 2.6.2.3.c.ii	Sites were assessed based on their distance to a bus stop.	Very good	400m or less to a high frequency bus stop or 200m or less to any other bus stop.	In relation to potential medium density areas, this criterion also reflects the NPS-UD requirement in Policy 5, which requires consideration of accessibility by active or public transport to commercial services in relation to providing for density of urban form.	
			Good	400-800m to a high frequency bus stop or 200-400m to any other bus stop.		
			Ok	800m-1.2km to a high frequency bus stop or 400-800m to any other bus stop.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
			Poor	Over 1.2km to a high frequency bus stop and over 800m to any other bus stop.		
Accessibility - Centres	Objective 2.2.2 Policy 2.6.2.1.c.ii Policy 2.6.2.3.c.ii	Sites were assessed based on their distance to a centre, including the centre hierarchy (e.g. whether a principal centre, suburban centre, or another centre).	Very good	400m or less to a principal/suburban centre or 200 or less to any other centre.	In relation to potential medium density areas, this criterion also reflects the NPS-UD requirement in Policy 5, which requires consideration of accessibility by active or public transport to commercial services in relation to providing for density of urban form.	
			Good	400 - 800m to a principal/suburban centre or 200-400m to any other centre.		
			Ok	800m - 1.2km to a principal/suburban centre or 400-800m to any other centre.		
			Poor	Over 1.2km to a principal/suburban centre and over 800m to any other centre.		
Accessibility – Schools	Objective 2.2.2 Policy 2.6.2.1.c.ii, v Policy 2.6.2.3.c.ii	Areas were assessed based on the distance to the nearest primary school.	Very good	Primary school within 2km.		
			Good	Primary school within 2-5km.		
			Poor	Primary school over 5km away.		
Rural character/visual amenity	Policy 2.6.2.1.d.ii Objective 2.4.6	A site visit was undertaken.	No issues	No or minor effects on rural amenity and character.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
			Some issues	Some local impacts but overall minor effects at a broader scale.		
			Moderate issues	Moderate impacts on rural character and amenity.		
			Significant issues	Significant impacts on rural character / amenity.		
Impacts on productive rural land	Policy 2.6.2.1.d.i Objective 2.3.1 Policy 2.3.1.2	A high-level cost benefit analysis was undertaken for sites assessed as having highly productive land (HPL) or mapped as having high class soils. ¹ A site visit and knowledge of nearby activities was used to assess whether there were highly productive rural activities nearby.	No issues	No highly productive land (HPL).		
			Some issues	HPL with relatively small loss of primary productive capacity compared to housing gains.		
			Moderate issues	HPL with moderate loss of primary productive capacity compared to housing gains.		
			Significant issues	HPL with significant loss of primary productive capacity compared to housing gains.		

¹ Dunedin Productive Land Cost Benefit Analysis (Property Economics and Beca, November 2020). Note that this analysis also includes several appeal sites that are not within the scope of Variation 2.

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
Reverse sensitivity	Policy 2.6.2.1.d.i Objective 2.3.1	Overlap with specific mapped areas and designations on the 2GP plan maps were considered. In addition, a site visit and knowledge of nearby activities was used to identify other possible reverse sensitivity issues. Consultation with KiwiRail was undertaken in relation to proximity to the rail corridor.	No issues			Existing 2GP performance standards around setbacks and acoustic insulation.
			Some issues (manageable)	Proximity to a road, railway or scheduled mining activity.		
			Significant issues (manageable)	Overlap with a 2GP Hazard Facility mapped area, Radio Transmission mapped area, Invermay Farm mapped area, Dunedin Airport noise area, Taieri Aerodrome flight fan, or being within 12m of the National Grid.		
Significant indigenous biodiversity	Policy 2.6.2.1.d.iii Objective 2.2.3 Policy 2.2.3.5	A desktop and/or site assessment was undertaken by DCC's Biodiversity Officer in relation to all sites ² . Overlap with an ASBV or Urban Biodiversity mapped	No issues	No / low biodiversity values.		Exclude existing ASBV and UBMA mapped areas. Apply an ASBV where sites meet the relevant criteria or (for small,
			Some issues (manageable)	Site has areas of biodiversity worthy of protection but that do not meet ASBV or UBMA criteria.		

² 2GP Variation 2 s32 Appendix 8 - Memorandum from DCC Biodiversity Advisor, 30 November 2020.

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
		area (UBMA) was considered a significant issue.	Significant issues (manageable)	Site overlaps an ASBV or UBMA or contains limited areas meeting ASBV / UBMA criteria.		discrete areas), use a structure plan mapped area rule to manage vegetation clearance.
			Significant issues (not manageable)	Significant part of site overlaps an ASBV or UBMA or contains areas meeting ASBV / UBMA criteria.		For other areas of biodiversity identified as being worthy as protection, use a structure plan mapped area rule to manage vegetation clearance.
Natural landscapes and natural coastal character	Policy 2.6.2.1.d.iv Policy 2.6.1.2.d.v Objective 2.4.4 Objective 2.2.5	Areas were assessed based on overlap with a mapped landscape or coastal character area (ONF, ONL, SNL, HCC, NCC).	No issues	No overlap with landscape or coastal character area.		Exclude mapped landscape and coastal character overlay zones.
			Significant issues (manageable)	Overlap with landscape or coastal character area, able to be excluded from rezoning area.		
			Significant issues (not manageable)	Significant overlap with landscape or coastal character area.		
Access to the coast and water bodies	Policy 2.6.2.1.d.vi Objective 10.2.4	Areas were assessed based on whether the site adjoined the coast or contained a water body.	No issues	Not by coast or water body.		Existing 2GP rules require subdivision activities along the bank of a water
			Some issues (manageable)	By coast / water body, access can be maintained.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
		Mapped esplanade reserve areas are noted.	Significant issues (manageable)	By coast / water body, access can be maintained.		body with an esplanade strip mapped area to provide an esplanade strip of a minimum width of 20m.
			Significant issues (not manageable)	By coast / water body, access cannot be maintained.		Access to other waterbodies can be considered through the subdivision resource consent process.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Policy 2.6.2.1.d.vii Objective 2.4.1. Policy 2.4.1.7	Overlap with a scheduled heritage site, archaeological site, heritage precinct, scheduled tree or scheduled heritage building/structure was considered. A site visit was undertaken to assess other amenity aspects.	No issues	No relevant features.	Note that there are no important viewshafts or vistas identified in the 2GP.	Existing 2GP rules require resource consent for activities affecting scheduled trees and scheduled heritage buildings.
			Some issues (manageable)	Presence of a small number of scheduled trees or heritage buildings.		
			Significant issues (manageable)	Presence of a number of scheduled trees or heritage buildings, or an important green space, but impacts can be managed.		
			Significant issues (not manageable)	Many / significant features, impacts not manageable.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
Residential character and amenity	Policy 2.6.2.3.c.iii.5 Objective 2.4.1 (Medium density sites)	For potential new medium density areas, assessment of the impacts of intensification on residential character was undertaken (see Appendix 9).	No issues	Area can absorb intensification without significant effects on existing character.		Existing 2GP rules require consent for new development of 3 or more residential units to manage effects on streetscape amenity and character. Design guides are proposed to be developed to assist the design of new buildings. Areas that may be significantly impacted by GR2 intensification have been excluded from rezoning.
			Some issues (manageable)			
			Significant issues (manageable)			
			Significant issues (not manageable)			
Natural Hazards	Policy 2.6.2.1.d.vii Objective 11.2.1	Overlap with a mapped hazard area in the 2GP (including the hazard type and category), old landfills mapped as a HAIL site, or other mapped HAIL sites, was considered.	No issues	No or low risk hazards only.		Areas of high hazard were either excluded from rezoning, or a structure plan mapped area applied, with a rule
			Some issues (manageable)	Medium risk hazards, but manageable.		
			Significant issues (manageable)	High risk hazards, but manageable.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
		A site-specific hazards assessment was also undertaken ³ . This categorised sites as having either low, medium or high level hazard.	Significant issues (not (manageable)	High risk hazards, not manageable.		requiring a hazard assessment as part of the subdivision assessment and preventing development prior to that taking place. Existing 2GP rules impose additional restrictions or consent requirements in relation to earthworks, development and/or residential land use in identified hazard overlays.
Potable water supply	Policy 2.6.2.1.d.ix Objective 2.7.1 Policy 2.7.1.1	An assessment was undertaken of the ability and cost to service the site for potable water. Where servicing was not possible (outside DCC's serviced area or insufficient capacity in the network), an	No issues	Site can be readily serviced	The assessment made for self-servicing considered rainfall events and relied on standard assumptions of roof area and tank volume (25m ³).	Self-servicing is required where a site cannot be serviced. In parts of the city, water restrictions
			Some issues (manageable)	Minor or moderate upgrades required and included in draft 10 year plan; or outside DCC service area and can feasibly be self-serviced		

³ Memorandums from Stantec: Re-zoning – Group 1 Hazards, August 26 2020; Re-zoning Group 2 Hazards, September 3 2020; Re-zoning - Additional Sites Hazards, October 28 2020.

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
		assessment was undertaken as to whether self-servicing would be possible and appropriate.	Significant issues (manageable)	Significant upgrades required and included in draft 10 year plan; or cannot be serviced and can feasibly be self-serviced.		may be required to manage dry periods.
			Significant issues (not manageable)	Significant upgrades required but not funded; or cannot be serviced or feasibly be self-serviced.		
Wastewater supply	Policy 2.6.2.1.d.ix Objective 2.7.1 Policy 2.7.1.1	An assessment was undertaken of the ability and cost to service the site for wastewater. Where servicing was not possible, an assessment was undertaken as to whether self-servicing is possible and appropriate.	No issues	Site can be readily serviced.		Self-servicing is possible in Large Lot residential zones and un-serviced township and settlement zones. for self; -serviced sites, a 'No DCC reticulated wastewater mapped area' will be applied. An assessment rule requiring use of communal wastewater detention is proposed for some sites. These are limited to sites /
			Some issues (manageable)	Minor or moderate upgrades required and included in draft 10 year plan.		
			Significant issues (manageable)	Significant upgrades required and included in draft 10 year plan or impacts can be managed (detention tank or self-servicing).		
			Significant issues (not manageable)	Significant upgrades required but not funded; and impacts cannot be managed through detention tank or self-servicing.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
						areas that can provide a minimum of 50 houses, to minimise ongoing maintenance costs (see also Change F3-2).
Stormwater management	Policy 2.6.2.1.d.ix Objective 2.7.1 Policy 2.7.1.1	An assessment was undertaken of the ability and cost to service the site for stormwater.	No issues	No issues, no management required.	Known flooding issues and a lack of information in some areas in relation to the capacity of downstream stormwater infrastructure / channels means that many sites will be required to attenuate stormwater so that post development peak run-off does not exceed pre-development.	An assessment rule requiring preparation of stormwater management plan for new greenfield areas, to demonstrate how stormwater run-off will be managed / attenuated is proposed (see also Change F2-2). Application of a stormwater mapped area for new GR2 areas where the stormwater network is constrained (see also Change F2-7).
			Some issues (manageable)	Some issues, management required.		
			Significant issues (manageable)	Significant issues, management possible.		
			Significant issues (not manageable)	Significant issues, management not possible.		
	Policy 2.6.2.1.d.x		No issues	No upgrades required		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
Transport effects (local)	Objective 2.7.1 Policy 2.7.1.1 Objective 2.7.2	An assessment was undertaken of effects on the road network and any likely roading upgrades required. Consultation was undertaken with NZTA. Any required (or undesirable) roading connections were considered.	Some issues (manageable)	Minor upgrades required or issues to be considered at time of subdivision.	Transportation upgrades needed to service growth areas are proposed to be included in the 2024 10 year plan.	Rules in structure plan mapped area regarding transport connections. Private development agreements to provide site specific transport infrastructure.
			Significant issues (manageable)	Moderate / significant upgrades required / issues to be resolved, can be managed.		
			Significant issues (not manageable)	Moderate / significant upgrades required / issues to be resolved, cannot be managed.		
Transport effects (wider network)	Policy 2.6.2.1.d.x Objective 2.7.1 Policy 2.7.1.1 Objective 2.7.2	A high level assessment was undertaken of effects on the road network considering clusters of sites together, including sites that are no longer proposed for rezoning. This identified issues that may be dependant, to some extent, on the final number of sites developed within an area. Further investigation will be required at the time of subdivision. Consultation was undertaken with NZTA.	No issues	No upgrades required.	Transportation upgrades to service growth areas are proposed to be included in the 2024 10 year plan. NZTA identified in interest in the impact of zoning on the state highway network, particularly on the functioning of particular intersections. It is acknowledged that development, particularly cumulative development in some areas, will affect levels of service at some intersections. This may	
			Some issues (manageable)	Minor upgrades required or issues to be considered at time of subdivision.		
			Significant issues (manageable)	Moderate / significant upgrades required / issues to be resolved, can be managed.		
			Significant issues (not manageable)	Moderate / significant upgrades required / issues to be resolved, cannot be managed.		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
					result in the need for intersection upgrades in some areas. These have been identified as significant issues but are assumed to be manageable.	
Compact city – proximity to existing residential areas	Policy 2.6.2.1.d.xi, Policy 2.6.2.1.d.vii.6 Policy 2.6.2.3.c.iii.6 Objective 2.2.4	The proximity of greenfield areas to existing residential zoning was considered.	No issues	Site is currently residential, or contiguous to residential zoned land and reflects an appropriate extension of the residential area.	Note that other factors assessed above (e.g. proximity to public transport and centres) are also relevant considerations in determining the overall consistency with this objective.	
			Significant issues	Site does not meet above criteria.		
Compact city - ability to develop land efficiently	Policy 2.6.2.1.d.xi Policy 2.6.2.3.c.iii.6 Objective 2.2.4	An estimate of the overall number of feasible sites and the type (density) of zoning that could be achieved, was considered.	Very good	Feasible capacity 50 sites or more GR1 or GR2 density.	Note that other factors assessed above (e.g. proximity to public transport and centres) are also relevant considerations in determining the overall consistency with this objective.	
			Good	Feasible capacity from 25 - 49 sites GR1 or GR2 density.		
			Ok	Feasible capacity up to 25 sites GR1 or GR2 density.		
			Poor	Cannot be developed at GR1 or GR2 density (Large lot density required).		
	Objective 2.5.1		No issues	No issues		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
Effects on Manawhenua values	Policy 2.5.1.2	Areas were assessed based on consultation with Te Rūnanga o Ōtākou and Kati Huirapa Rūnaka ki Puketeraki.				Exclude wāhi tupuna areas of concern from rezoning areas.
			Some issues (manageable)	Overlap with a wāhi tupuna site.		
			Significant issues (manageable)	Site will be self-serviced for wastewater in proximity to a waterbody, effects can be managed.		
			Significant issues (not manageable)	Effects cannot be managed.		
Issues for: - network utility operators - Southern District Health Board - Ministry for Education - Fire and Emergency New Zealand - KiwiRail	NPS-UD	Consultation was undertaken with Aurora, OtagoNet, Chorus, 2 degrees, Spark, Vodaphone, Southern District Health Board and Ministry of Education and Fire and Emergency New Zealand.	No issues			Existing 2GP rules require acoustic insulation within 70m of railway lines, and setbacks from network utilities for earthworks.
			Some issues (manageable)			
			Significant issues (manageable)			
			Significant issues (not manageable)			
Other constraints on development	Objective 2.6.2	The certificates of title for sites in potential new	No issues			
			Some issues (manageable)			

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
(encumbrances, owner aspirations, appeals)		residential areas (greenfield sites) were examined for to identify constraints or encumbrances that may affect development. The degree of existing development of rural residential areas was considered, as this may affect the ability for conversion to residential development. Landowner wishes in regards to future development were considered.	Significant issues (manageable)			
			Significant issues (not manageable)			
Feasibility for MD development - lower quality housing stock more likely to be developed	Policy 2.6.2.3.d (medium density)	The proportion of houses in an area built before 1950, and/or with a value less below the lower quartile house value in Dunedin.	Very good	> 60% of area pre-1950 housing, or worth less than Dunedin lower quartile house.		
			Good	30-60% of area pre-1950 housing, or worth less than Dunedin lower quartile house.		
			Ok	10-30% of area pre-1950 housing, or worth less than Dunedin lower quartile house.		
			Poor	<10% of area pre-1950 housing, or worth less		

Criteria being assessed	Relevant objective / policy	How measured and evaluated	Scoring key	Explanation of scoring key	Comment	Options for managing issues that arise
				than Dunedin lower quartile house.		
Feasibility for MD development - market desirability	Policy 2.6.2.3.d (medium density)	Results from the housing preferences survey were used to assess market desirability of areas for smaller households.	Very good	Area located in the inner or outer suburbs.		
			Good	Area located in Mosgiel.		



SECOND GENERATION DISTRICT PLAN

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Section 32 Report

Appendix 6

Site Assessments

February 2021

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APPENDIX 6.1 Rezoning Assessment Sheet - 155 and 252 Scroggs Hill Road (GF01)	
SITE DETAILS	
Change Number	GF01
Proposed area for rezoning	
Site Address	Part of 155 and 252 Scroggs Hill Road
Full area assessed	
Site Area	10.3 hectares
Current zoning	Rural Residential 1

PROPOSAL DETAILS		
2GP Zone assessed	Large Lot Residential 1	
ASSESSMENT CRITERIA		
Slope	Moderate issues	The site is generally flat or gently sloping, but includes steep gullies
Aspect - Solar access	Good	Variable. The final area considered for rezoning generally slopes gently to the east.
Accessibility – Public Transportation	Poor	The nearest bus stop is approximately 1.6km away
Accessibility - Centres	Poor	Mosgiel principal centre is approximately 9,000m away. Brighton neighbourhood centre is approximately 2,000m away.
Accessibility – Schools	Good	Big Rock Primary School is the closest primary and intermediate school to the site at approximately 2.3km away.
Rural character/visual amenity	Some issues (manageable)	The site was assessed by DCC's Landscape Architect (see Appendix 7) for potential large lot scale development. The full site covers a series of broad ridges and gullies northwest of Brighton. In general, the proposed area is hidden from view from many of the more established urban parts of Brighton near the centre of the settlement and the south-eastern facing hillslopes near the coastal edge. Broader views into the site are available from immediate surrounding locations on Scroggs Hill Road, and the hillslopes to the west, east and north. The site has an open character, which means that residential development will change the existing rural / rural residential character. Denser development could appear as a distinct settlement area, surrounded by rural residential land. Siting the development on the lower, less prominent part of the site would lessen this effect. As a result of this assessment only part of the site is proposed to be rezoned.
Impacts on productive rural land	Moderate issues	The area assessed was significantly larger than the area ultimately proposed for rezoning. Approximately 25% of the full area assessed, including all the area proposed to be rezoned, is LUC Class 3. This area scored poorly compared to other sites, given the size of the site assessed, the relatively low density of housing considered (large lot residential), and the distance from services (which reduces the economic value attached to housing). However, given the reduced area proposed for zoning, impacts are considered to be moderate, rather than significant.

Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	The landowner identified areas of vegetation in gullies on the site that would be excluded from development. DCC's biodiversity officer did not identify any areas in the final area proposed to be rezoned (through inspection of aerial photography) that were considered necessary to formally protect.
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	The site is assessed as having a medium level hazard associated with slope instability, particularly on the steeper parts of the site. Geotechnical investigation will be required prior to development.
Potable water supply	Some issues (manageable)	This site is outside the area that is serviced by DCC, so self-servicing for water would be required. However, the site is assessed as constrained for self-servicing, with water expected to be available 75% of year (assuming the maximum permitted building coverage area for rainfall collection with a 25m ³ tank).
Wastewater supply	Significant issues (manageable)	A significant network extension would be required to service the site. The local wastewater infrastructure is relatively flat in places and so capacity issues for additional flow exist in part of the network. Significant downstream network upgrades would be required and are budgeted in draft 10 Year Plan. Self-servicing (Large Lot Residential zoning) is feasible.
Stormwater management	Some issues (manageable)	Due to the complex site topography, stormwater from the site discharges in various directions via various overland flow paths. These generally travel through natural vegetated channels and streams and attenuation is required to mitigate against erosion. The campground downstream has had previous flooding issues.
Transport effects (local)	Some issues (manageable)	The site accesses Scroggs Hill Road which is a high-risk rural road. The speed limit on this road is proposed to be reduced. Improvements will be required to Scroggs Hill Road, which may include increased signage and road markings, and potentially crash barriers,

		particularly at relevant intersections.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	Significant issues	The site is located approximately 380m from existing residential zoned properties.
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 45 dwellings under Large Lot Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	The site is subject to easements for right of way, right to convey telecommunications and computer media and convey electricity and transform electricity. These are not expected to significantly affect development of the site.

APPENDIX 6.2 Rezoning Assessment Sheet – 201, 207, and 211 Gladstone Road South (GF02)		
SITE DETAILS		
Change Number	GF02	
Site outline image		
Site Address	201, 207, and 211 Gladstone Road South	
Full area assessed	As shown in map above	
Site Area	3.2 hectares	
Current zoning	Rural	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1	
ASSESSMENT CRITERIA		
Slope	No issues	
Aspect - Solar access	Very good	

Accessibility – Public Transportation	Poor	The nearest bus stop is approximately 2km away
Accessibility - Centres	Poor	Mosgiel principal centre is approximately 2,900m away
Accessibility – Schools	Very good	East Taieri School is the closest primary school, located 1.4km away
Rural character/visual amenity	Some issues	Rural amenity and character values are low, consisting of grazed paddocks and adjoining residential development. Rezoning will result in a loss of rural outlook for neighbouring properties but will have minimal effects on a broader scale.
Impacts on productive rural land	Some issues	The entire site is Land Use Capability Class 3, which is defined as good land with moderate limitations to arable use. The area consists of three small sites unlikely to be materially productive in primary output.
Reverse sensitivity	Some issues (manageable)	The site adjoins a rail corridor, 2GP performance standards require acoustic insulation within 70m of a rail line.
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Minor network extension and some upstream network upgrades required. The network upgrades are budgeted in the draft 10 Year Plan. Mosgiel water supply is currently strained during dry hot summer periods and this would be exacerbated by further development. Projects to address these issues are in DCC's 10 year plan and the issues are expected to be resolved in 3-5 years. Due to the timeframe of the plan change process and then additional time to construct new homes, the potential short-term effects on water supply constraints are considered acceptable.

Wastewater supply	Some issues (manageable)	A minor network extension would be required. Due to the flat grade, a pump station may be required. Flows from the site eventually reach the Burns Street wastewater pump station, which is planned to be upgraded in next couple of years. Some further minor downstream upgrades would be required and are budgeted in draft 10 Year Plan.
Stormwater management	Significant issues (manageable)	There is no DCC stormwater network in this area. Overland flow paths discharge to roadside table drains and flows then enter two 300mm diameter culverts before entering farmland and eventually reaching the Owhiro Stream, which has known flooding issues. The capacity of the table drain and culvert is unknown and attenuation is therefore required.
Transport effects (local)	Some issues (manageable)	An additional footpath connection along Riccarton Road East may be required. A footpath on the southern side of Gladstone Road South may also be required to link the development site with existing pedestrian infrastructure on Riccarton Road East. Provision for appropriate connections to future residential development should be considered at subdivision stage. Improvements may be required to the Gladstone Road South / Riccarton Road East intersection, noting the presence of the level crossing on Riccarton Road West. A Level Crossing Safety Impact Assessment (LCSIA) may be required.
Transport effects (wider network)	Significant issues (manageable)	Infrastructure upgrades may be required at the Riccarton Road / SH1 intersection. Cumulative development in Mosgiel is likely to put extra pressure on the state highway network, in particular the Gordon Road / SH1 intersection, which has existing efficiency issues. Upgrade of this and other intersections may be required.
Compact city – proximity to existing residential areas	No issue	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 36 dwellings under General Residential 1 zoning.
Effects on Manawhenua values	No issue	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issue	

Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	The site is subject to easements for 3 waters infrastructure from a neighbouring property, however this appears unlikely to significantly affect development on the site. The site is also subject to a building line restriction, but this falls within the road boundary setback and should not affect development potential.

APPENDIX 6.3 Rezoning Assessment Sheet – 16 Hare Road (GF03)		
SITE DETAILS		
Change Number	GF03	
Site outline image		
Site Address	16 Hare Road	
Full area assessed	As shown in map above	
Site Area	3.5 hectares	
Current zoning	Rural Residential	
PROPOSAL DETAILS		
2GP Zone assessed	Township and Settlement	
ASSESSMENT CRITERIA		
Slope	No issues	
Aspect - Solar access	Good	The site is flat, but part may be shaded by the steep slope to the north in winter.

Accessibility – Public Transportation	ok	The nearest bus stop is approximately 540m away
Accessibility - Centres	Poor	Brighton neighbourhood centre is approximately 1,900m away
Accessibility – Schools	Very good	Big Rock Primary School is the closest primary and intermediate school, at approximately 2km away
Rural character/visual amenity	Some issues	The current character of the site is pastoral with forestry/scrub on an elevated slope adjoining the site. There is a small water course running through the site. The proposed rezoning will result in a loss of rural outlook for neighbouring properties but will have minor effects on the rural character and visual amenity at a broader scale.
Impacts on productive rural land	No issues	
Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	Some issues (manageable)	There is a small watercourse on the site. Access can be considered during any subdivision application.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	No network extension required. Some major upstream network upgrades may be required in the future but are not anticipated within the next 10 years. Future upgrades are proposed to be included in the Council's Infrastructure Strategy.
Wastewater supply	Significant issues (manageable)	A minor network extension would be required. The local wastewater infrastructure is relatively flat in places and so capacity issues for additional flow exist in part of the network. Significant downstream upgrades required and are budgeted in draft 10 Year Plan.

Stormwater management	Some issues (manageable)	The site catchment discharges via various overland flow paths to Taylors Creek. There is not enough information available to conduct a capacity assessment of the creek, however there does not appear to be any concerns for flooding in the area. Attenuation would be required to mitigate erosion risks.
Transport effects (local)	Some issues (manageable)	No upgrades are required to the Hare Road access point. The footpaths on Hare Road would need to be built/upgraded to link the site to Edna Road. Localised intersection improvements may be required at the Kayforce Road/Hare Road intersection due to increased traffic generated by the development. The DCC Code of Subdivision limits the number of sites that can be accessed from a cul-de-sac. A second access point to the site will be required to avoid a restriction on yield. A direct pedestrian link to Kayforce Road would also be desirable.
Transport effects (wider network)	Significant issues (manageable)	Cumulative development in the Brighton / Waldronville area may result in the need for upgrades of: Brighton Road / Blackhead Road intersection and Brighton Road / Jeffcoates intersection, for safety and efficiency reasons; uncontrolled intersections along Brighton Road, and isolated improvements to some existing controlled intersections; Brighton Road in discrete sections, i.e. crossing points, to mitigate safety and speed issues arising from increased traffic (noting a speed limit reduction for Brighton road is planned).
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 38 dwellings under Township and Settlement zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	

Other constraints on development (encumbrances, owner aspirations, appeals)	No issues	

APPENDIX 6.4 Rezoning Assessment Sheet - 127a Main Road Fairfield (GF04)		
SITE DETAILS		
Change Number	GF04	
Site outline image		
Site Address	127a Main Road Fairfield	
Full area assessed	In relation to appropriate zoning, the area shown in map above. In relation to application of a new development mapped area (see Change D), the entire site.	
Site Area	1.3 hectares	
Current zoning	Rural (hill slopes)	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1	
ASSESSMENT CRITERIA		
Slope	Significant issues	The site is generally steeply sloping.

Aspect - Solar access	Poor	Steep slope generally facing south
Accessibility – Public Transportation	Very good	The nearest high frequency bus stop is approximately 150m away
Accessibility - Centres	Poor	Green Island principal centre is approximately 3,100m away. However, there is a dairy and takeaway in Fairfield.
Accessibility – Schools	Very good	The site adjoins Fairfield School.
Rural character/visual amenity	No issues	The rural amenity and character values in this location are low, being grazed farmland, adjoined by residential development and the southern motorway. Rezoning would have no more than minor effect on rural character.
Impacts on productive rural land	Some issues	This site has LUC Class 3 soils. Given its small size and location between existing residential housing and the southern motorway, it is unlikely to be materially productive in terms of primary output.
Reverse sensitivity	Some issues (manageable)	The site adjoins SH1. 2GP performance standards require acoustic insulation within 40m of a state highway.
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	The site assessment has indicated a low-to-medium hazard level. There are low level hazards associated with slope instability across most of the site, and medium level hazards associated with slope instability in the steeper parts of the site. Geotechnical investigation will be required prior to development.
Potable water supply	Some issues (manageable)	A minor network extension is required. Minor local and wider network upgrades are required and are budgeted in the draft 10 Year

		Plan.
Wastewater supply	Significant issues (manageable)	The site is located at a lower elevation than the surrounding wastewater infrastructure and so a pumping station would be required from the lowest extent of the site to the identified connection point. Significant downstream upgrades may also be required on the wider network and are budgeted in draft 10 Year Plan.
Stormwater management	Some issues (manageable)	The site discharges via overland flow to the south-east along the northern boundary of the Dunedin Southern Motorway. Analysis of street view photography indicates that there is functioning piped stormwater infrastructure (an NZTA asset) but the capacity of this is unknown. Without further information, attenuation is assumed to be required.
Transport effects (local)	Some issues (manageable)	Consideration of connectivity will be required at subdivision stage.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 36 dwellings under General Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: - network utility operators - Southern District Health Board - Ministry for Education - FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	No issues	

APPENDIX 6.5 Rezoning Assessment Sheet - 353 Main South Road, Fairfield (GF05)		
SITE DETAILS		
Change Number	GF05	
Area proposed for rezoning	Change GF05: Rezoning from Rural Residential 2 to General Residential 1 353 Main South Road, Fairfield 	
Site Address	353 Main South Road, Fairfield	
Full area assessed	Whole property of 353 Main South Road	
Site Area	11.0 hectares	
Current zoning	Rural Residential 2	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1	
ASSESSMENT CRITERIA		
Slope	Some issues	Parts of the site are steep and will be challenging to develop; other parts are relatively flat.
Aspect - Solar access	Ok to poor	The site ranges from gently to steeply sloping, in a south or south-

		west direction.
Accessibility – Public Transportation	Very good	The nearest high frequency bus stop is approximately 400m away
Accessibility - Centres	Ok	Green Island principal centre is approximately 900m away.
Accessibility – Schools	Very good	Abbotsford School (primary and intermediate) is approximately 480m away, accessed by foot through the Grandvista subdivision. Te Kura Kaupapa School is 150m from the southern part of the site. St Peter Chanel School and Green Island School (primary and intermediate) are within 1.5km.
Rural character/visual amenity	Some issues	The rural character in this location consists of grazed farmland, trees and scrub. Residential development will result in loss of some of this green area but will have a minor impact on rural character and visual amenity on a wider scale.
Impacts on productive rural land	Some issues	The majority of the site is mapped as having LUC Class 3 soils. A small area of the site contains high class soils mapped area. Overall, this site is assessed as having relatively low productive value.
Reverse sensitivity	Some issues (manageable)	The site adjoins a scheduled mining activity. A setback of 200m from the boundary is required for housing. This will reduce development potential at the western end of the site unless resource consent can be obtained to reduce this setback.
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Significant issues (manageable)	This site assessment has indicated a high-level hazard associated with slope instability. An area on the eastern part of the site is subject to landslide hazard. Extensive geotechnical assessment is required in relation to any earthworks or development. The western part of the site has been identified as being of lower risk with

		potentially developable sites. As a result, the eastern part of part is not proposed to be rezoned. Part of the remaining area will be subject to a structure plan requiring geotechnical investigation prior to any development.
Potable water supply	Some issues (manageable)	Some network upgrades required and are budgeted in the draft 10 Year Plan.
Wastewater supply	Significant issues (manageable)	Significant infrastructure is required to connect site to the network. Some downstream wider network upgrades may be required and is budgeted in draft 10 Year Plan.
Stormwater management	Some issues (manageable)	Stormwater from the sub catchment travels via overland flow to Abbots Creek before flowing to the coastal marine area. Attenuation is required to mitigate erosion of the natural flow channels downstream of the site which may be caused by the development.
Transport effects (local)	Some issues (manageable)	Consideration of connectivity will be required at subdivision stage.
Transport effects (wider network)	Significant issues (manageable)	There are existing safety issues at the North Taieri Road / Severn Street intersection (railway bridge) where current visibility is limited. No improvements are currently planned/funded.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 49 dwellings under General Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	

Other constraints on development (encumbrances, owner aspirations, appeals)	No issues	The site is subject to a 2GP appeal by The Coalition Preservation Trust to rezone the land from Rural Residential to Rural.

APPENDIX 6.6 Rezoning Assessment Sheet - Weir Street, Green Island (GF06)		
SITE DETAILS		
Change Number	GF06	
Site outline image		
Site Address	27 Weir Street (Green Island) 1 Allen Road (In part)	
Full area assessed	As shown in map above	
Site Area	5.8 hectares	
Current zoning	Rural (coastal)	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1	
ASSESSMENT CRITERIA		
Slope	Some issues	The site is mostly gently sloping with some areas of moderate slope towards Allen Road South.
Aspect - Solar access	Very good	The site is northwest facing

Accessibility – Public Transportation	Good	The nearest bus stop is approximately 300m away
Accessibility - Centres	Good	Green Island principal centre is approximately 800m away.
Accessibility – Schools	Very good	Green Island School is the closest primary and intermediate school to the site, at approximately 1.7km away.
Rural character/visual amenity	Some issues	The site is currently grazed farmland and has moderate rural character and amenity values. Residential development will result in loss of some of rural views from the adjoining residential area and Brighton Road, but will have a minor impact on rural character and visual amenity more broadly.
Impacts on productive rural land	Some issues	A relatively small portion of the site (17%) is mapped as having high class soils. The site does not contain any LUC class 1-3 land. Loss of the productive potential on this small area of land is likely to be outweighed by the benefits of providing additional housing close to Green Island principal centre.
Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	This site is assessed as having a medium level hazard, associated with flooding within the flood hazard area (resulting from overland flow from adjacent properties), slope instability and potentially liquefiable soil. Geotechnical assessment will be required prior to development.
Potable water supply	Some issues (manageable)	A very minor network extension is required to reach the existing network. Some upstream network upgrades are required and are budgeted in the draft 10 Year Plan.

Wastewater supply	Some issues (manageable)	The wastewater infrastructure in the area is significantly restricted for self-cleansing due to low gradients and pumped rising main would be required. Modelling of the flows by the developer at the time of subdivision would be required to ensure feasibility of the proposal. A moderate network extension would be required to reach the existing network and minimal network upgrades would be required. Budgeted in draft 10 Year Plan.
Stormwater management	Some issues (manageable)	The natural stormwater discharge from the site follows the contours across Brighton Road (via a 300mm culvert) to a DCC-owned stormwater pond immediately to the north-west. It is assumed that the pond was not designed anticipating development at this location and therefore attenuation is required.
Transport effects (local)	Significant issues (manageable)	Access to the site will need to be off Weir Street and Allen Road South, not Brighton Road. Allen Road South will need to be sealed and Weir Street may need to be upgraded to current engineering standards. An upgrade may be required to Weir Street /Brighton Road intersection. Consideration is required at subdivision stage in terms of connectivity. Speed reductions are proposed on Allen Road as part of a package of speed reductions within the overall area. This work is anticipated to take place this financial year.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 32 dwellings under General Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education	Some issues	The Ministry for Education (MoE) has raised concerns that as a result of rezoning in the area there is a risk that demand could exceed the current capacity of Green Island School if all proposed dwelling capacity was developed.

• FENZ		
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	The site is subject to easement for right of way from a neighbouring property; however, this appears unlikely to significantly affect development on the site. 27 Weir Road is subject to Section 8 Mining Act 1971 and subject to Section 5 Coal Mines Act 1979. This is only an issue if there is a discovery of a significant mineral deposit.

APPENDIX 6.7 Rezoning Assessment Sheet - 33 Emerson Street, Concord (GF07)

SITE DETAILS		
Change Number	GF07	
Site outline image		
Site Address	33 Emerson Street, Concord	
Full area assessed	As shown in map above	
Site Area	3.4 hectares	
Current zoning	Rural (coastal)	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1	
ASSESSMENT CRITERIA		
Slope	Some issues	The site generally slopes moderately, with areas of more gentle and steeper slopes.
Aspect - Solar access	Very good	The site is north facing

Accessibility – Public Transportation	Good	The nearest high frequency bus stop is approximately 700m away
Accessibility - Centres	Poor	Corstorphine neighbourhood centre is approximately 1,700m away. Although not identified in the 2GP as a centre, there is also a small collection of services (hairdresser, takeaways and pub) in Concord, approximately 450m away.
Accessibility – Schools	Very good	Concord School is the closest primary school at approximately 600 metres from the site.
Rural character/visual amenity	Some issues	The site is part of a rural area, predominantly grazed farmland, above the existing developed area of Concord. Rural amenity values are low to moderate. The site is visible in long views from the southern motorway. Further development is likely to appear as a natural extension of the existing developed area, with overall minor effects on rural character and amenity.
Impacts on productive rural land	No issues	
Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	This site is assessed as having a medium level hazard associated with slope instability. Geotechnical investigations will be required prior to development.
Potable water supply	Some issues (manageable)	A minor network extension is required. Moderate upstream network upgrades are required, and funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.

Wastewater supply	Some issues (manageable)	Minor network extension required. Moderate downstream network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Stormwater management	Some issues (manageable)	The site currently discharges via an overland flow, through a 225mm pipeline along Emerson Street, and then to an open watercourse. The pipe is under capacity for the expected 10-year annual recurrence interval (ARI) and the capacity of the open watercourse is unknown. Therefore, attenuation is required.
Transport effects (local)	Some issues (manageable)	Given the relatively low expected level of yield, no particular concerns exist in respect of this site. The site slopes up from Emerson Street so access construction may be difficult. Emerson Road curves where it adjoins the boundary of the site and the point of access needs to be carefully considered in order to maximise visibility for vehicles exiting the site.
Transport effects (wider network)	Some issues (manageable)	A roundabout is planned at the Emerson / Blackhead Road intersection as part of currently programmed and funded works. There are a number of existing issues with the Kaikorai Valley 'on and off' ramps from the SH1 southern motorway. This intersection is currently being assessed with a view to installing roundabouts to improve SH1 access and egress arrangements.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 28 dwellings under General Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	

Other constraints on development (encumbrances, owner aspirations, appeals)	No issues	
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APPENDIX 6.8 Rezoning Assessment Sheet - 19 Main South Rd, Concord (GF08)		
SITE DETAILS		
Change Number	GF08	
Site Outline Image		
Site Address	19 Main South Rd, Concord	
Full area assessed	As shown in map above	
Site Area	7.4 hectares	
Current zoning	Rural (hill slopes)	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1 / General Residential 2	
ASSESSMENT CRITERIA		
Slope	Some issues	The site generally slopes gently with some areas of moderate slope
Aspect - Solar access	Ok to poor	Generally southwest facing, and moderately sloping
Accessibility – Public	Very good	The site is within 100 metres from a high frequency bus route.

Transportation		
Accessibility - Centres	Poor	Corstorphine neighbourhood centre is approximately 1,900m away. Although not identified in the 2GP as a centre, there is also a small collection of services (hairdresser, takeaways and pub) in Concord, approximately 160m away.
Accessibility – Schools	Very good	Concord School (primary) is approximately 750 metres from the site.
Rural character/visual amenity	No issues	The site is located in a small area of rural land surrounded by residentially zoned land, adjacent to the southern motorway. It has a large church building and car park within the site. Rural amenity and character values are low.
Impacts on productive rural land	No issues	
Reverse sensitivity	Some issues (manageable)	The site adjoining the Southern motorway (SH1). 2GP performance standards require acoustic insulation within 40m of a state highway.
Significant indigenous biodiversity	Some issues (manageable)	Native riparian revegetation plantings along the creek (a tributary of Kaikorai Stream) have been partially funded by DCC Biodiversity Fund grant. These are proposed to be protected through a structure plan rule. (see Appendix 8)
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	Some issues (manageable)	There is a small watercourse on the site. Access can be considered during any subdivision application.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	No issues	The site is assessed as having a low hazard level associated with slope instability.
Potable water supply	Some issues (manageable)	Minimal network extension required. Some downstream network upgrades required and are budgeted in the draft 10 Year Plan

Wastewater supply	Some issues (manageable)	Minimal network extension would be required. There is a 375mm trunk main adjacent to the site but DCC is unable to determine the capacity of the network due to a lack of information. There are also several rising mains discharging into the trunk main immediately downstream from the site. The discharge from these rising mains is not known, however if they are flowing at full capacity the trunk main capacity may not be adequate. Some downstream network upgrades would be required. Budgeted in draft 10 Year Plan.
Stormwater management	Some issues (manageable)	Stormwater from the site (and further upstream) flows through a culvert to the west of the property. The capacity of this culvert is not known but based on a high-level assessment and contours, the culvert appears to have adequate capacity to accommodate development within the proposed site. Discharge is to the Kaikorai Stream and attenuation of flows on the site is likely to be required.
Transport effects (local)	Some issues (manageable)	There may be a requirement for traffic calming in the form of speed humps / raised tables along this section of Main South Road. The access will need to be carefully considered at the time of subdivision.
Transport effects (wider network)	Some issues (manageable)	There are a number of existing issues with the Kaikorai Valley 'on and off' ramps from the SH1 southern motorway. This intersection is currently being assessed with a view to installing roundabouts to improve SH1 access and egress arrangements.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 32 dwellings under a mix of General Residential 1 and General Residential 2 zoning.
Effects on Manawhenua values	No issues	
Issues for: - network utility operators - Southern District Health Board - Ministry for Education - FENZ	No issues	
Other constraints on development (encumbrances, owner		The site is subject to a number of easements, an encumbrance and other matters. It is not clear of the impact of these on development of the site. However, the site owners have

aspirations, appeals)		requested rezoning to a mix of GR1 and GR2 density, so it is presumed that these matters will not significantly affect development.
Feasibility for medium density development - market desirability	Very good	

APPENDIX 6.9 Rezoning Assessment Sheet - Honeystone Street (GF10)		
SITE DETAILS		
Change Number	GF10	
Area proposed for rezoning	Change GF10: Rezoning from Rural to Large Lot Residential 1 32/45 Honeystone Street 	
Site Address	45 Honeystone Street (in part), 32 Honeystone Street, 157 Wakari Road (in part)	
Full area assessed	As shown in the map above. The area assessed does not include the part of 45 Honeystone Street subject to a significant natural landscape overlay zone.	
Site Area	8.9 hectares	
Current zoning	Rural (hill slopes)	
PROPOSAL DETAILS		
2GP Zone assessed	Large Lot Residential 1	
ASSESSMENT CRITERIA		
Slope	Some issues	The majority of the site is flat or gently sloping, with some steeper areas adjoining a gully and watercourse, and an area to the north of the site.
Aspect - Solar access	Good	Generally, east facing

Accessibility – Public Transportation	Very good	The nearest high frequency bus stop is approximately 240m away.
Accessibility - Centres	Ok	Helensburgh neighbourhood centre is approximately 1,000m away
Accessibility – Schools	Very good	Wakari School is the closest primary school to the site, approximately 1.3km away.
Rural character/visual amenity	Some issues	The site is not easily viewed from nearby streets due to the nature of the topography, existing vegetation and the existing residential properties. There will be a loss of rural outlook for neighbouring properties, but minor effects on a broader scale.
Impacts on productive rural land	Some issues	Approximately half the site is mapped as having high class soils, but the site does not contain any LUC Class 1 to 3 land. There is potentially 6ha of productive land. The loss of primary productivity is relatively low.
Reverse sensitivity	No Issues	
Significant indigenous biodiversity	Some issues (manageable)	The site supports a 0.2ha area of regenerating kanuka-broadleaved forest in the north-west of the site, which meets the criteria for ASBV. Vegetation along the creek adjoining 195 Wakari Road is mixed regenerating exotic and indigenous forest with heavy infestation of invasive weeds. Some of this vegetation should be retained as a riparian buffer (minimum of 5m either side) to the waterway which appears to be in good condition. A structure plan is proposed to protect these areas of vegetation. (see Appendix 8)
Natural landscapes and natural coastal character	No Issues	
Access to the coast and water bodies	Some issues (manageable)	There is a small watercourse on the site. Access can be considered during any subdivision application.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No Issues	
Natural Hazards	Some issues (manageable)	The site is assessed as having a low-level hazard associated with slope angles and geology of the site, and medium level hazard associated with slope instability within the wider area. Geotechnical assessment will be required prior to development.

Potable water supply	Some issues (manageable)	A very minor network extension is required. Some minor network upgrades are required and are budgeted in the draft 10 Year Plan.
Wastewater supply	Some issues (manageable)	A very minor network extension would be required to service this site. The immediate downstream receiving infrastructure appears to have sufficient capacity to manage the additional flows from the proposed development. Minimal downstream upgrades would be required. Budgeted in draft 10 Year Plan.
Stormwater management	Significant issues (manageable)	The post development flows would exceed the capacity of the existing 300mm culvert, with the excess flows following the overland flow path and posing a risk of flooding to private property. Attenuation will be required to avoid this occurring.
Transport effects (local)	Some issues (manageable)	Access is from a cul-de-sac. The DCC code of Subdivision limits the number of sites that can be accessed from a cul-de-sac, so the overall yield and the ability of the site to be connected to the wider network by footpath and cycleway links are important considerations. The existing legal width of Honeystone Street is substandard, and it is important that any new road constructed as part of the development is in accordance with current engineering standards.
Transport effects (wider network)	Significant issues (manageable)	A Local Area Traffic Management (LATM) study would be needed. Cumulative development in the area is likely to require an upgrade of Wakari Road in relation to formation standards, speed management treatments and safety upgrades for active modes. There are current 'rat running' issues through the existing local streets to Helensburgh Road, which could be compounded by additional development, prompting the requirement for speed management treatments. The Helensburgh Road/Taieri Road intersection and the Wakari Road/Taieri Road intersection would need to be improved for safety and efficiency.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 29 dwellings under Large Lot Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board	No issues	

• Ministry for Education • FENZ		
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	157 Wakari Road, a split zoned property, has a consent notice restricting building location and limiting development to one residential activity. This will prevent further development of this site unless the consent notice is removed.

APPENDIX 6.10 Rezoning Assessment Sheet - Polwarth Rd and Wakari Rd (GF11)		
SITE DETAILS		
Change Number	GF11	
Area proposed for rezoning	Change GF11: Rezoning from Rural Residential 2 to General Residential 1 Polwarth Rd & Wakari Rd 	
Site Address	307 Wakari Road, 312 Wakari Road, 280 Wakari Road, 296 Wakari Road, 245 Wakari Road (in part), 195 Wakari Road (in part), 311 Wakari Road (in part), 301 Wakari Road (in part), 265 Wakari Road (in part), 225 Wakari Road (in part)	
Full area assessed	As shown in map above. The area assessed does not include parts of sites subject to a significant natural landscape overlay zone.	
Site Area	23.3 hectares	
Current zoning	Rural Residential 2	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 1	
ASSESSMENT CRITERIA		
Slope	Some issues	The majority of the site is gently to moderately sloping, with some steeper slopes on 280 Wakari Road.

Aspect - Solar access	Ok	Generally south or east facing, and gently to moderately sloping
Accessibility – Public Transportation	Good	The nearest high frequency bus stop is approximately 500m away.
Accessibility - Centres	Ok	Helensburgh neighbourhood centre is approximately 1,000m away
Accessibility – Schools	Very good	Wakari School is the closest primary school to the site, at approximately 1.4km. away
Rural character/visual amenity	Moderate issues	The site has relatively high rural character and amenity values and this will change with general residential scale development. Parts of the area are visible from Wakari Road and in long views from the Roslyn area. Note that part of the area adjoining the Wakari Road has already been identified for future residential development (RTZ).
Impacts on productive rural land	Some issues	The majority of this area is identified as having high class soils, but there are no LUC Class 1 - 3 soils. Most sites in the area are rural residential scale, with only two being of a scale that might result in loss of primary productivity. Overall losses per new site are likely to be low - moderate.
Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Some issues (manageable)	There are two scheduled trees (T1171 & T1172) along the south eastern boundary of 312 Wakari Road. Existing 2GP rules require resource consent for activities affecting scheduled trees. The trees should not affect the development potential of the area.
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Some local upstream network upgrades required and are budgeted in the draft 10 Year Plan.
Wastewater supply	Some issues	Localised downstream upgrade is required for part of site. Budgeted

	(manageable)	in draft 10 Year Plan.
Stormwater management	Significant issues (manageable)	The site discharges to open channels to the north-east and south-east. There is no capacity information for these channels. Attenuation is required to preserve the receiving environment from erosion. The site eventually discharges to Leith Stream, so there may be significant costs to attenuate stormwater to ensure flood hazard for the Leith Stream is not increased. These would be at the developers cost.
Transport effects (local)	Significant issues (manageable)	Consideration of connectivity will be required at subdivision stage. An upgrade of Wakari Road would be required in relation to formation standards, speed management treatments and safety upgrades for active modes.
Transport effects (wider network)	Significant issues (manageable)	A Local Area Traffic Management (LATM) study would be needed. There are current 'rat running' issues through the existing local streets to Helensburgh Road which could be compounded by additional development, prompting the requirement for speed management treatments. The Helensburgh Road/Taieri Road intersection and the Wakari Road/Taieri Road intersection would need to be improved for safety and efficiency.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	The site has an approximate feasible capacity of 240 dwellings under General Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	Some issues (manageable)	There are electricity transmission lines located on 312 Wakari Road. Existing 2GP rules require setbacks for earthworks from network utility structures. It is likely that the presence of the lines will reduce the development potential on this site.
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	There is a building line restriction for future road widening on some sites; however, this falls within the road frontage setback and so should not affect development. There is a building restriction on 195 Wakari Road to provide a setback from the Bain Reserve, to protect its amenity and those of the adjacent residential properties. This will have minor impacts on development unless it is removed. Some sites are subject to easements in relation to rights of way and 3 waters

		infrastructure. These are unlikely to have any significant impacts on development. The property owner of 265 Wakari Road is not interested in developing this site. The site is subject to a 2GP appeal by The Coalition Preservation Trust to rezone the land from Rural Residential to Rural.
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APPENDIX 6.11 Rezoning Assessment Sheet - 233 Signal Hill Rd (GF12)		
SITE DETAILS		
Change Number	GF12	
Area proposed for rezoning	Change GF12: Rezoning from Rural to Large Lot Residential 1 233 Signal Hill Rd 	
Site Address	233 Signal Hill Road	
Full area assessed	In relation to appropriate zoning, the part of 233 Signal Hill Road outside the significant natural landscape overlay zone. In relation to application of an ASBV, the full site.	
Site Area	1.7 hectares	
Current zoning	Rural (hill slopes)	
PROPOSAL DETAILS		
2GP Zone assessed	Large Lot Residential 1	
ASSESSMENT CRITERIA		
Slope	Some issues	The majority of the site slopes moderately to steeply, with some areas of gentle slope.

Aspect - Solar access	Very good	North - north west facing
Accessibility – Public Transportation	Good	The nearest high frequency bus stop is approximately 400m away
Accessibility - Centres	Poor	Opoho suburban centre is approximately 4,000m away
Accessibility – Schools	Very good	North East Valley Normal School is the closest primary school, at approximately 1.3km from the site.
Rural character/visual amenity	Some issues	The site is not easily viewed from Signal Hill Road, due to the nature of the topography and existing vegetation. It may be visible from some houses on the west side of north-east valley. Potential development on the site is limited and will result in a small extension of houses above the existing residential areas. It is likely to have a minor effect on visual amenity/ rural character.
Impacts on productive rural land	Some issues	A very small area (3%) of the site contains a high class soils mapped area. The benefits of housing are likely to outweigh the costs of loss of this area of potential primary productivity.
Reverse sensitivity	No issues	
Significant indigenous biodiversity	Some issues (manageable)	Part of the site contains native bush that meets the ASBV criteria. This is currently covenanted. It is proposed to include this area in the 2GP as an ASBV. This ASBV area will not be rezoned residential. (see Appendix 8)
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	Some issues (manageable)	There is a small watercourse on the site. Access can be considered during any subdivision application.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	The site is assessed as having a low hazard level in part and a medium hazard level on the remainder of the site, associated with slope instability and stormwater management. Geotechnical investigations will be required prior to development.

Potable water supply	Significant issues (manageable)	Servicing is theoretically possible and would require a moderate extension to connect to the reticulated network. There would be potential low flow pressure at higher elevations and a booster pump station and possibly reservoir may be required. Some downstream upgrades are also required. However, given that the site cannot be serviced for wastewater and on-site disposal is required (see below), servicing for water supply is not desirable, due to the risk of overloading the wastewater disposal system. To self-service feasibly, the minimum site size required would be 2,000m² (assuming max building site coverage, all used to collect rainwater, 25m³ tank, 1,000l/d demand (supply available approx. 88% of year). Large lot residential 1 zoning is therefore appropriate.
Wastewater supply	No issues	This site cannot be serviced for wastewater due to network capacity constraints downstream. On-site disposal of wastewater is therefore required. This requires a minimum of 1000m² site area, based on a 300m² disposal field area (200m² for primary area and 100m² for reserve area). Consequently, Large Lot Residential 1 zoning is necessary. A no DCC reticulated wastewater mapped area will be applied.
Stormwater management	Some issues (manageable)	There is a series of open and piped watercourses downstream of the site. The capacity of these is unknown. It is assumed they are under-capacity and not easily upgradeable. Attenuation is likely to be required.
Transport effects (local)	Significant issues	There is no apparent satisfactory means of accessing this site from North Road. There are potential problems should Pleasant Place be proposed as the access route, due to the restricted nature of the road. This is equally applicable to other roads in this vicinity.
Transport effects (wider network)	Significant issues (manageable)	There are existing congestion issues at North Road / Great King Street / Bank Street / Opoho Road intersection (near the Botanic Gardens). Additional development would add to the congestion. An efficiency assessment is currently being undertaken to determine potential solutions for this intersection.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Ok	The site has an approximate feasible capacity of 6 dwellings under Large Lot Residential 1 zoning.
Effects on	Some issues	Manawhenua raised concerns in relation to 3 waters management in proximity of water bodies. For this site, all 3 waters (wastewater,

Manawhenua values	(manageable)	stormwater and water supply) will be managed on site. There is a waterbody running through the site. Appropriate management will be assessed through the subdivision and building consent processes.
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	Some issues (manageable)	SDHB raised concerns in relation to wastewater self-servicing generally. Appropriate management will be assessed through the subdivision and building consent processes.
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	The site is subject to an easement for right of way and services. This is unlikely to affect development. Part of the site is subject to a covenant to protect indigenous vegetation. This area is not proposed to be rezoned but an ASBV will be applied.

APPENDIX 6.12 Rezoning Assessment Sheet - 336 and 336A Portobello Road (GF14)		
SITE DETAILS		
Change Number	GF14	
Area proposed for rezoning	Change GF14: Rezoning from Rural Residential 2 to Township and Settlement 336 and 336A Portobello Road 	
Site Address	336 and 336A Portobello Road (in part)	
Full area assessed	As shown on the map above. The area assessed does not include the part of 336 or 336A Portobello road subject to a significant natural landscape overlay zone.	
Site Area	1.2 hectares	
Current zoning	Rural Residential 2	
PROPOSAL DETAILS		
2GP Zone assessed	Township and Settlement	
ASSESSMENT CRITERIA		
Slope	Significant issues	The site slopes steeply.
Aspect - Solar access	Very good	The site slopes to the north

Accessibility – Public Transportation	Very good	There is a bus stop adjacent to the site on Portobello Road.
Accessibility - Centres	Poor	Macandrew Bay neighbourhood centre is approximately 3,900m away
Accessibility – Schools	Good	Grant Braes School is the closest primary school, at approximately 4.5km.
Rural character/visual amenity	No issues	The site is not easily seen from Portobello Road and Weller Street due to the topography and roadside vegetation. Any development would be viewed alongside the existing township and settlement zoned area. (see Appendix 8)
Impacts on productive rural land	No issues	
Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	The area assessed does not include parts of the site subject to the North West Peninsula SNL.
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	The site is assessed as having a medium hazard level associated with slope instability, particularly on steeper parts. Geotechnical assessment will be required prior to development.
Potable water supply	Some issues (manageable)	Water supply could be connected to Highcliff Road instead of Portobello Road to avoid the significant network extension that would be required. There are known issues meeting water supply demand on the peninsula in summer. However, based on the proposed total additional capacity of approximately 100 dwellings on the peninsula

		(through Variation 2 and 2GP appeals), the impact on the water supply network is considered to be minimal and acceptable.
Wastewater supply	Some issues (manageable)	Minimal network extension required. The network model lacks detail on the peninsula, so more detailed investigation is required to confirm whether any downstream upgrades are required. If any are required, they will be relatively minor.
Stormwater management	Some issues (manageable)	The existing infrastructure is two 300mm diameter culverts below Portobello Road north of the site. The culverts would likely need to be upgraded for capacity and erosion protection for the overland flow path.
Transport effects (local)	Some issues (manageable)	Consideration of connectivity will be required at subdivision stage, and whether improvement of the Weller Street and Portobello Road intersection is required.
Transport effects (wider network)	Significant issues (manageable)	The road network adjacent to the harbour, from the intersection of Marne Street / Portobello Road to approximately Strathallan Street is under performing during the morning and afternoon peak. Any additional development in the Otago Peninsula area will exacerbate this situation.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Ok	The site has an approximate feasible capacity of 5 dwellings under Township and Settlement zoning.
Effects on Manawhenua values	Some issues (manageable)	The Ōtākou Harbour wāhi tupuna (ID 23) slightly encroaches into the northern part of the site. Existing 2GP rules require that effects on Manawhenua must be assessed as part of any consent applications required for activities in this area that may affect water quality / sedimentation in the harbour.
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No Issues	
Other constraints on development (encumbrances, owner)	Some issues (manageable)	The site is subject to a number of easements for access and services to neighbouring properties. There is a building line restriction on 336 Portobello Road, which appears unlikely to significantly affect

aspirations, appeals)		development on the site. The site is subject to a 2GP appeal by The Coalition Preservation Trust to rezone the land to rural, and extend the significant natural landscape over the site.
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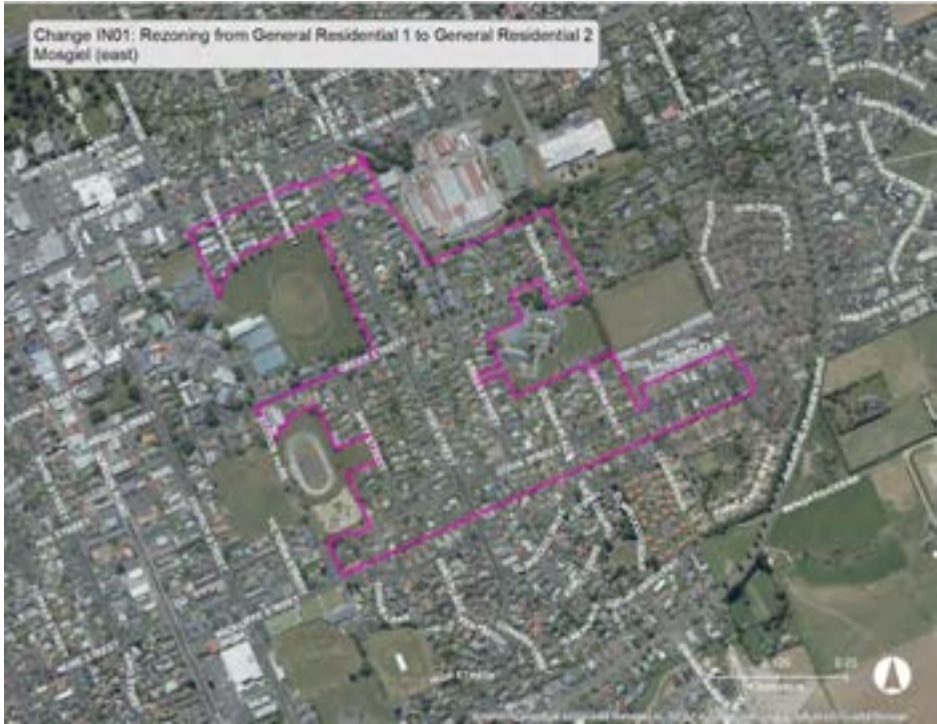
APPENDIX 6.13 Rezoning Assessment Sheet - Area surrounding Highcliff Road (GF15, GF16, GF17)	
SITE DETAILS	
Change Number	GF15, GF16, GF17
Area proposed for rezoning	Change GF15: Rezoning from Rural Residential 2 to Large Lot Residential 1 Area surrounding Highcliff Road  Change GF16: Rezoning from Rural Residential 2 to Township and Settlement Area surrounding Highcliff Road 

		
Site Address	Area surrounding Highcliff Road	
Full area assessed	As shown in the maps above	
Site Area	14.6 hectares	
Current zoning	Rural Residential 2	
PROPOSAL DETAILS		
2GP Zone assessed	Large Lot Residential 1 (GF15) / Township & Settlement (GF16) / Recreation (GF17)	
ASSESSMENT CRITERIA		
Slope	Some issues	The site has an undulating topography, generally moderately sloping, with a steep gully on GF15.
Aspect - Solar access	Good	GF15 generally slopes to the north-west. GF16 slopes to the north and east.
Accessibility – Public Transportation	Good	The nearest bus stop is approximately 250m away from the closest part of the area.
Accessibility - Centres	Good	Portobello neighbourhood destination centre is approximately 400m away
Accessibility – Schools	Very good	Portobello School is the closest primary and intermediate school to

		the site, at approximately 1 km away.
Rural character/visual amenity	Moderate issues	The area to the west of Highcliff Road (GF15 and GF17) includes a gully with quite steep topography, pockets of vegetation and ponds at the base of the gully. There are a small number of established dwellings around the boundary of the area. A landscape assessment undertaken of this area for the 2GP hearings (sites to the west of Highcliff Road) considered that the semi-rural, harbourside character of Portobello is considerably enhanced by this rural area, which provides a foreground for views of established dwellings and the harbour beyond, when travelling down Highcliff Road into Portobello. The area to the east of Highcliff Road (GF16) is an elevated area with patches of vegetation and rural residential scale development. This slopes sharply down to Hereweka Street. 27 Hereweka St is developed as a campground. The elevated parts will contribute to the semi-rural character enjoyed from Highcliff Road. Development will result in a local reduction of this rural character and amenity.
Impacts on productive rural land	Some issues	Part of GF16 (the campground on Hereweka Street and a small area at 1604 Highcliff Road near the Latham Bay Stream) has high class soils. This is currently not used for any productive purposes and is a small area. The loss of these soils is not considered to be significant.
Reverse sensitivity	No issues	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	Some issues (manageable)	The eastern part of the site (GF16) includes the Latham Bay Stream, which is subject to an esplanade strip. Existing 2GP rules require subdivision activities along the bank to provide an esplanade strip of a minimum width of 20m.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	Part of the area (GF15, GF17 and part of GF16 closest to Highcliff road) has been assessed for hazards. The area has a medium hazard level associated with slope instability, particularly on steeper parts of

		the site. Geotechnical assessment will be required prior to development.
Potable water supply	Some issues (manageable)	Minor network extension required. The site is located at the end of the water supply network, beyond the last reservoir. There are known issues meeting demand in summer. However, based on the proposed total additional capacity of approximately 100 dwellings on the peninsula (through Variation 2 and 2GP appeals), the impact on the water supply network is considered to be minimal and acceptable.
Wastewater supply	Some issues (manageable)	A minor network extension would be required, as well as some downstream upgrades. The network model lacks detail on the peninsula, so more detailed investigation is required to confirm whether any downstream upgrades are required. Investigations are currently in progress. Upgrades are budgeted in draft 10 Year Plan.
Stormwater management	Some issues (manageable)	An overland flow path traverses the site along the south-western boundary and there are three ponds in series that are assumed to provide some attenuation. However, their capacity is unknown, and attenuation is consequently required to ensure there are no adverse stormwater impacts on the downstream environment (including downstream properties).
Transport effects (local)	Some issues (manageable)	It may be challenging to achieve satisfactory access points off Highcliff Road, where there is good visibility from both directions. Consideration of connectivity will be required at subdivision stage. There may also be a need for isolated barrier and signage improvements. Upgrades / extension of footpaths to connect the development sites to pedestrian infrastructure within existing settlements will be required. There is a proposed reduction of the speed limit on Highcliff Road to 60km/h.
Transport effects (wider network)	Significant issues (manageable)	The road network adjacent to the harbour, from the intersection of Marne Street / Portobello Road to approximately Strathallan Street is under performing during the morning and afternoon peak. Any additional development in the Otago Peninsula area will exacerbate this situation.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of 28 dwellings under a mix of Township and Settlement and Large Lot Residential 1 zoning.

Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	1661, 1664 & 1694 Highcliff Road are subject to a building line restriction. This falls within the road frontage setback and is unlikely to affect development of the sites. Two sites are subject to easements for water supply. These also appear unlikely to affect development. The area is subject to a 2GP appeal by The Preservation Coalition Trust to extend the significant natural landscape overlay into this area. The owner of 23 and 25 McAuley Road is not supportive of rezoning and has no aspirations to develop this site; however, at the proposed Large Lot Residential 1 zoning for this area, there is no additional development potential for these sites.

APPENDIX 6.14 Rezoning Assessment Sheet - Mosgiel MD Extension (IN01)		
OVERALL SITE DETAILS		
Change Number	IN01	
General area proposed for rezoning	Change IN01: Rezoning from General Residential 1 to General Residential 2 Mosgiel (east) 	
Site Address	Mosgiel MD extension 1	
Site Area	26.1 hectares	
Area assessed	As shown in map above	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No issues	
Aspect - Solar access	Very good	
Accessibility – Public	Very good	There is a high frequency bus stop adjacent to the area.

Transportation		
Accessibility - Centres	Very good	Mosgiel principal centre is approximately 300m away
Accessibility – Schools	Very good	Both Taieri College and Silverstream Primary School adjoin the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Residential character and amenity	No issues	The proposed east Mosgiel GR2 area contains a fairly homogenous mix of mainly one-storey, mid-century brick and timber 'state bungalow' type housing intermixed with a few older timber cottages. The development pattern is regular across the area, with a typical site size of 600-800m² and a single house per site. The area is assessed as having mixed character, with generally low streetscape amenity. There is a high density of development across the proposed rezoning area that is capable of absorbing further intensification without a detrimental effect on its broader residential neighbourhood character. See Appendix 9.1
Natural Hazards	No issues	The site has a Hazard 3 (flood) overlay. Existing 2GP rules impose additional restrictions / consent requirements in relation to earthworks.
Potable water supply	Some issues (manageable)	Some upstream network upgrades required and are budgeted in the draft 10 Year Plan. Mosgiel's water supply is currently strained during dry hot summer periods and this would be exacerbated by further development. Projects to address these issues are in DCC's 10 year plan and the issues are expected to be resolved in 3-5 years. Due to the timeframe of the plan change process and then additional time to construct new homes, the potential short-term effects on water supply constraints are considered acceptable.
Wastewater supply	Significant issues (manageable)	Some wider network upgrades would be required from Carlyle Road / Tyne Street to the wastewater treatment plant. The Tyne Street main is currently under capacity. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Stormwater management	Significant issues (manageable)	There are existing flooding issues in this area. The majority of catchment flows to the Reid Ave stormwater pump station. The existing network and pump station are under capacity and long-term

		projects are required to address this. Therefore, attenuation of stormwater flows would be required. It is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues.
Transport effects (local)	Significant issues (manageable)	There are currently issues with vehicles cutting through residential areas to reach their destination, rather than using main roads. This could be compounded by additional development, with the potential need for speed management treatments. The infrastructure standards of the current local and collector roads within older parts of Mosgiel are outdated - footpath widths, provision of crossing points and intersection widths / radii do not meet current standards. Intensification would require isolated intersection and footpath upgrades, to manage speeds and improve access for pedestrians, particularly to schools, shops and local recreation.
Transport effects (wider network)	Significant issues (manageable)	There are longstanding issues across Mosgiel's transport network. These are a consequence of growth-related issues not addressed by the last residential expansion in Mosgiel. No infrastructure upgrades have been regionally prioritised and are therefore neither planned nor funded by DCC or NZTA. Issues are dealt with through minor improvements budgets on a case-by-case basis. Cumulative development in Mosgiel is likely to put extra pressure on the state highway network, in particular the Gordon Road / State Highway 1 intersection, which has existing efficiency issues. Upgrade of this and other intersections may be required.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	Estimated feasible capacity is an additional 348 dwellings.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	

Other constraints on development (encumbrances, owner aspirations, appeals)		
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Good	31% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Good	

Appendix 6.15 Medium Density Assessment Sheet - Burgess Street and surrounds, Green Island (IN02)		
OVERALL SITE DETAILS		
Change Number	IN02	
General area proposed for rezoning	Change IN02: Rezoning from General Residential 1 to General Residential 2 Burgess Street and surrounds (Green Island) 	
Site Address	Burgess Street and surrounds (Green Island)	
Area assessed	As shown in map above	
Site Area	5 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No issues	
Aspect - Solar access	Good	West facing and gentle slope

Accessibility – Public Transportation	Very good	There is a bus stop adjacent to the area.
Accessibility - Centres	Very good	Green Island principal centre is approximately 250m away
Accessibility – Schools	Very good	St Peter Chanel School the closest primary to the site, at approximately 200m away.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Residential character and amenity	No issues	Green Island's character is based on simple brick mid-century housing as well as earlier timber housing. Site sizes are between 600-800m² with a subdivision pattern that is constrained by topography and natural features. The Burgess Street area has a uniform pattern to subdivision and development dating to the 1950s/60s, while Jensen Street has more variety in dwelling types and demonstrates that additional height and intensity is possible without adverse effects on character. The overall character is assessed as mixed and capable of absorbing change. See Appendix 9.2
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Some minor local downstream network upgrades may be required.
Wastewater supply	Some issues (manageable)	Some minor downstream network upgrades may be required.
Stormwater management	Some issues (manageable)	The site discharges to DCC piped (north) and private open channel (south) network, the capacity of all of these is unknown. All discharges eventually enter the Kaikorai Stream but close to its outlet. Attenuation unlikely to be required provided the local network has capacity.
Transport effects (local)	No issues	Small upgrades are already underway and/or planned to improve traffic safety in this area. Additional growth would be unlikely to require significant extra work above the status quo. Any work would be very minor.
Transport effects (wider)	No issues	

network)		
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	Estimated feasible capacity is an additional 38 dwellings.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	Some issues	The Ministry for Education (MoE) has raised concerns that as a result of rezoning in the area there is a risk that demand could exceed the current capacity of Green Island School if all proposed dwelling capacity was developed.
Other constraints on development (encumbrances, owner aspirations, appeals)		
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Ok	17% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very Good	

APPENDIX 6.16 Medium Density Assessment Sheet – Green Island (IN03)		
OVERALL SITE DETAILS		
Change Number	IN03	
General area proposed for rezoning	Change IN03: Rezoning from General Residential 1 to General Residential 2 Green Island 	
Site Address	Green Island	
Area assessed	As shown in map above	
Site Area	14.9 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No issues	
Aspect - Solar access	Very good	Generally, north facing
Accessibility – Public	Very good	There is a bus stop adjacent to the area.

Transportation		
Accessibility - Centres	Very good	The area is adjacent to the Green Island principal centre.
Accessibility – Schools	Very good	Green Island School the closest primary to the site, at approximately 60m away.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Some issues (manageable)	There is one scheduled tree located in the area. Existing 2GP rules require resource consent for activities affecting scheduled trees. The tree will not affect the overall development potential of the area.
Residential character and amenity	No issues	Green Island's character is based on simple brick mid-century housing as well as earlier timber housing. Site sizes are between 600-800m² with a typical subdivision pattern that is constrained by topography and natural features. The area has relatively diverse housing stock. The overall character is assessed as mixed and capable of absorbing change. See Appendix 8.2
Natural Hazards	Some issues (manageable)	There is a Hazard 2 (flood) overlay over a small part of this area, affecting 10 sites. The affected area is already fully developed with housing. Existing 2GP rules impose additional consent requirements in relation to earthworks, development and land use.
Potable water supply	No Issues	
Wastewater supply	Some issues (manageable)	Some minor downstream network upgrades may be required.
Stormwater management	Significant issues (manageable)	Attenuation is required for the proposed increase in impermeability due to the potential for development to negatively impact downstream properties. The site ultimately discharges into the Kaikorai Stream. Attenuation would be ideal, however may be difficult to achieve in brownfield developments. If rezoning is to proceed, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues.
Transport effects (local)	Some issues (manageable)	Upgrade of the Church Street / Main South Road intersection is currently being planned and is funded.
Transport effects (wider network)	Significant issues	There is congestion in the evening peak hour at the SH1 southbound off ramp. Additional development would exacerbate this.

	(manageable)	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	Estimated feasible capacity is an additional 23 dwellings.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education (MoE) • FENZ	Some issues	The Ministry for Education (MoE) has raised concerns that there is a risk that demand could exceed the current capacity of Green Island School if all proposed dwelling capacity was developed.
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Very good	69% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.17 Medium Density Assessment Sheet – Concord (IN04)		
OVERALL SITE DETAILS		
Change Number	IN04	
General area proposed for rezoning		
Site Address	Concord	
Area assessed	As shown in the map above	
Site Area	20 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The majority of the site slopes gently with areas of moderate slope.
Aspect - Solar access	Very good	Generally north-east facing

Accessibility – Public Transportation	Very good	There is a bus stop within 30m of the area.
Accessibility - Centres	Good	The Corstophine neighbourhood centre is approximately 500m away. Although not identified in the 2GP as a centre, there is also a small collection of services (hairdresser, takeaways and pub) in Concord.
Accessibility – Schools	Very good	Concord School is the closest primary school to the site, at approximately 850m.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Residential character and amenity	Significant issues (manageable)	The pattern of development across the assessment area is highly consistent, reflecting the mid-1970s construction. Sites are typically 600-660m², with one single storey house per site, often located fairly centrally on the site. The area has strong character, with a dominant built character. There is limited capability to absorb intensification of development without a detrimental effect on the character, due to the likely need to demolish existing housing in order to add additional units. Design guidelines are recommended to mitigate the potential effects of intensification. See Appendix 9.3
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Moderate local network upgrades are required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Some issues (manageable)	The DCC wastewater model lacks detail in the local area, so DCC is unable to confirm the local network capacity. However, it is anticipated it is sufficient based on a lack of known issues to date. Moderate downstream network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Stormwater management	Significant issues (manageable)	The site discharges to DCC piped and private open channel network, the capacity of all of these is unknown. All discharges eventually enter the Kaikorai Stream. Attenuation may be required to prevent negative impacts on downstream properties and ensure no increase in flood hazard in Kaikorai Stream. However, attenuation may be difficult to achieve in brownfield developments. If rezoning is to

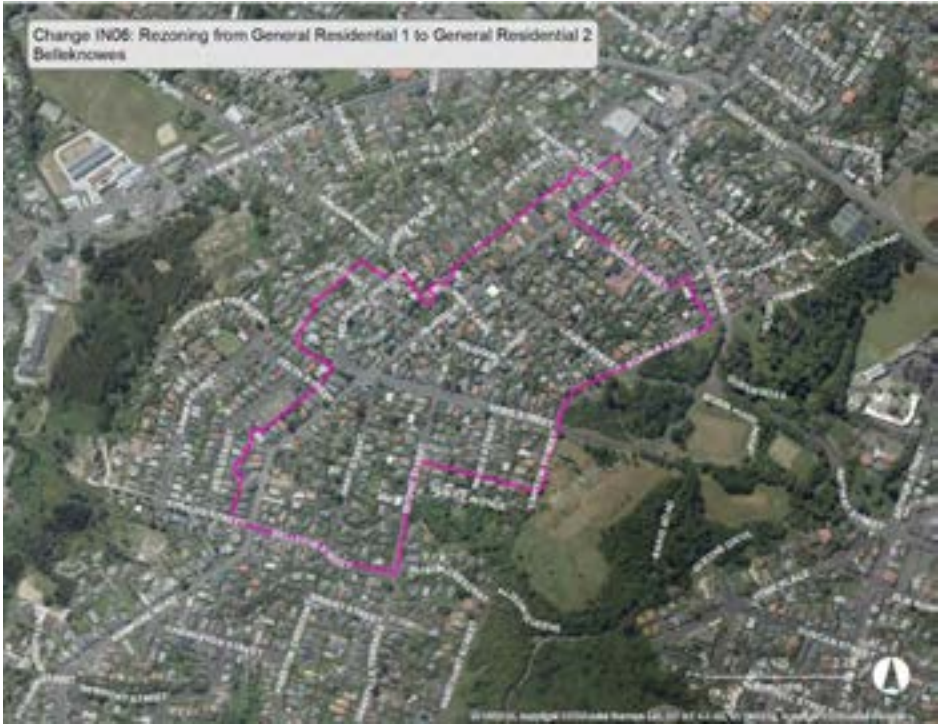
		proceed, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues.
Transport effects (local)	No issues	Small upgrades are already underway and/or planned to improve traffic safety in this area. Additional growth would be unlikely to require significant extra work above the status quo. Any work would be very minor.
Transport effects (wider network)	Some issues (manageable)	There are a number of existing issues with the Kaikorai Valley 'on and off' ramps from the SH1 southern motorway. This intersection is currently being assessed with a view to installing roundabouts to improve SH1 access and egress arrangements.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	Estimated feasible capacity is an additional 31 dwellings.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Poor	2% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.18 Medium Density Assessment Sheet - Mornington (North) (IN05)	
OVERALL SITE DETAILS	
Change Number	IN05
General area proposed for rezoning	
Site Address	Mornington (North)
Full area assessed for	The area included within the pink line in the two maps above, excluding Mornington

rezoning	School, and the area outside the pink line but within the blue line in the second map above.	
Site Area	27.2 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The majority of the area slopes gently with areas of moderate slope.
Aspect - Solar access	Good	Generally east facing, and moderately sloping. Part of the area slopes west, overlooking Kaikorai Valley.
Accessibility – Public Transportation	Very good	There is a high frequency bus route very close to the area on Mailer Street.
Accessibility - Centres	Very good	The area is adjacent to the Mornington suburban centre.
Accessibility – Schools	Very good	Mornington Primary School is the closest primary school, adjacent to the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Some issues (manageable)	There are nine scheduled trees within the area. Existing 2GP rules require resource consent for activities affecting scheduled trees. The trees will not significantly affect development over the wider area.
Residential character and amenity	Some issues (manageable)	Streetscapes within the southern part of the suburb tend to be more compact and adhere to a classic grid with a higher frequency of early timber housing (villas, cottages and bungalows) whereas streetscapes north of Mailer Street are more influenced by larger sites and houses. Housing throughout the subject area is generally of a high standard with good representation of early/mid-century architecture. The character is mixed. While there is no dominant single housing typology, architectural qualities are high, and this has ensured positive streetscape and amenity values. Historic development/subdivision has proved intensification is possible without overly affecting character, providing there is a reasonable quality of architecture. Design guides are recommended to ensure new housing respects the built form and scale of existing

		development. See Appendix 9.4
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Some local and upstream network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Some issues (manageable)	This area is at the top of the wastewater network catchment and the local network appears to have adequate capacity. Significant downstream network upgrades may be required (once the Main Interceptor Sewer (MIS) is reached). Upgrades are proposed to be included in the Council's Infrastructure Strategy.
Stormwater management	Significant issues (manageable)	The catchment includes existing piped and open watercourses in private property as well as the DCC stormwater network. Part of the catchment flows towards Rattray Street and a small part flows towards Kaikorai Valley. Attenuation would be ideal, however may be difficult to achieve in brownfield developments. If rezoning is to proceed, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues.
Transport effects (local)	Significant issues (manageable)	There are a range of existing issues, including safety concerns due to the older layout of intersections with wide radii. There will be a need to look at the area holistically with a view to identifying any necessary improvements to existing infrastructure.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	Estimated feasible capacity is an additional 25 dwellings.
Effects on Manawhenua values	No issues	
Issues for: - network utility operators - Southern District Health	No issues	

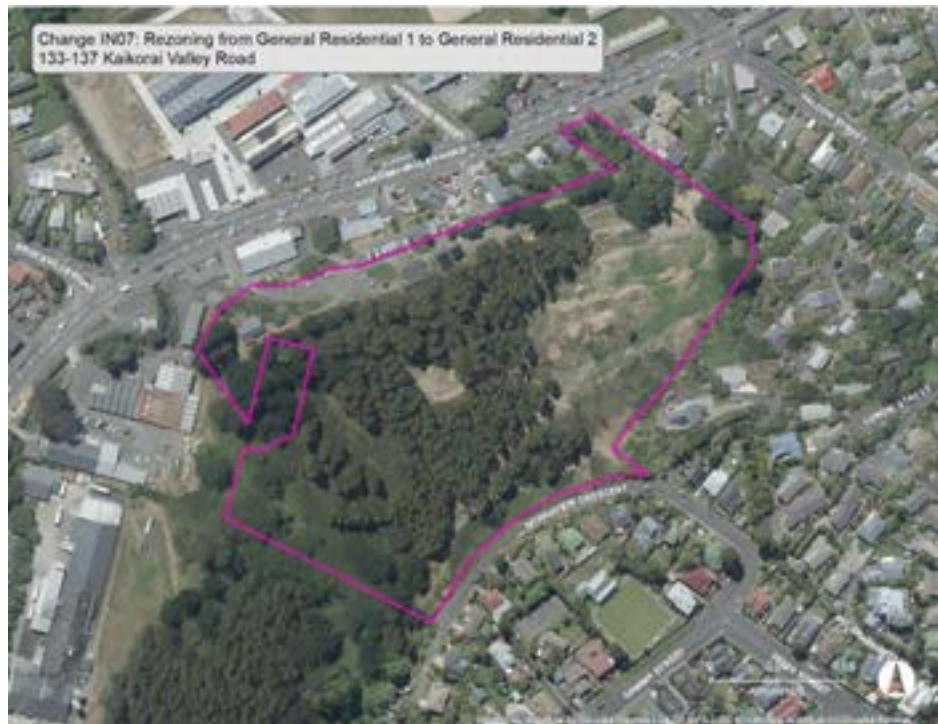
Board - Ministry for Education - FENZ		
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Good	57% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.19 Medium Density Assessment Sheet – Roslyn South (IN06)	
OVERALL SITE DETAILS	
Change Number	IN06
General area proposed for rezoning	Change IN06: Rezoning from General Residential 1 to General Residential 2, Belconnen  Roslyn South 
Site Address	Roslyn South

Full area assessed	The area included within the pink line in the two maps above, and the area outside the pink line but within the blue line in the second map above.	
Site Area	28.1 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The majority of the area slopes gently. There are areas of moderate slope.
Aspect - Solar access	Ok to poor	Generally southeast facing.
Accessibility – Public Transportation	Very Good	There is a high frequency bus route through the area, on Highgate.
Accessibility - Centres	Very good	The Roslyn suburban centre is approximately 145m from the area
Accessibility – Schools	Very good	Kaikorai Primary School is the closest primary school, approximately 700m from the site.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Significant issues (manageable)	There are 17 scheduled trees and four scheduled heritage buildings within the area. Existing 2GP rules require resource consent for activities affecting scheduled trees and heritage buildings. Intensification has the potential to compromise the historic setting of the scheduled buildings; however, the 2GP does not currently manage this potential effect. The scheduled items may affect development to a limited extent
Residential character and amenity	Some issues (manageable)	The general character of the area is a green and leafy suburb with houses well-packed within a rough grid pattern of streets. The scale of the sections ranges from 500m² to over 1000m², with many sections sitting in the generous 600-800m² range. A number of large sections (1,000m²) with a single house remain. Even with these larger sections, the area feels densely developed, due to established subdivision and mature gardens and vegetation giving a perception of density. The architectural character ranges from timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a relatively small number of recent, contemporary infill dwellings. The area has mixed character, with no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock, with a higher level of streetscape

		amenity and greening/interest. The area is capable of absorbing some intensification without a detrimental effect on its character, but the streetscape amenity may be threatened through poorer quality infill and loss of green amenity. Design guidelines may be required to mitigate the potential effects of intensification. See Appendix 9.5
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Moderate level of local and upstream network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Some issues (manageable)	The local network appears to have adequate capacity. Significant downstream network upgrades are required (once the Main Interceptor Sewer (MIS) is reached). Upgrades are proposed to be included in the Council's Infrastructure Strategy. A small area near Belgrave Crescent drains to the Kaikorai Valley / South Dunedin wastewater network. There are existing capacity issues and wastewater overflows within this system and to avoid exacerbating these issues, it is proposed to apply a wastewater constraint mapped area to this area.
Stormwater management	Significant issues (manageable)	The site discharges via several piped routes and piped and open channels, including private watercourses, to two primary overland flow paths, one heading to Serpentine Avenue and Rattray Street and the other to York Place and St Andrews Street. Both of these flow paths result in significant flooding in the downtown Dunedin area (particularly George St and potentially Queens Gardens). Attenuation is would be ideal, however is difficult to require in brownfield developments. If rezoning is to proceed, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues. Significant downstream network upgrades would be required.
Transport effects (local)	Significant issues (manageable)	There are a range of existing issues, including safety concerns due to the older layout of intersections with wide radii. There will be the need to look at the area holistically with a view to identifying any necessary improvements to existing infrastructure.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	

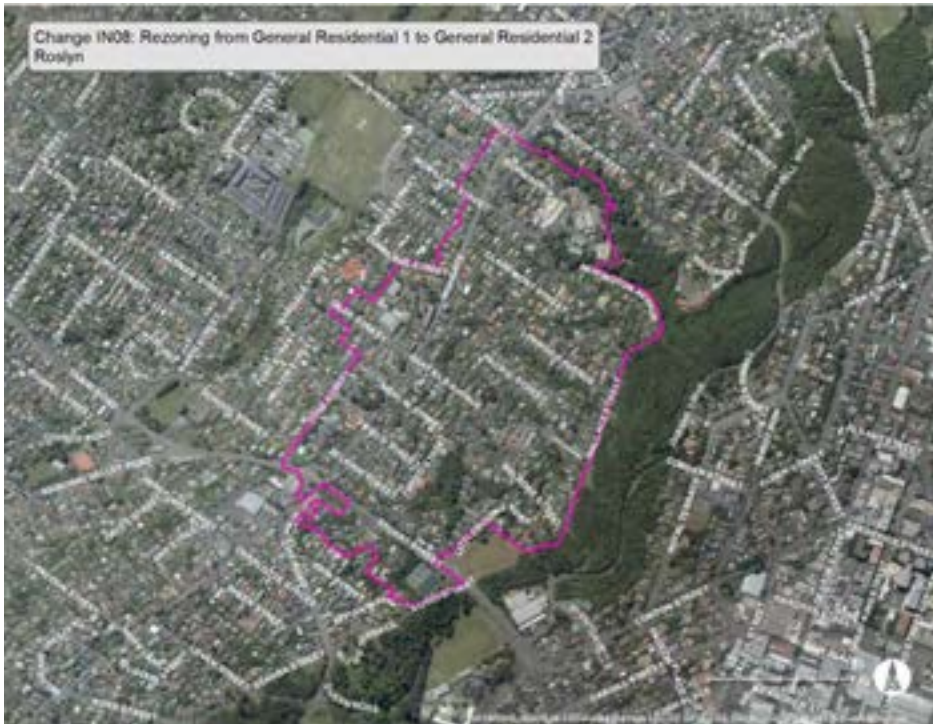
Compact city - ability to develop land efficiently	Ok	The site has an approximate feasible capacity of an additional 7 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Good	58% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.20 Medium Density Assessment Sheet - 133-137 Kaikorai Valley Road (IN07)		
OVERALL SITE DETAILS		
Change Number	IN07	
General area proposed for rezoning	Change IN07: Rezoning from General Residential 1 to General Residential 2 133-137 Kaikorai Valley Road 	
Site Address	133-137 Kaikorai Valley Road	
Full area assessed	As shown in the map above	
Site Area	5.1 hectares	
Current 2GP Zone	General Residential 1 and Industrial	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	Significant issues	The site is steeply sloping.
Aspect - Solar access	Very good	North facing

Accessibility – Public Transportation	Very good	There are high frequency bus routes close by, along Kaikorai Valley Road and Highgate.
Accessibility - Centres	Very good	The Roslyn suburban centre is approximately 1,700m away. The Kaikorai South Neighbourhood Convenience Centre is 200m away.
Accessibility – Schools	Very good	Kaikorai Primary School is the closest primary school, approximately 1.8km from the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Residential character and amenity	N/A	
Natural Hazards	Significant issues (manageable)	The site is assessed as having a high-level hazard associated with slope instability. A structure plan rule is proposed requiring that geotechnical investigation is undertaken prior to any site development.
Potable water supply	No Issues	Minor network extension required.
Wastewater supply	Significant issues (manageable)	If the site is connected directly to the reticulated wastewater network, the additional flows would exacerbate downstream wastewater overflows. This is not supported. Development could be acceptable if an on-site wastewater detention system prevented discharge into the public network during peak flows. This solution would only be supported if over 50 dwellings were being developed, due to the ongoing maintenance required.
Stormwater management	Significant issues (manageable)	Stormwater attenuation to pre-development levels would be required to ensure flood hazard levels in the Kaikorai Stream are not increased. It is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues.
Transport effects (local)	Significant issues (manageable)	The site is extremely steep, and it is anticipated that it would be difficult to construct a road to requirements in terms of widths and gradients. Additional accesses out onto Kaikorai Valley Road are not ideal and would require the provision of a roundabout, the introduction of raised tables / other intersection improvements; however, may be necessary to avoid access only to Northview Crescent.

Transport effects (wider network)	No Issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	The site has an approximate feasible capacity of an additional 23 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	N/A	
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.21 Medium Density Assessment Sheet – Roslyn North (IN08)

OVERALL SITE DETAILS		
Change Number	IN08	
General area proposed for rezoning		
Site Address	Roslyn North	
Full area assessed for rezoning	The area included within the pink line in the map above, excluding Mercy Hospital, Columba College, Kaikorai School and Otago Boys High School tennis courts.	
Site Area	47.5 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The majority of the site slopes gently with areas of moderate slope.
Aspect - Solar access	Ok to poor	Generally southeast facing, and moderately sloping

Accessibility – Public Transportation	Very good	There is a high frequency bus route through the area, along Highgate.
Accessibility - Centres	Very good	The Roslyn suburban centre is adjacent to the area.
Accessibility – Schools	Very good	There are two schools (Kaikorai Primary School and Columba College) within the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Significant issues (manageable)	There are a large number of scheduled trees and four scheduled heritage buildings within the area (not including those within Mercy Hospital and Columba College grounds) within the area. Existing 2GP rules require resource consent for activities affecting scheduled trees and heritage buildings. Intensification has the potential to compromise the historic setting of the scheduled buildings; however, the 2GP does not currently manage this potential effect. The scheduled items may affect development to some extent.
Residential character and amenity	Some issues (manageable)	The general character of the area is a green and leafy suburb with houses well-packed within a rough grid pattern of streets. The scale of the sections ranges from 500m² at the smallest to over 1000m² at the larger end, with many sections sitting in the generous 600-800m² range. A number of large sections (1,000m²) with a single house remain. Even with these larger sections, the area feels densely developed, due to established subdivision and mature gardens and vegetation giving a perception of density. The architectural character of the dwellings ranges from timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a number of more recent, contemporary infill dwellings. The area has mixed character, with no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock, with a higher level of streetscape amenity and greening/interest. The area is capable of absorbing some intensification without a detrimental effect on its character, but the streetscape amenity may be threatened through poorer quality infill and loss of green amenity. Design guidelines may be required to mitigate the potential effects of intensification. See Appendix 9.6
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Moderate level of local and upstream network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Some issues (manageable)	An assessment of the local wastewater network has shown that pipes immediately downstream appear to have adequate capacity, however significant upgrades further downstream would be required (once the Main Interceptor Sewer (MIS) is reached). Upgrades are

		proposed to be included in the Council's Infrastructure Strategy.
Stormwater management	Significant issues (manageable)	Flood modelling has shown flooding all the way to the discharge point downstream. This area contributes to flooding in George Street. Attenuation would be ideal, such as through onsite rainwater detention tanks. Alternatively, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit.
Transport effects (local)	Significant issues (manageable)	There are a range of existing issues, including safety concerns due to the older layout of intersections with wide radii. There will be the need to look at the area holistically with a view to identifying any necessary improvements to existing infrastructure.
Transport effects (wider network)	No Issues	
Compact city – proximity to existing residential areas	No Issues	
Compact city - ability to develop land efficiently	Very good	The site has an approximate feasible capacity of an additional 50 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	No Issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No Issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Very good	64% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value

Feasibility for Medium Density development - market desirability	Very good	
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APPENDIX 6.22 Medium Density Assessment Sheet – Maori Hill (IN09)		
OVERALL SITE DETAILS		
Change Number	IN09	
General area proposed for rezoning	Change IN09: Rezoning from General Residential 1 to General Residential 2 Maori Hill 	
Site Address	Maori Hill	
Full area assessed for rezoning	As shown in the map above, excluding John McGlashan College and Maori Hill School.	
Site Area	59.1 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The majority of the site slopes gently with areas of moderate slope.
Aspect - Solar access	Very good to poor	The aspect varies across the area, ranging from flat / north facing to steeper east / south facing slopes.

Accessibility – Public Transportation	Very good	There is a high frequency bus route through the area.
Accessibility - Centres	Very good	The Maori Hill Neighbourhood Convenience Centre is within the area.
Accessibility – Schools	Very good	Maori Hill School is the closest primary school, located within the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Significant issues (manageable)	There are a large number of scheduled trees within the area. Existing 2GP rules require resource consent for activities affecting scheduled trees. The scheduled items may affect development to some extent.
Residential character and amenity	Some issues (manageable)	The area is characterised by the presence of often substantial one or two storey dwellings featuring well-planted gardens and frontages, on larger sections typically ranging between 650m²-1,000m² or greater. There is generally one building per site, across both parts of the Maori Hill GR1 area. Although subdivision of the original 1,000m² + sections has taken place, it is noticeable that quite a number of these still remain, particularly in the southern portion of the area along Grendon Street and Drivers Road. These often feature dense planting and a high level of green amenity as they approach the Town Belt. Architecturally, the Maori Hill area is fairly evenly mixed with timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a number of recent, contemporary, infill dwellings. The area has a mixed character, with no single dominant built character, but a good representation of established (19th and 20th century) housing stock with a higher level of streetscape amenity and greening/interest. The area is capable of absorbing some intensification without a detrimental effect on the area's character, but streetscape amenity may be threatened, particularly through poorly designed infill, loss of the larger built scale and loss of green amenity. Design guidelines may be required to mitigate the potential effects of intensification. See Appendix 9.7
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Some network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Significant issues	Due to location of the area at the top of the catchment, some wastewater flows to Kaikorai Valley, some to Leith Valley, and some to the CBD. The DCC wastewater model lacks detail in the local area,

	(manageable)	so is unable to confirm the local network capacity. However, it is likely to be acceptable based on a lack of known issues to date. Significant downstream upgrades are required (once the Main Interceptor Sewer (MIS) is reached) over the long-term. Sites on the southern half of Prestwick Street and those in the Highgate/Butler/Monro triangle discharge towards Kaikorai Valley. If this area is rezoned, an infrastructure constraint mapped area overlay should be applied over these sites.
Stormwater management	Significant issues (manageable)	A high-level assessment of the infrastructure capacities of the local network indicate that the stormwater system will be under capacity. Given the high level of development in the area and the unknown capacity of the downstream network, attenuation would be ideal, however this is difficult to require in brownfield developments. Alternatively, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit. The area ultimately discharges to the Leith Stream and Kaikorai Stream.
Transport effects (local)	Significant issues (manageable)	There are a range of existing issues, including safety concerns due to the older layout of intersections with wide radii. There will be the need to look at the area holistically with a view to identifying any necessary improvements to existing infrastructure.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	The site has an approximate feasible capacity of an additional 45 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner)	N/A	

aspirations, appeals)		
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Very good	60% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.23 Medium Density Assessment Sheet - 26-32 Lynn Street, Maori Hill (IN10)		
OVERALL SITE DETAILS		
Change Number	IN10	
General area proposed for rezoning		
Site Address	26-32 Lynn Street	
Site Area	0.4 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No Issues	
Aspect - Solar access	Very good	
Accessibility – Public Transportation	Very good	The nearest high frequency bus stop is approximately 230m away

Accessibility - Centres	Good	The Maori Hill Neighbourhood Convenience Centre is approximately 500m away.
Accessibility – Schools	Very good	Maori Hill School is the closest primary school, at approximately 800m from the site.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Residential character and amenity	No issues	The area is very small and has an estimated feasible development potential for two houses. This limited development is unlikely to impact on streetscape character.
Natural Hazards	No issues	
Potable water supply	Some issues (manageable)	Minor network upgrades required.
Wastewater supply	Significant issues (manageable)	The sites are at the top of the Kaikorai catchment. The downstream network has insufficient capacity and wastewater overflows occur in Kaikorai Valley Commons, Kaikorai Valley School and South Dunedin. Significant downstream upgrades are required over the long-term to address this. Consequently, an infrastructure constraint mapped area overlay should be applied over these sites.
Stormwater management	Some issues (manageable)	The sites are at the top of the Kaikorai catchment and ultimately discharge into the Kaikorai Stream. Given the high level of development in the area and unknown capacity of the downstream network, attenuation of stormwater would be ideal.
Transport effects (local)	No issues	
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Ok	The site has an approximate feasible capacity of an additional 3 dwellings under General Residential 2 zoning.
Effects on	No issues	

Manawhenua values		
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	Some issues (manageable)	The property owner of 32 Lynn Street does not support development of his property.
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Very good	75% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

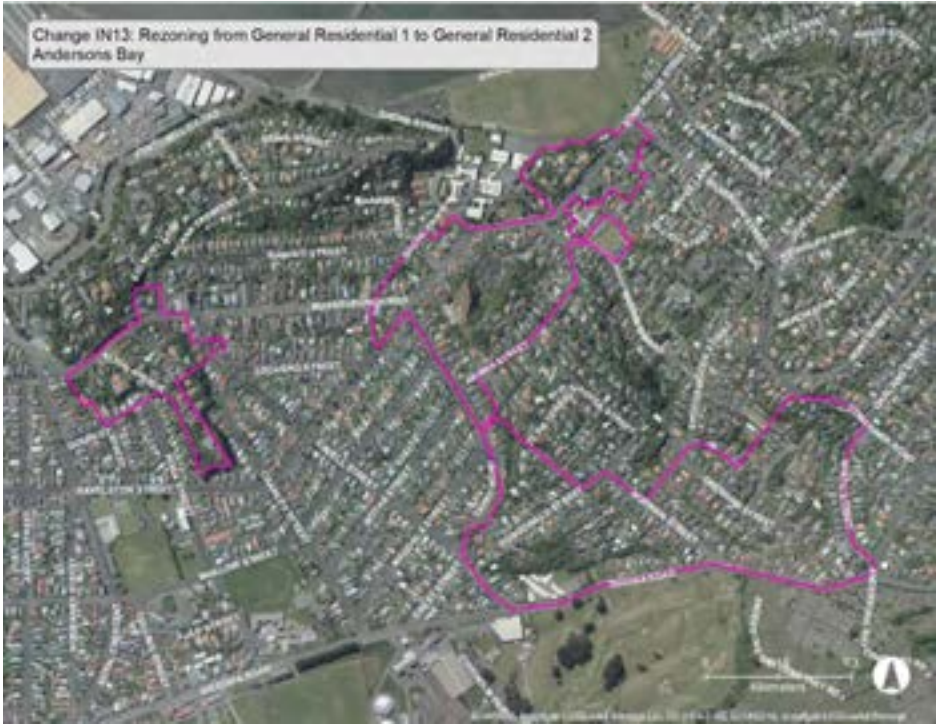
APPENDIX 6.24 Medium Density Assessment Sheet – Wakari (IN11)		
OVERALL SITE DETAILS		
Change Number	IN11	
General area proposed for rezoning		
Site Address	Wakari	
Full area assessed for rezoning	As shown in map above	
Site Area	8.3 hectares	
Current 2GP Zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No issues	
Aspect - Solar access	Very good	Generally, north east facing.

Accessibility – Public Transportation	Very good	There is a bus stop adjacent to the area. The nearest high frequency bus stop is approximately 320m away.
Accessibility - Centres	Very good	The area adjoins the Helensburgh neighbourhood centre.
Accessibility – Schools	Very good	Wakari school is the closest primary school located 90m away from the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Some issues (manageable)	There is one scheduled tree within the area. Existing 2GP rules require resource consent for activities affecting scheduled trees. This would have a no more than minor impact on development potential.
Residential character and amenity	Significant issues (manageable)	The character of the area is consistent and is representative of the late 1930s state housing development building pattern and style. It has mainly one-storey (some with semi-basements on slopes), either brick (and roughcast plaster) or timber weatherboard houses (typically 2-3 bedrooms). Section sizes are typically in the 650-750m² range, with the house often located fairly centrally on the site. The area has a strong character, with one (or more) dominant built character. It has limited capability to absorb intensification without a detrimental effect on this dominant character, due to the likely need to demolish existing housing in order to add additional units. Design guidelines are recommended to mitigate the potential effects of intensification. See Appendix 9.8
Natural Hazards	No Issues	
Potable water supply	Some issues (manageable)	Local network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Some issues (manageable)	Minor downstream network upgrades required.
Stormwater management	Significant issues (manageable)	The site discharges to private and DCC piped and open channel network, and the capacity of all of these is unknown. All discharges eventually enter the Leith Stream. Attenuation is required to prevent negative impacts on downstream properties and ensure no increase in flood hazard in Leith Stream. However, attenuation may be difficult to achieve in brownfield developments. If rezoning is to proceed, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit to avoid exacerbating existing issues.

Transport effects (local)	Significant issues (manageable)	Small upgrades are already underway and/or planned to improve traffic safety in this area. Additional growth would be unlikely to require significant extra work above the status quo. Any work would be very minor.
Transport effects (wider network)	Significant issues (manageable)	The Helensburgh Road/Taieri Road intersection and the Wakari Road/Taieri Road intersection may need to be improved for safety and efficiency.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Ok	The site has an approximate feasible capacity of an additional 14 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Very good	94% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.25 Medium Density Assessment Sheet - Andersons Bay (IN13)

OVERALL SITE DETAILS

Change Number	IN13
General area proposed for rezoning	Change IN13: Rezoning from General Residential 1 to General Residential 2 Andersons Bay  Andersons Bay 
Site Address	Andersons Bay
Full area assessed for	The area included within the pink line in the two maps above, and the area outside

rezoning	the pink line but within the blue line in the second map above, excluding St Brigids School.	
Site Area	37.9 hectares	
Current 2GP zone	General Residential 1	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The site generally slopes gently with some areas of moderate slope
Aspect - Solar access	Ok to good	The aspect varies across the area, with some south facing slopes
Accessibility – Public Transportation	Very good	There is a high frequency bus route through the area, along Musselburgh Rise.
Accessibility - Centres	Very good	The Musselburgh neighbourhood centre is adjacent to the area.
Accessibility – Schools	Very good	Tainui school (primary) and Bayfield High School are adjacent to the area.
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	Some issues (manageable)	There is one scheduled heritage buildings within the area. Existing 2GP rules require resource consent for activities affecting heritage buildings. Intensification has the potential to compromise the historic setting of the scheduled buildings; however, the 2GP does not currently manage this potential effect. There is unlikely to be any effect on development capacity within the area.
Residential character and amenity	Significant issues (manageable)	Andersons Bay/Musselburgh’s dominant built character is based on early/mid-century bungalows. Older timber villas and cottages provide positive highlights throughout the suburb. A moderate amount of modern housing is also found throughout the suburb and some in fill development is also evident (but not dominant). Housing is predominantly single storeyed, and scale is mostly consistent. Regular front-yard setbacks, low fencing or hedges and front gardens are prevalent however, street trees are not a constant feature and garaging and off-street parking are not overly dominant. The character is mixed. Opportunities for intensification are possible in some streets without unduly impacting on amenity and existing streetscape/landscape values. As a result of the assessment, some areas are not proposed for rezoning.

		See Appendix 9.9
Natural Hazards	No issues	There is a Hazard three (coastal) overlay zone over a very small part of the area. Existing 2GP rules impose additional restrictions / consent requirements in relation to earthworks.
Potable water supply	Significant issues (manageable)	Significant local network upgrades required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.
Wastewater supply	Some issues (manageable)	Minor downstream network upgrades required.
Stormwater management	Significant issues (manageable)	The proposed area covers multiple catchments and drainage routes, however, primarily discharges to the coast via two outlets. The site itself is relatively elevated, however there is a significant flooding risk identified in the surrounding areas. As a result, some attenuation is required. Drainage should be optimised by allowing the areas closest to the discharge points to flow freely and increasing attenuation in the upper catchments. Alternatively, it is recommended that the maximum impermeable surface limits are kept at the General Residential 1 limit.
Transport effects (local)	Some issues (manageable)	The need for intersection improvements would need to be assessed at the time of subdivision.
Transport effects (wider network)	No issues	
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Good	The site has an approximate feasible capacity of an additional 35 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	Some issues (manageable)	Part of the area is within wāhi tupuna mapped area 44 (Puketahi). Existing 2GP rules require that consents for earthworks must assess effects on values of significance to Manawhenua.
Issues for: • network utility operators • Southern District Health Board • Ministry for Education	No issues	

• FENZ		
Other constraints on development (encumbrances, owner aspirations, appeals)	N/A	
Feasibility for Medium Density development - lower quality housing stock more likely to be developed	Good	55% of area has housing that is pre-1950, or worth less than Dunedin's lower quartile house value
Feasibility for Medium Density development - market desirability	Very good	

APPENDIX 6.26 Rezoning Assessment Sheet – 30 Mercer Street (RTZ1)		
SITE DETAILS		
Change Number	RTZ1	
Site Outline Image	Change RTZ2: Rezoning from Rural/General Residential 1 to General Residential 2 30 Mercer Street 	
Site Address	30 Mercer Street	
Full area assessed	As shown in the map above	
Site Area	9.1 hectares	
Current zoning	Rural (RTZ)	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	No / Some issues	The site slopes gently to moderately
Aspect - Solar access	Good	Generally sloping west

Accessibility – Public Transportation	Very good	The nearest high frequency bus stop is approximately 55m away.
Accessibility - Centres	Poor	The Mornington suburban centre is approximately 1,800m away.
Accessibility – Schools	Very good	The site adjoins Balaclava primary school, although access may be necessary by road (approximately 450m).
Rural character/visual amenity	N/A	
Impacts on productive rural land	N/A	
Reverse sensitivity	N/A	
Significant indigenous biodiversity	No issues	
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	Some issues (manageable)	The site is assessed as having a medium level hazard associated with slope instability. Geotechnical investigation will be required prior to development.
Potable water supply	No issues	A network extension is required to connect to the site.
Wastewater supply	Significant issues (manageable)	If the site is connected directly to the reticulated wastewater network, the additional flows would exacerbate downstream wastewater overflows. This is not supported. Development could be acceptable if an on-site wastewater detention system prevented discharge into the public network during peak flows. This solution would only be supported if over 50 dwellings were being developed, due to the ongoing maintenance required.

Stormwater management	Significant issues (manageable)	The site discharges to private and DCC piped and open channel network, the capacity of all of these is unknown. All discharges eventually enter the Kaikorai Stream. An attenuation assessment will need to be undertaken and attenuation is likely to be required to prevent negative impacts on downstream properties and ensure no increase in flood hazard in Kaikorai Stream.
Transport effects (local)	Significant issues (manageable)	Access could be problematic for this site, as it is steep. The Code of Subdivision limits the number of sites to be accessed off a cul-de-sac to 20, so two accesses are likely to be required. Whilst the site potentially has frontage to both Mercer Street and Barr Street, Mercer Street is very narrow and additional traffic may not be appropriate. Upgrades to Wattie Fox Lane are likely to be required.
Transport effects (wider network)	Some issues (manageable)	There are plans to introduce a roundabout at the Barr St / Kaikorai Valley Road intersection. There are also proposals to introduce a central median along this section of Kaikorai Valley Road; however, this work is not currently funded. Work is also planned at the Kenmure Road / Barr Street intersection.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	The site has an estimated feasible capacity of 79 dwellings under General Residential 2 zoning; an increase of 40 dwellings above what is estimated to be feasible under General Residential 1 zoning.
Effects on Manawhenua values	No issues	
Issues for: - network utility operators - Southern District Health Board - Ministry for Education - FENZ	No issues	
Other constraints on development (encumbrances, owner aspirations, appeals)	No issues	
Feasibility for medium density development - market desirability	Very good	

APPENDIX 6.27 Rezoning Assessment Sheet – 87 Selwyn Street (RTZ2)		
SITE DETAILS		
Change Number	RTZ2	
Site Outline Image		
Site Address	87 Selwyn Street	
Full area assessed	As shown in the map above	
Site Area	4.9 hectares	
Current zoning	Rural Residential 2 (RTZ)	
PROPOSAL DETAILS		
2GP Zone assessed	General Residential 2	
ASSESSMENT CRITERIA		
Slope	Significant issues	Site slopes moderately to steeply
Aspect - Solar access	Good	Generally sloping east
Accessibility – Public	Very good	There is a high frequency bus route along North East Valley,

Transportation		approximately 280m from the site.
Accessibility - Centres	Poor	The Gardens suburban centre is approximately 1,400m away.
Accessibility – Schools	Very good	North East Valley Normal School is the closest primary school, at approximately 500m from the site.
Rural character/visual amenity	N/A	Not applicable
Impacts on productive rural land	N/A	Not applicable
Reverse sensitivity	N/A	Not applicable
Significant indigenous biodiversity	Some issues (manageable)	Two areas of low diversity young regenerating kanuka (0.14ha and 0.2ha) are present on the northern part of the property, with an area of older more diverse broadleaved-kanuka forest (0.22ha) present on the southern corner boundary. All the patches are on steep slopes, and two are located in small gully systems with waterways present. The more diverse broadleaved-kanuka forest also supports tree fuchsia, mahoe, lemonwood and round-leaved coprosma. A structure plan mapped area is proposed to protect these areas of vegetation. (see Appendix 8)
Natural landscapes and natural coastal character	No issues	
Access to the coast and water bodies	No issues	
Significant Trees, heritage items, important vistas or viewshafts, important green or open spaces	No issues	
Natural Hazards	No issues	There are no hazard overlays. No site-specific assessment was undertaken as the site is already identified in the plan as suitable for residential use. Geotechnical assessment will be required prior to development.
Potable water supply	Some issues (manageable)	A minor network extension and significant downstream upgrades would be required. Funding is being sought through the 2021-31 10 Year Plan, however this is yet to be presented to Council and the public.

Wastewater supply	Significant issues (manageable)	If the site is connected to the reticulated wastewater network, the additional flows would exacerbate downstream wastewater overflows. This is not supported. Development could be acceptable if an on-site wastewater detention system prevented discharge into the public network during peak flows. This solution would only be supported if over 50 dwellings were being developed, due to the ongoing maintenance required.
Stormwater management	Significant issues (manageable)	Lindsay Creek is immediately downstream from the site. This has a massive upstream and downstream catchment. The capacity of the creek is unknown, and attenuation is therefore required to avoid adversely affecting downstream properties, as there is existing flood risk associated with the Lindsay Creek.
Transport effects (local)	Significant issues (manageable)	The inclusion of this site in Variation 2 is predicated on the developer being responsible for the upgrade of the Selwyn Street bridge and the road between the bridge and the site. The intersection between Selwyn Street and North Road may need to be upgraded.
Transport effects (wider network)	Significant issues (manageable)	There are existing congestion issues at North Road / Great King Street / Bank Street / Opoho Road intersection (near the Botanic Gardens). Additional development would add to the congestion. An efficiency assessment is currently being undertaken to determine potential solutions for this intersection.
Compact city – proximity to existing residential areas	No issues	
Compact city - ability to develop land efficiently	Very good	The site has an approximate feasible capacity of 50 dwellings under General Residential 2 zoning.
Effects on Manawhenua values	No issues	
Issues for: • network utility operators • Southern District Health Board • Ministry for Education • FENZ	No issues	
Other constraints on	No issues	The site is subject to a 2GP appeal by The Coalition Preservation

development (encumbrances, owner aspirations, appeals)		Trust to rezone the land from Rural Residential 2 to Rural.
Feasibility for medium density development - market desirability	Very good	



SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendix 7

DCC Memorandum from Landscape Architect

January 2020

TO:	Emma Christmas, Policy Planner
FROM:	Luke McKinlay, Landscape Architect
DATE:	30-Jan-2020
SUBJECT	Proposed Rezoning: Scroggs Hill Road. Dunedin – LA Comments

Hi Emma,

The following is in response to your request for a landscape and visual assessment of the above proposed rezoning of Rural Residential 1 (RR1) land to Large Lot Residential at 155 & 252 Scroggs Hill Road. It is understood that this assessment is in response to an appeal of the 2GP zoning by the landowner (Ross McLeary). A draft structure plan has been provided by the applicant's representative (Emma Peters, Sweep Consultancy), prepared by Craig Horne Surveying. The following assessment will consider the suitability of areas currently zoned RR1 within the proposed structure plan area for Large Lot Residential zoning. Land currently zoned Rural in the proposed structure plan has not be assessed due to the determination that these areas are out of scope.

Methodology

Key assessment factors used to determine the nature and level of potential effects of the proposed rezoning on existing landscape character and amenity values include the following:

- a. Identification of the surrounding residential and rural context and the existing character of the site and wider area;
- b. Identification of potential representative viewer locations and effects on visual amenity;
- c. Identification of the changes likely to occur as a result of the proposed rezoning and how these changes will affect existing urban and rural character and amenity values, in the context of the relevant statutory documents.

Based on the above, a series of recommendations are made regarding the most suitable locations for large lot residential sections and a suite of conditions that could be considered to mitigate potential adverse effects of this rezoning on existing landscape and visual amenity values.

This assessment takes into consideration a permitted baseline of rural residential development on land currently zoned RR1.

Site investigation was undertaken on the 8th January 2020.

Existing Site and Surrounding Context

Wider Context

The subject site is located on the hill slopes northwest of the coastal settlement of Brighton, approximately 18km southwest of the centre of Dunedin. Brighton consists of a small urban area, located either side of the Otokia Creek, with residential development largely concentrated along the coastal edge and hillslopes overlooking the coast. The urban area merges with the settlement of Ocean View to the north. A small commercial centre consisting of a dairy and café is centrally

located. To the south of this centre, on the opposite side of Brighton Road, is the carpark to the main beach and surf life-saving building. The coastal edge is defined by a series of coves, reefs, sandy beaches and headlands. The headland immediately to the south of the main beach, and the mouth of the Otokia Creek, contains the largest recreational green space, the Brighton Domain. Coastal reserves extend to the south and north of the settlement. These contain a mix of exotic and native vegetation and marram grass covered dune systems.

The Subject Site and Immediate Surrounding Area

The subject site includes a series of broad ridges and gullies northwest of Brighton. Generally, the more gently sloping ridges are under a pastoral land use regime whilst the gullies have a cover of remnant native vegetation, exotic scrub and willow trees. Small blocks of exotic forestry and a short stretch of shelterbelt planting on the eastern side of Scroggs Hill Road, near the southern part of the property, are the most notable clusters of tall vegetation, otherwise the site has a relatively open spatial character. Due to this open character, views are afforded from parts of the site to nearby key landscape features such as Saddle Hill, the coastal edge and inshore waters. A small cluster of farm buildings on the western side of Scroggs Hill Road, including galvanised sheds and a remnant mud brick shed, form the most notable cluster of buildings on the site.

Existing development in the immediate surrounding area includes a strip of residential development along Scroggs Hill Road, where it follows the top of the ridge leading towards a large bluff, locally known as “Big Rock”. To the south, north and east of the site, there are several rural residential dwellings. In general, the extent of development is greater to the east, where there has been recent rural residential development on the hill slopes above Ocean View. The Brighton Water Reservoir, a large concrete tank visible from nearby locations on Scroggs Hill Road, is located immediately to the south of the western side of 155 Scroggs Hill Road.

Visual Amenity Effects

Visual Catchment and Visual Absorption Capability

Site inspection was used to identify 14 view locations (VL), representative of the range and types of views available from within the surrounding landscape towards the site.

One of the main factors that will influence a developments’ visual effect, is the visual absorption capability of the surrounding landscape. This is the ability of the landscape to integrate a feature or change in development pattern without significant change to its existing visual character.

In general, the proposed area is visually recessive, or hidden from view, from many of the more established urban parts of Brighton near the centre of the settlement and the south-eastern facing hillslopes near the coastal edge. Broader views into the site are available from immediate surrounding locations on Scroggs Hill Road, and the hillslopes to the west, east and north.

While the small woodlots and shelterbelts on the site provide some screening of the proposed rezoned area, in general, the site has a relatively open spatial character that will make integrating more dense residential development without changes to existing rural/rural-residential character values difficult.

The topographic variation of the ridge and gully system influences the extent of the development visible from surrounding areas. From neighbouring locations such as 160, 166 and 170 Scroggs Hill Road, parts of the hillslopes on the western side of Scroggs Hill Road proposed to be rezoned will be

quite prominent, where not screened by existing vegetation. However, the topographical variation of the site also means that expansive views over all proposed rezoned areas are not available from any one location. As such, there may be scope to locate different parts of a re-zoned area on parts of the site with different aspects/opposite sides of the main ridge to reduce the apparent extent/intensity of development.

Effects on Visual Amenity from Representative View Locations

Visual effects of the proposed rezoning have been assessed from a series of surrounding publicly accessible locations to determine the likely effect of the proposed rezoning on visual amenity values. These locations represent views attainable from locations within Ocean View, residential parts of Brighton, the Brighton Domain, and locations near the site on Scroggs Hill Road.

Visual Effects from mid-long distant locations east of the site

Views of the proposed rezoned area from low-lying, coastal locations east of the site are largely obscured by intervening topography and vegetation as seen in view locations 1 & 2 (refer figures 1 and 2, appendix 2), which are representative of the views of motorists and nearby residents on Hare and Brighton Roads, respectively. While some of the more recent rural-residential development on the hills above Ocean View are visible from these view locations, the proposed site is largely hidden from view. As such, effects of the proposed rezoned area from these locations will be negligible/nil.

From more elevated locations on the hills above Ocean View, such as from some of the rural-residential development on Kayforce Road, views towards the subject site are available, but some separation is provided by an intervening gully system. In addition, dwellings within this existing rural-residential area are primarily oriented to the coast, so views of a potential rezoned area would not likely become a primary focal feature. As shown in VP 3 (refer figure 3), parts of the proposed rezoned area on the eastern side of Scroggs Hill Road would be visible from locations on the more elevated parts of Kayforce Road. Views of this area would be seen in the context of existing rural residential development on Scroggs Hill Road (Nos 100, 160, 166, 168, 170). Because this part of Kayforce Road is at a similar elevation to the lower parts of the subject site (approximately 80m masl), broad views overlooking wide parts of the proposed rezoned area will not be available, however, some development would potentially be seen against the skyline, highlighting its presence. It is noted that there is considerable vegetation on the western boundaries of the closest dwellings to the site on Kayforce Road (Nos 32 & 42), which currently screens views of the proposed structure plan area.

Visual Effects from close-proximity locations east of the site

Potential adverse visual effects from adjoining properties to the east (160, 166 and 168 Scroggs Hill Road, refer figures 10 & 11) would be associated with a transition to a more fine-grained pattern of development than permitted under existing zoning. Because of the rolling topography, a relatively broad extent of large-lot residential development would be visible. Potential adverse effects related to this transition would be a reduction in the open spatial qualities associated with rural-residential development and a shift from a more natural, rural/rural residential environment to a more built, urban environment. It is noted that these existing neighbouring dwellings appear to be oriented to the southeast, to take advantage of coastal views. Nevertheless, the transition to a more suburban visual character is likely to result in at least moderate-high adverse effects initially, which could reduce to lower levels, dependant of the mitigation measures/conditions proposed to integrate this proposed rezoning.

Visual effects from south of the site

Views towards the subject site are obscured by intervening topography from most locations near the small commercial centre of Brighton, the recreation reserve near the surf club, the main beach, most of the Brighton Domain (refer figure 5) and from dwellings on the hillslopes near the centre of Brighton, oriented to the southeast (in the vicinity of Brighton and Seaview Roads).

Views of the proposed rezoning area become visible from the southern part of Scroggs Hill Road, north of the intersection with Seaview Road (refer figure 4). Views of only the southern parts of the site, on the eastern side of Scroggs Hill Road, are visible from this location, with broader views becoming available as one approaches the site. Because this southern part of the site slopes down to the north, expansive views into the site are not afforded to passing motorists. The slopes north of the gully on this eastern side of the road (a roadside view of which is shown in figures 10 and 11) will be more prominent as one approaches from this location.

Potential adverse effects associated with the greater intensity of development of large lot residential development will be most pronounced from rural-residential properties bordering the site to the south (100 & 127 Scroggs Hill Road). From these locations, the shift to large lot development would result in a reduction of the open spatial qualities of the area, developed at rural-residential density, likely characterised by large areas of pasture/planting and relatively widely dispersed built development, to a more suburban, enclosed character with a finer-grained grid of boundary treatments (fencing and/or planting). It is noted that views towards the proposed rezoning area from 100 Scroggs Hill Road are screened to a certain extent by established shelterbelt boundary planting (refer figure 7). As such, effects of this transition would not be as pronounced as from 127, where views to the south are more open. However, this planting is not located on the subject site and therefore cannot be considered as necessarily providing on-going mitigation.

Parts of the proposed rezoned area on the western side of Scroggs Hill Road would potentially be visible from more elevated locations, towards the northern end of Mackintosh Road (refer figure 14). Dwellings in this area (Nos 185-207) are predominantly oriented to the south (towards the coast) and typically screened from the site by roadside planting on their northern boundaries. Where visible, large lot residential development would be seen in the foreground of views towards Saddle Hill from this area. If restricted to the southern part of the proposed rezoned area, it is considered that due to the limited extent of the proposed structure plan area visible, the separation provided by an intervening gully system and the orientation of dwellings towards the coast, effects on existing visual amenity values from this area could be kept at relatively low levels.

Visual effects from north of the Site

The northern parts of the proposed rezoned area are also located near some existing rural residential dwellings (214 and 256 Scroggs Hill Road). Views of parts of the proposed rezoned area, particularly the adjoining northern parts, would be visible from these from these locations. In some cases, the proposed large lot development would intrude, or would be prominent in the foreground of views towards the coast. These effects are likely to be lessened by restricting the extent of large lot development to southern parts of the site.

Landscape Effects

In general, landscape effects associated with the proposed rezoning will primarily be related to a reduction in the open spatial qualities associated with rural-residential development and a shift from a more natural, rural/rural residential environment to a more built, urban environment.

Large lot development would potentially include houses up to 9m in height on large sections with associated planting/lawns, access roads and driveways. Over time, garden planting would likely soften the appearance of buildings and accessways as planting/trees mature, however, the increased density of development proposed would be visually distinct from the existing and permitted patterns of rural residential development. Existing rural/rural residential amenity values associated with a predominance of natural features would be somewhat eroded with the creation of a more fine-grained built environment associated with large lot development.

Ideally, a transition of development density would take place from the township and settlement core of Brighton, through large lot residential, to rural-residential scale development. This type of transect would aid in creating an aesthetically coherent transition from a more 'built' urban/suburban environment to a more 'natural' rural residential/rural environment. In the case of this proposed structure plan, the large lot rezoned area would be separated from the town and settlement core of Brighton, which includes the southern part of Scroggs Hill Road, by a section of rural residential development. This could potentially lead to rezoned areas appearing as distinct and contrasting nodes of development, surrounded by the more spacious development pattern of rural residential zoned land. This also appears contrary to the direction of Objective 2.4.1(f) of the 2GP, which promotes compact and accessible urban form. To lessen this potential effect, siting potential large lot development area on the more southern part of the site, nearer the town and settlement part of Brighton would be beneficial.

It is important that boundaries between the proposed large lot residential areas and the adjoining Rural Residential 1 and Coastal Rural areas are carefully considered to avoid abrupt transitions between zones and to maintain the aesthetic coherence of the surrounding area. The proposed lot sizes within a rezoned large lot residential area (2000m²) would be considerably smaller than the adjoining Rural Residential properties on Scroggs Hill Road (minimum 2ha) and would form a potentially prominent urban edge if they were to adjoin rural zoned land.

In order to avoid an abrupt transition, consideration should be given to locating larger lots or rural-residential along the boundary with adjoining developed rural-residential sites or rural zoned land to create a graduated transition from urban to rural.

The following potential conditions/recommendations could be considered to lessen potential adverse effects from surrounding locations and aid in integrating any large lot development with adjoining rural residential and rural zoned land.

Potential Conditions/Recommendations for Structure Plan

- Consider building height restrictions on future large lot residential sections (6m);
- Consider conditions restricting permitted light reflectance values (LRV) of cladding colours and materials;
- Consider planted buffers (minimum width 5m) on earth bunds adjacent to the Scroggs Hill Road Boundary to act as backdrop to views of potential large lot development from existing rural - residential development to the east of the site (above Ocean View) and to maintain amenity of close proximity locations on Scroggs Hill Road;

- Consider restrictions on above ground drainage to swales only (no kerb and channel), to limit urban appearance of large lot area;
- Restrict fencing to rural type (board and batten or post and wire) or planted boundaries between lots;
- Avoid construction of monumental gates or entrance features;
- Consider tree planting associated with access ways;
- Consider enhancement planting and/or weed pest management associated with remnant native vegetation in gullies.

Recommendations for the Most Suitable Location for Large-Lot Rezoned Areas

The suitability (from most suitable-least suitable) of different parts of the proposed rezoned area for large lot rezoning are identified on the map in appendix 1. These areas are reflective of the following recommendations:

- Concentrate large-lot residential lots on the lower, less prominent parts of the site;
- Avoid the creation of a satellite area of large lot development, separate from the existing pattern of development on the hills above Brighton (consistent with Policy 2.4.1.7)
- Avoid large lot development near existing rural residential development or consider creating larger lots (in excess of 2000m²) adjoining existing rural residential-residential lots to reduce the perception of development density near the boundaries with these properties (ensure existing rural residential properties share a boundary with only one adjoining residential property).

Regards,

Luke McKinlay
Landscape Architect

Appendix 1: Site Map



Appendix 2: Site Photos



Figure 1: View Location 1 – Hare Road



Figure 2: View Location 2 – Brighton Road



Figure 3: View Location 3 – Kayforce Road (near No34)



Figure 4: View Location 4 – Scroggs Hill Road (near No24)



Figure 5: View Location 5 – Brighton Domain

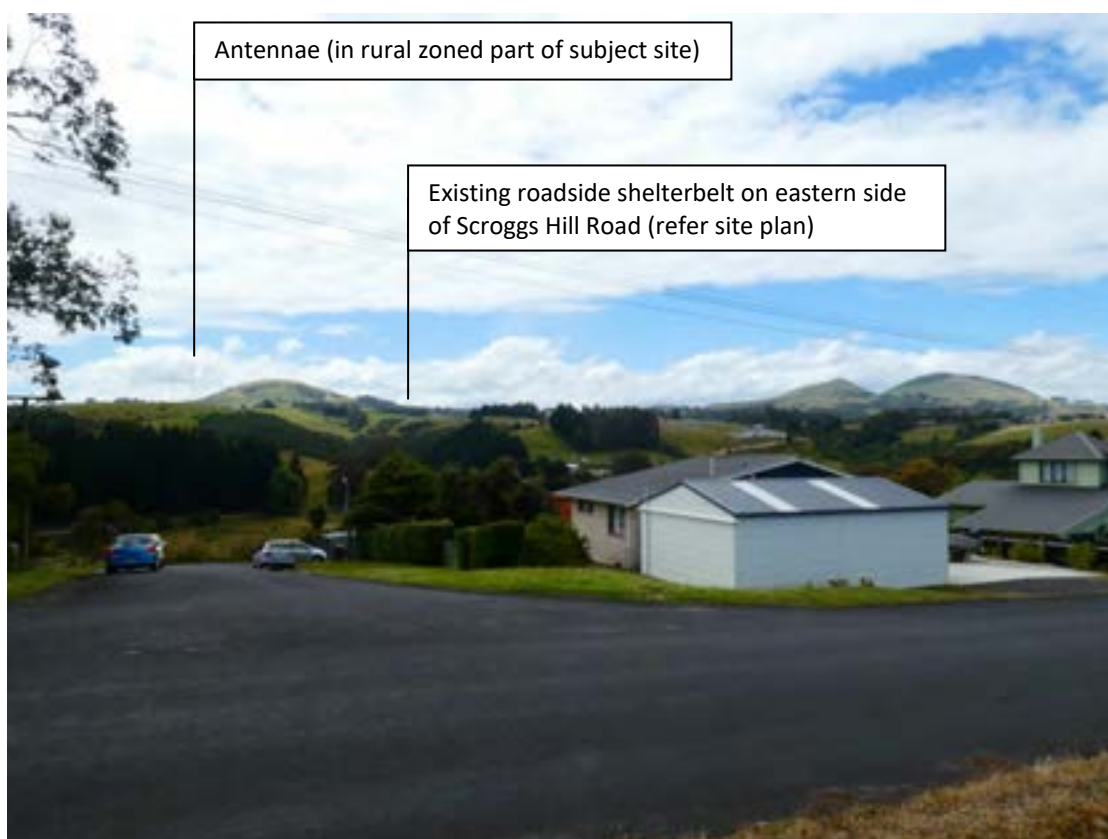


Figure 6: View Location 6 – Bedford Parade



100 Scroggs Hill Road behind vegetation

Figure 7: View Location 7 – Scroggs Hill Road (South) view to southeast



Antennae (in rural zoned part of subject site)

Figure 8: View Location 8a – Scroggs Hill Road view to southwest



Figure 9: View Location 8b – Scroggs Hill Road view to northwest



Figure 10: View Location 9 – Scroggs Hill Road view to east



Figure 11: View Location 10 – Scroggs Hill Road view to east



Figure 12: View Location 11 – Scroggs Hill Road view to southeast



Figure 13: View Location 12 – Scroggs Hill Road view to northeast



Figure 14: View Location 13 – Scroggs Hill Road view to southeast



Figure 15: View Location 14 – Bush Reserve Road and Scroggs Hill Road intersection



SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendix 8

DCC Memorandum from DCC Biodiversity Advisor

November 2020

Memorandum

TO: Nathan Stocker

FROM: Richard Ewans, Biodiversity Advisor

DATE: 30 November 2020

SUBJECT: 2GP VARIATION 2 POTENTIAL REZONING SITES – BIODIVERSITY COMMENTS

Hi Nathan,

Please find my biodiversity comments on the potential Variation 2 rezoning sites as follows.

1. Between July and October 2020, I assessed the biodiversity values on a range of potential sites for rezoning as part of the 2GP Appeals and Variation 2 processes.
2. This was carried out to minimise potential losses of indigenous biodiversity associated with rezoning. While vegetation clearance rules currently provide a level of protection for many of these sites, a change to Residential zoning would result in the lifting of any vegetation clearance restrictions, and therefore potential losses of indigenous biodiversity.

Methodology and context

3. Initially, for all sites provided, I inspected aerial photography dated 2006, 2009 (urban areas only), 2013, and 2018-19; satellite imagery (Google Earth), and recent mapping of vegetation cover of the Dunedin City District completed by Wildland Consultants Ltd¹.
4. Sites where there were no observable or mapped indigenous biodiversity values were recorded as such.
5. Once Stage 1 of the process had identified areas being considered, remaining Variation 2 sites where there were observable or mapped indigenous biodiversity values were identified for field inspection (8 sites). For some sites, multiple properties were involved. Of these:
 - i. I carried out field inspections in October and November 2020 for 4 sites (23, 98, 152 and 215), with the permission of, and sometimes accompanied by, the landowners.
 - ii. Site 172 was inspected by Elizabeth Schonwald (DCC Graduate Planner, City Development).
 - iii. One site (155) was found to have relevant information available from previous work and field inspection was not carried out.
 - iv. One site (52) was inspected by both myself and an ecological consultant.
 - v. One site (51) is awaiting reporting from an ecological survey by external consultants with permission of the landowners.

¹ Wildland Consultants Ltd (2020). Mapping of indigenous and exotic vegetation cover across Dunedin City District. Contract Report No. 4934 prepared for Dunedin City Council.

6. Where biodiversity values have been identified for protection, areas were mapped using DCCs GIS software (Geocortex or ArcMap 10.6.1). Site report summaries, including a suggested approach to protection for areas of indigenous biodiversity, are provided below. Maps and photographs are provided in Appendix 1. Unless otherwise stated, all maps were created using 2018-19 aerial photography as the base image, with north at the top of the image.
7. A table of all sites assessed is provided in Appendix 2, and Appendix 3 lists the scientific names of all plant species referred to in the report by common name.

Current General Residential Zones

8. Variation 2 sites being considered and already zoned General Residential 1 or 2 and identified for medium density status (Sites 73, 82, 83, 87, 88, 91, 97, 174, 185, 216, 217, 218 and 219) were not targeted for field inspection. Vegetation, including indigenous vegetation, can be removed without resource consent in Residential zones unless in an Urban Biodiversity Mapped Area (UBMA) or if it is a scheduled tree, and my advice was that a change in density does not justify increased restrictions on vegetation clearance.
9. It is noted that some areas outside UBMA's in General Residential 1 & 2 Zones retain small patches of indigenous vegetation, established exotic trees, and high-quality gardens² which provide habitat for indigenous biodiversity. Intensification poses a direct risk to these values, which in many cases will also align with amenity and other values³, by potentially exacerbating tree and habitat loss. For example, a recent study reported a loss of over 12,000 trees in a 10-year period in one area of inner-city Auckland, a third of which were due to developments, improvements and extensions⁴.
10. Planning changes that increase potential losses of 'urban forest' may be in conflict with the Draft National Policy Statement for Indigenous Biodiversity (currently due to be gazetted in April 2021), which sets minimum targets for indigenous vegetation cover in urban areas. Such changes are also likely to run contrary to both a growing body of literature on urban design and ecology, and the stated targets of many Australasian cities (e.g. Hamilton, Christchurch, Brisbane, Melbourne, etc) which are aiming to increase vegetative cover due to the significant benefits it confers (e.g. ⁵ & ⁶).
11. At this stage it is difficult to quantify what the resulting impact might be of densification; shifting the focus to more greenfield sites may have a similar overall impact on established exotic trees and small patches of indigenous vegetation and high quality gardens, albeit in a different ecological setting. However, it is recommended that further work is carried out to look at options for avoiding and minimising the impact of intensification on biodiversity habitat (and other) values in Dunedin.

² Freeman C & Buck O (2003). Development of an ecological mapping methodology for urban areas in New Zealand. *Landscape and Urban Planning* 63: 161-173.

³ Trees and urban forest provide a substantial range of environmental and societal benefits, see Auckland Council (2019). Auckland's Urban Ngahere (Forest) Strategy.

⁴ <https://ourauckland.aucklandcouncil.govt.nz/articles/news/2018/10/study-measures-urban-tree-loss/>. Accessed 20/11/2020.

⁵ Rastandeh A & Jarchow M (2020). Urbanization and biodiversity loss in the post-Covid-19 era: complex challenges and possible solutions. *Cities & Health* Special Issue: Covid -19: 1-4.

⁶ Wallace KJ & Clarkson BD (2019). Urban forest restoration ecology: a review from Hamilton, New Zealand. *Journal of the Royal Society of New Zealand* 49(3): 347-369.

Variation 2 sites

Table 2 – Summary of 2GP Variation 2 sites identified for field inspection.

Site number	Location	Biodiversity protection recommendation	Note
23	Polwarth Rd & Wakari Rd	No action required	No biodiversity values identified from field inspection
51	233 Signal Hill Rd	ASBV, pending report from consultant ecologist	See Paragraphs 12-14
52	235 Signal Hill Rd	ASBV	See Paragraphs 15-23
98	32/45 Honeystone Street	Structure plan and/or covenant on land title	See Paragraphs 24-28
152	Area surrounding Highcliff Road	Resolved	Constructed freshwater wetland area removed from rezoning area after field inspection
155	19 Main South Rd. Concord	Structure plan and/or covenant on land title	See Paragraphs 29-30
172	336 and 336A Portobello Road	No action required	No biodiversity values identified from field inspection
215	87 Selwyn Street	Structure plan and/or covenant on land title	See Paragraphs 31-36

Site 51 – 233 Signal Hill Road

Summary of biodiversity values

12. Native kanuka-broadleaved forest area identified previously by Council as a potential ASBV⁷. Almost the entire native forest area is already protected by private land covenant restricting vegetation clearance but ecological survey was recommended to assess the values present against ASBV criteria.

Recommended approach to protection

13. The covenanted area meets 2GP ASBV criteria (Policy 2.2.3.2) for Protected areas (2.2.3.2.a).
14. Therefore, it is recommended to schedule the covenanted area as an ASBV and redraw the boundary of any residential zoning around the ASBV (see Appendix 1, Image 1).

Site 52 – 235 Signal Hill Road

Summary of biodiversity values

⁷ Site Normanby South in Allen (2003). Reconnaissance survey of potential areas of significant conservation value in Dunedin City. Contract report No. 710 prepared for Dunedin City Council by Wildland Consultants Ltd.

15. The area being considered for rezoning (Site 52) is located on the northern (lower slopes) of the property (below orange line on Image 3 in Appendix 1). Indigenous vegetation on part of the site is protected by covenant.
16. I reconnoitred the site on 24 October 2020 with the permission of, and accompanied by, the landowner, and inspected some of the regenerating kanuka-broadleaved forest within the site outside the covenanted area. A consultant ecologist carried out an ecological assessment of the whole property on 3 November 2020.
17. The site partly covers an area of regenerating kanuka-broadleaved forest mapped as Area 6 in Image 5, Appendix 1 ([matai-totara]-kanuka forest) in the ecological assessment⁸. Approximately half of this area is already protected via covenant, with 0.45ha outside the covenant (see Appendix 1, Image 2 & 3).
18. The 0.45ha area outside the covenant is dominated by regenerating kanuka (see Appendix 1, Image 4) with mahoe commonly present, and other broadleaved species such as lemonwood/tarata, kohuhu and broadleaf/kapuka occasionally present. Several invasive weed species were also occasionally present, particularly Khasia berry, hawthorn, Darwin's barberry and blackberry. It appears that the more important ecological values described for this vegetation community in the ecological assessment are mostly contained in the covenanted area and above the site.
19. The ecological assessment concludes that the indigenous vegetation on the wider property (i.e. both within and outside Site 52) is ecologically significant (see Appendix 1, Image 5). The remnants of dry forest on the mid to upper slopes (outside Site 52) dominated by South Island kowhai, narrow-leaved lacebark, lowland ribbonwood, matai and totara are of particular importance as this forest type is strongly reduced from its original extent, with this example potentially the best local example remaining.
20. The ecological assessment identified 10 species on the 2GP Protected Indigenous Species lists (Appendix 10A). *Coprosma virescens* and *Ileostylis micranthus* are listed in Appendix 10A.1 Threatened plant species list; and narrow-leaved lacebark, poataniwha, ngaio, lowland ribbonwood, totara, matai, kowhai, and turepo are listed in Appendix 10A.3 Important native tree list.
21. The ecological assessment did not provide specific locations for each occurrence of a Protected Indigenous Species, however based on the vegetation community descriptions and mapping, it is likely there are occurrences of Protected Indigenous Species within Site 52 within the covenant.
22. The dry forest remnants and areas supporting 2GP Protected Indigenous Species are of considerably higher ecological value than the areas of less diverse regenerating kanuka-broadleaved forest on the lower slopes.

Recommended approach to protection

23. The areas identified as ecologically significant should be scheduled as an ASBV. 2GP rules relating to ASBVs do not apply in Residential Zones so it is necessary to redraw the boundary of rezoning of any residential areas around the ASBV. Ideally, the covenant would also be extended on the site to protect the 0.45ha area (Appendix 1, Image 2).

Site 98 – 32/45 Honeystone Street

⁸ Ecological significance assessment for 235 Signal Hill Road, Dunedin. Contract report 2059cg prepared for Dunedin City Council by Kelvin Lloyd, Wildland Consultants Ltd, November 2020.

Summary of biodiversity values

24. I inspected the site on 45 Honeystone Street on 10 November 2020 with the permission of the landowner.
25. The site supports a 0.2ha area of regenerating kanuka-broadleaved forest along creek with a remnant mature rimu, adjoining a QEII covenant on neighbouring property, and previously identified by DCC as a part of a potential ASCV⁹ (see Appendix 1, Image 6 & 7). Other species present include:
- native trees and shrubs such as tree fuchsia, mahoe, pepper tree/horopito, wineberry, round-leaved coprosma and mountain holly;
 - native ferns such as prickly shield fern and creek fern, and the native climbers pohuehue and bush lawyer; and
 - the invasive exotic woody weeds hawthorn, elderberry and Darwin's barberry on the bush margin.
26. Vegetation along the creek (a tributary of the Leith) adjoining 195 Wakari Road is mixed regenerating exotic and indigenous forest with a heavy infestation of invasive weeds such as hawthorn, elderberry and sycamore. Although not ecologically significant, some of this vegetation should be retained as a riparian buffer (minimum of 5m either side) to the waterway which appears to be in good condition (see Image 8). Ideally, the weeds would be progressively removed over time and natural regeneration of indigenous species would take place. This process would be enhanced by riparian plantings.

Recommended approach to protection

27. Structure plan and/or covenant on land title for 0.2ha area and riparian vegetation.
28. The 0.2ha area is likely to meet 2GP ASBV criteria in combination with the adjacent native forest remnant within the QEII covenant. The covenanted area on the adjacent property meets 2GP ASBV criteria (Policy 2.2.3.2) for Protected areas (2.2.3.2.a). If the adjacent landowner was supportive of ASBV status, then the 0.2ha area on 45 Honeystone Street could be included at a later date.

Site 155 – 19 Main South Rd. Concord

Summary of biodiversity values

29. Native riparian revegetation plantings along the creek (a tributary of Kaikorai Stream) were partially funded by a DCC Biodiversity Fund grant from the September 2019 round. The area is not ecologically significant.

Recommended approach to protection

30. Structure plan and/or covenant on land title (see Appendix 1, Image 9).

Site 215 – 87 Selwyn Street

Summary of biodiversity values

31. I inspected the site on 6 November 2020 with the permission of, and accompanied by, the landowner.

⁹ Site Rudd Road in Allen (2003). Reconnaissance survey of potential areas of significant conservation value in Dunedin City. Contract report No. 710 prepared for Dunedin City Council by Wildland Consultants Ltd.

32. Two areas of low diversity young regenerating kanuka (0.14ha and 0.2ha) are present on the northern part of the property, with an area of older more diverse broadleaved-kanuka forest (0.22ha) present on the southern corner boundary (see Appendix 1, Image 10-12).
33. All the patches are on steep slopes, and two are located in small gully systems with waterways present.
34. The more diverse broadleaved-kanuka forest also supports tree fuchsia, mahoe, lemonwood and round-leaved coprosma. The invasive weed hawthorn is also present, particularly on the margins.

Recommended approach to protection

35. The patches do not meet ASBV criteria for ecological significance. However, the patches do contribute to the local network of habitat for native birds, which were conspicuous on the day of inspection.
36. Therefore, a structure plan and/or covenant on land title is the recommended approach.

Kind regards,

Richard Ewans
Biodiversity Advisor

Appendix 1. Maps and photographs of 2GP Variation 2 sites with identified biodiversity values.

Image 1 – Map of Site 51 area already protected via covenant to potentially schedule as an ASBV.



Image 2 – Map of Site 52 area outside covenant within rezoning scope, orange lines mark boundary of Site 52.



Image 3 - Map of Site 52 area outside covenant within rezoning scope location on property, orange lines mark boundary of site, pink dashed line (faint) marks the covenanted area.



Image 4 – Photograph of typical interior of 0.45ha area outside covenant within rezoning scope near track at Site 52.



Image 5 – Map of vegetation types (yellow boundaries) on 235 Signal Hill Road from ecological assessment report showing important dry forest areas meeting ASBV criteria marked with red boundaries (note the map has been cropped from the original).



Image 6 – Map of Site 98 area for protection. Native forest in adjacent QEII covenant can be seen to the left of the area for protection.



Image 7 - Map of Site 98 area for protection (purple shading) location on site.



Image 8 – Map of Site 98 with indicative boundary of riparian vegetation to be kept along creek (green).



Image 9 – Map of Site 155 with indicative boundary of riparian vegetation to be kept along creek (green).



Image 10 – Map of Site 215 kanuka patches to be protected.



Image 11 - Map of Site 215 broadleaved-kanuka patch to be protected on 2009 aerial photography.



Image 12 - Map of Site 215 areas to be protected location on site (pink shading).



Appendix 2. Variation 2 sites inspected for biodiversity values.

Site number	Location	Method	Background	Biodiversity recommendation	Explanatory note	Biodiversity values
5	Waldronville Golf Course	Desktop imagery	Variation 2	No action required	Not being considered	None identified
14	Freeman Cl, Lambert St, Abbotsford	Desktop imagery	Variation 2	No action required	Not being considered	None identified
23	Polwarth Rd & Wakari Rd	Desktop imagery; field inspection	Variation 2	No action required	No biodiversity values identified	311 Wakari Road checked 10/11/20 - Native bush areas not in scope for development and landowner wants to keep. 195 Wakari Road checked 10/11 - Area of regenerating bush dominated by weeds such as hawthorn and sycamore and in steep gully unlikely to be developed, some native forest regeneration but heavily modified by invasive weeds
27	353 Main South Road, Fairfield	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
51	233 Signal Hill Rd	Desktop imagery; field inspection (consultant ecologist)	Variation 2	ASBV	(see report) - pending field inspection by consultant ecologist	Native forest area identified previously by Council as a potential ASBV (Site Normanby South in Wildlands report potential ASCV 2003). Almost entire native forest area is already in private land covenant restricting clearance but recommend ecological survey to assess significance against ASBV criteria

52	235 Signal Hill Rd	Desktop imagery; field inspection (DCC and consultant ecologist)	Variation 2	ASBV	(see report)	Native forest area identified previously by Council as a potential ASBV (Site 914 in Wildlands report potential ASCV 2003). In covenant and above site boundary important dry forest remnants, 10 2GP protected species present. Lower strip along track of less value, lower diversity kanuka regeneration
59/77	43 Watts Road and 309 North road	Desktop imagery	Appeal / Variation 2	No action required	Not being considered	2 scheduled trees, large area mapped as exotic forest and treeland so potential habitat values for native birds
73	133-137 Kaikorai Valley Road	Desktop imagery	Variation 2	No action required	GR1/medium density	None identified
79	30 Mercer Street	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
82	Green Island	Desktop imagery	Variation 2	No action required	GR1/medium density	None identified
83	Andersons Bay	Desktop imagery	Variation 2	No action required	GR1/medium density	Some large trees likely to have habitat value for native birds
84	Abbotsford	Desktop imagery	Variation 2	No action required	Not being considered	None identified
87	Mornington	Desktop imagery	Variation 2	No action required	GR1/medium density	Multiple scheduled trees that are non-local native trees and/or have habitat value for native birds
88	Belleknowes	Desktop imagery	Variation 2	No action required	GR1/medium density	Multiple scheduled trees; T024, T964 and T962 are native to the Dunedin area, numerous others are non-local native trees and/or have habitat value for native birds

91	Maori Hill	Desktop imagery	Variation 2	No action required	GR1/medium density	Multiple scheduled trees; T898, T902 and T285 are native to the Dunedin area, numerous others are non-local native trees and/or have habitat value for native birds. Several small patches of bush adjoining the Town Belt
97	Roslyn	Desktop imagery	Variation 2	No action required	GR1/medium density	Area below Highgate mapped as high-quality residential gardens for biodiversity by University of Otago Geography Department project (Freeman & Buck, 2003) = Residential 1 (Garden rich areas = 1/3 of lot size as garden; rich in tree and scrub vegetation elements). Multiple scheduled trees; T468, T472, T469, T249 and G026 are native to the Dunedin area, numerous others are non-local native trees and/or have habitat value for native birds
98	32/45 Honeystone Street	Desktop imagery; field inspection	Variation 2	Structure plan / covenant on land title	(see report)	0.2ha patch of regenerating kanuka-broadleaved forest along creek with remnant mature rimu, adjacent to QEII covenant on neighbouring property and previously identified by DCC as a part of a potential ASCV. Vegetation along creek adjoining 195 Wakari Road is mixed regenerating exotic and indigenous forest with a heavy infestation of invasive weeds such as hawthorn, elderberry and sycamore
104	33-49 Dalziel Road / 473 Taieri Road	Desktop imagery	Variation 2	No action required	Not being considered	None identified
108	16 Hare Road	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
140	127a Main Road Fairfield	Desktop imagery	Variation 2	No action required	Low biodiversity value	Scattered kanuka less than 0.1ha (within permitted baseline for vegetation clearance for Hill Slopes Rural)

152	Area surrounding Highcliff Road	Desktop imagery; field inspection	Variation 2	No action required	Resolved	Constructed freshwater wetland area removed from rezoning area after field inspection
155	19 Main South Rd. Concord	Desktop imagery	Variation 2	Structure plan / covenant on land title	(see report)	Native revegetation plantings along creek have been partially funded by DCC Biodiversity Fund grant
160	155 and 252 Scroggs Hill Road	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
166	33 Emerson Street, Concord	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
169	Emerson St	Desktop imagery	Variation 2	No action required	Not being considered	Native revegetation plantings in south-eastern corner identified for checking
172	336 and 336A Portobello Road	Desktop imagery; field inspection	Variation 2	No action required	No biodiversity values identified	Broadleaved forest area removed from rezoning and no native trees identified in field inspection
174	26-32 Lynn Street, Maori Hill	Desktop imagery	Variation 2	No action required	GR1/medium density	None identified
176	234/290 Malvern Street, Leith Valley	Desktop imagery	Variation 2	No action required	Not being considered	Native forest area already partly in UBMA15. Could extend UBMA15 to cover all of native forest types on site (broadleaved forest, podocarp/broadleaved forest, kanuka-dominated forest and scrub). All these areas have been identified by Council previously as potential ASBV
184	Highcliff Road	Desktop imagery	Variation 2	No action required	Not being considered	Possible area of native forest area identified for checking

185	Mosgiel MD extension 1	Desktop imagery	Variation 2	No action required	GR1/medium density	None identified
190	Mosgiel ICR	Desktop imagery	Variation 2	No action required	Not being considered	2 scheduled trees within polygons, T065 is native = cabbage tree
197	Brighton Rd, Allen Rd (Green Island)	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
199	201, 207, and 211 Gladstone Road South	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
210	105 St Leonards Drive	Desktop imagery	Variation 2	No action required	Not being considered	Kanuka-dominant forest and scrub along southern boundary identified for checking
214	41-49 Three Mile Hill Road	Desktop imagery	Variation 2	No action required	No biodiversity values identified	None identified
215	87 Selwyn Street	Desktop imagery; field inspection	Variation 2	Structure plan / covenant on land title	(see report)	3 patches of regenerating native forest, 2 of young low diversity kanuka regeneration (0.2ha & 0.15ha), 1 of older more diverse broadleaved-kanuka forest (0.22ha)
216	Wakari	Desktop imagery	Variation 2	No action required	GR1/medium density	Some groups of large trees likely to have habitat value for native birds
217	Concord	Desktop imagery	Variation 2	No action required	GR1/medium density	None identified
218	Burgess Street and surrounds (Green Island)	Desktop imagery	Variation 2	No action required	GR1/medium density	Group of trees in north-east corner likely to have habitat value for native birds
219	98 Blacks Road	Desktop imagery	Variation 2	No action required	GR1 & 2/medium density	None identified

Appendix 3. Scientific names of plant species referred to by common name.

* denotes exotic species

<i>Common name</i>	<i>Scientific name</i>
blackberry*	<i>Rubus fruticosus</i>
bush lawyer	<i>Rubus cissoides</i>
creek fern	<i>Cranfillia fluviatilis</i>
Darwin's barberry*	<i>Berberis darwinii</i>
elderberry*	<i>Sambucus nigra</i>
hawthorn*	<i>Crataegus monogyna</i>
kanuka	<i>Kunzea robusta</i>
Khasia berry*	<i>Cotoneaster simonsii</i>
kohuhu	<i>Pittosporum tenuifolium</i>
kowhai	<i>Sophora microphylla</i>
lemonwood	<i>Pittosporum eugeniioides</i>
lowland ribbonwood	<i>Plagianthus regius</i>
mahoe	<i>Melicytus ramiflorus</i>
matai	<i>Prumnopitys taxifolia</i>
mountain holly	<i>Olearia ilicifolia</i>
narrow-leaved lacebark	<i>Hoheria angustifolia</i>
ngaio	<i>Myoporum laetum</i>
pepper tree/horopito	<i>Pseudowintera colorata</i>
poataniwha	<i>Melicope simplex</i>
pohuehue	<i>Muehlenbeckia australis</i>
prickly shield fern	<i>Polystichum vestitum</i>
rimu	<i>Dacrydium cupressinum</i>
round-leaved coprosma	<i>Coprosma rotundifolia</i>
sycamore*	<i>Acer pseudoplatanus</i>
totara	<i>Podocarpus totara</i>
turepo	<i>Streblus heterophyllus</i>
tree fuchsia	<i>Fuchsia excorticata</i>
wineberry	<i>Aristotelia serrata</i>



SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendix 9

Medium Density character assessments

February 2021

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Appendix 9.1 Assessment of impact of potential GR2 zoning – Mosgiel (IN01)



Figure 1: Mosgiel - Proposed GR2 Re-zoning Area

Characterisation

The Mosgiel GR1 zone under consideration encompasses a portion of the GR1 zone extending from the existing GR2 zoned area east of Gordon Road, to an eastern land boundary just beyond Kelso Place and Gretna Place. The northern boundary is adjacent to Factory Road and the southern boundary is formed by the southern side of Doon Street (Figure 1). Mosgiel's general topography is naturally flat, being situated on the Taieri floodplain, and this is echoed in the generally consistent, one-storey height of its residential housing stock. The proposed east Mosgiel GR2 area contains a fairly homogenous mix of mainly one-storey, mid-century brick and timber 'state bungalow' type housing intermixed with a few older timber cottages (Figure 2). Approximately 90% of the housing stock and town plan across this central area was constructed between the 1940s-1960s. House sections are very regular across the area with a typical size of 600-800m² and the site ratio is typically 1:1 (Figure 3). Within the area, the northern end of Arran Street has several multiple-dwellings units which break this pattern (Figure 4).

Typically observed building materials are weatherboard timber, brick (often textured), block and plaster with a mixture of iron, tile and concrete roofing materials. The dominant roof form is hipped with low gable roofs on other dwellings (Figure 5). Spey Street contains a small cluster of two-storey brick and timber dwellings which also follow this character in all but their height (Figure 6). Sections

feature open low hedges and fences creating permeability to the street, and most houses feature reasonably generous setbacks with sealed drives and car ports rather than garages, where present. Both the recurring low building heights and construction materials contribute to the sense of homogeneity of Mosgiel's eastern neighbourhood, which is reinforced by the relatively short construction period and state-building style of its dominant architectural character.

Character assessment scale

Low – Mixed – Mosgiel is slightly different to other Dunedin GR1 zones with either a Low or Mixed neighbourhood character, due to having a visibly dominant mid-century pattern of urban development and character. However, this strongly homogenous built character is offset by a generally low level of streetscape amenity and green character which weakens its sense of neighbourhood character as a whole. Therefore, it is considered that despite its homogenous character, there exists quite a high density of development across the proposed G2 area that is capable of absorbing further intensification of development without a detrimental effect on its broader residential neighbourhood character.

Potential threats to character

- Possibly larger, multi-unit developments that break up the homogenous urban grain of the existing GR1 area (but note size is limited under GR1 and GR2 zone rules so this threat is considered low).
- No other threats particularly identified.

Potential opportunities to maintain/enhance character

- New residential development provides an opportunity for creating new, quality dwellings and planting, with the potential to improve general streetscape amenity.

Mosgiel GR1 Capacity to Absorb Change

From observation, the current GR1 provisions have resulted in little significant change in either the pattern of development around the eastern Mosgiel area outlined above or its residential character since it was established. It was noticeable that the small amount of recent housing development within the areas varies little from the pattern of existing, mid-century dwellings in terms of their bulk form, height and general style, other than maximising the allowable building footprint, employing contemporary construction materials and often incorporating a garage.

Suggested areas for possible rezoning

The current GR1 zoned area identified as a potential GR2 area is considered capable of absorbing the potential increase in intensification from a residential character perspective, due to its existing, well-developed character. When transitioning from current GR1 and GR2 zones across the wider area (Church Street and Factory Road, for example), there is no strong change in built character or the pattern of development between the existing GR1 and adjoining GR2 areas.

Suggested guides (if any) for infill development

None recommended.

Figures



Figure 2: Doon Street (western end) illustrating the typical house form and style found across the wider east Mosgiel GR1 zone.



Figure 3: High street (looking north) illustrating the typical pattern of development (1:1 ratio) and low level of streetscape amenity.



Figure 4: Arran Street (north) looking north - example of more recent, duplex and multi-unit dwellings in the proposed GR2 area.



Figure 5: Spey Street (looking south) showing the typical house forms, scale and materials used across the area.



Figure 6: Spey Street (looking west) showing the few, two-storey versions of the more common, one-storey, state house style. Note the relatively open frontages, simple hedges and open driveways, typical of the area.

Appendix 9.2 Assessment of impact of potential GR2 zoning – Burgess Street & Surrounds (IN02) and Green Island (IN03)



Figure 1: Green Island - Proposed GR2 Re-zoning Area

Characterisation

Residential streets are almost entirely contained on the lower half of the north facing slopes, between Burnside and the Brighton/Main South Road junction with Main South Road forming a border between the residential areas and the commercial centre and industrial zones. The suburb is serviced with a well-used commercial centre with residential streets accessed/exited from Main South Road and sometimes with limited connectivity/options due to adjoining rural land and landscape constraints (gullies). Green Island's character is based on simple brick mid-century housing as well as earlier timber housing. Site sizes are between 600-800m with a typical subdivision pattern that is constrained by topography and natural features.

Church/Howden Streets

This older residential area is located on the hillside directly behind the shopping centre and is one of the few areas on a regular street grid. This area has the suburb's most diverse housing stock with, brick and timber contemporary housing (including some low-rise unit development) and earlier bungalows, evenly representing about 80% of the building stock, while the remainder is made up of timber villas/cottages. (Figure 2) Aspects are generally excellent with north/west facing elevated sites (typically 600-800m²). Grass verges and street-trees are not a regular feature and any sense of green

amenity is mostly derived from front gardens, hedges and views of nearby semi-rural landscapes. Front boundary treatments are mixed but generally low with houses overlooking the streets. Garaging is mixed but of a scale that does not dominate the streetscape. A considerable amount of subdivision has occurred near the western side of this block where more recent unit development is concentrated.

Church/Edinburgh Street

Similar subdivision pattern to the above area but a regular street grid is less pronounced, with several wide curved streets providing greater sense of openness at intersections. A less compact and coherent streetscape compared with the regular alignment found in the Church/Howden Street block. Housing character changes here with a concentration of small timber and tile state housing accounting for about 60% of the housing stock. There is also a reduced amount of early timber villas and cottages, suggesting a later era of subdivision. (Figure 3) Front gardens and street boundary treatments remain mixed and there are no verges/street trees to provide additional green amenity.

Burgess/Jensen Street

A small and separate pocket of housing to the west of St Peter Chanel primary school and accessed from Brighton Road (opposite Green Island landfill). Topography is noticeably flatter than the greater Green Island suburb allowing for a very uniform pattern of subdivision and development. The built character is further defined by a single era of development (1950/60s) and single storied state houses with uniform alignment and yard setbacks. Regular grass verges developed front gardens/lawns and low front boundary treatments further support a consistent streetscape character. Jensen Street displays some variety with two storied dwellings and demonstrates that additional height/intensity is possible, without adverse effects on character, providing well considered siting and basic detailing are employed. (Figure 4)

The area has good elevated westerly aspects providing excellent solar access and views towards Saddle Hill and over the southern parts of Kaikorai Valley.

A uniform open interface and views to rural hillsides and Saddle Hill provide a good sense of amenity. While this part of the suburb has a cohesive built character, it is not based on heritage or otherwise outstanding architecture and it would be capable of withstanding intensification providing the existing scale was considered.

Character assessment scale

Mixed – Green Island's GR1 zones are considerably constrained by topography and a staggered pattern of development. This has led to some pockets of residential streets (eastern edge of the suburb) being isolated from the greater suburb. Streets directly behind the commercial centre (defined by Church/Quarry/District) sit within a connected street network and share similar aspects and topography. While this area adjoins rural-land it is unlikely that a more intensified development would have negative impacts on the rural character as there is little residential zoning on the south edge of District Road.

Potential threats to character

- Demolition of remaining early character housing
- Semi-rural aspect on the edges altered by intensification

Potential opportunities to maintain/enhance character

- Maintains a viable principle commercial centre to build around
- Excellent solar access and aspect
- No singular strong built character to adhere to

Suggested areas for possible rezoning

All the identified areas in the proposed Green Island GR2 zone could be rezoned GR2 as the area has a mixed sense of cohesion without a single or outstanding architectural character to consider. Replacement of older housing provides an opportunity to take advantage of a good aspect while increasing density.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Green Island's GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has facilitated change within the identified area through the normal mechanisms of either rebuilding on existing sites or subdivision with new, infill development. From the pattern of development observed across the area, this has led to some of the older 'historic' character changing. There are few historic (or modern) buildings that provide significant landmarks within the suburb nor are there any significant landscape features within the built-up areas to consider. Given the modest and mixed character of Green Island, there is scope to intensify with a range of housing options.

Figures



Figure 2: Although some of the suburb's older timber housing is represented here, the character west of Church Street is defined by a mix of house types and age, including 1950/80s low rise houses as well unit redevelopment.



Figure 3: Housing east of Church Street is characterised more by 1940/50s state housing with fewer older cottages and villas. The street network is not as regular or connected as it is west of Church Street.



Figure 4: Jensen Street provides the most significant building variety with two storied housing dominating the street

Appendix 9.3 Assessment of impact of potential GR2 zoning – Concord (IN04)



Figure 1: Concord - Proposed GR2 Re-zoning Area

Characterisation

The area being assessed for possible GR2 zoning encompasses an area in the south-east of Concord, following Mulford Road from its junction with Middleton Road, taking in the cul-de-sacs of Morris Street, Davies Street and Craig Hendry Street, as far as Orr Street and Stevenson Road. The area is located between the Concord shops on Main South Road and the Corstorphine neighbourhood centre on Middleton Road (Figure 1).

The area assessed for possible GR2 zoning is spread across a gentle hilltop lying across the 150m contour line, with downward slopes to the west, east and north. To the east of Mulford Road the topography slopes into a scrubby gully and similarly to the east, beyond Stenhope Crescent. Residential development continues to the north beyond Orr Street and to the south, across Middleton Road, is the recent Westgate development. Section sizes across the area range from approximately 530m² to 750m², with the most typical sizes in the 600-660m² range. Almost no sites were identified above the 800m² plus section size range.

The pattern of development across the assessment area is highly consistent, reflecting the mid-1970s construction of the Mulford Road subdivision as a Housing Corporation New Zealand-era development. Some houses were developed privately, but the majority appear to have been constructed by HCNZ for state housing. Hence, the typical pattern along Mulford Road, and within Morris, May, Craig Hendry and Orr Streets, is a one house per site ratio, with houses positioned generally facing the street, set-back from the section boundary when located on an uphill (of the street) slope or slightly closer to the pavement boundary when located on the downhill slope side (Figure 2). However, on balance, most houses are actually positioned roughly central in their section

with fairly modest rear gardens. Few duplex units and no flats were observed across the assessment area (one duplex is located near the corner of Craig Hendry and Mulford Streets). The majority of houses have their own spacious driveway leading to either an integral basement garage or open parking area, and only a small number with a separate garage structure or car port (Figure 3).

Typical boundary and frontage treatments across the assessment area feature a mixture of simple, open grassed frontages, timber fences or low walls, and to a lesser degree, mature gardens with shrubs, bushes and small trees (Figure 4). The majority of driveways are sloping, some steeply depending on the gradient, with the result that sections of Mulford Road and Orr Street in particular, have a tiered appearance following the sloping topography.

Architecturally, the assessment area has been developed with a range of one, and one-and-a-half storey, mainly brick or split-block and plaster houses (typically 2-3 bedrooms), featuring dominantly low-pitched hipped or gabled roofs. The houses are constructed with a variety of roof cladding treatments including clay or concrete tile, corrugated iron and some thin steel decromastic roof finishes (Figure 5). There is a relatively limited variability of architectural form and scale, with most dwellings representing the typical 1970s style found across Dunedin (low hipped/gabled roof, one-storey living floor and either full or semi-basement below, in brick/block and plastered around the basement level). A small number of houses within the assessment area feature timber or cement fibreboard claddings above a block or plastered block basement.

From a character perspective, the area is entirely representative of 1970s state housing development building pattern and style that has a distinctive albeit taken-for-granted character of its own. As such, it demonstrates a strong homogeneity of housing and development character across the assessment area that has value in itself, although this character is unlikely to be fully recognised by the wider Dunedin community.

Character assessment scale

Strong – one (or more) dominant built character represented in the area, with either a high level or less dominant level of streetscape amenity and greening/interest. Limited capability to absorb intensification of development without a detrimental effect on the area's dominant character. Design guidelines will be required to mitigate the potential effects of intensification.

Potential threats to character

- New development may not respond appropriately or respect the existing dominant built form of the former 1970s state housing, impacting its homogenous built character.
- Amalgamation of sections to allow intensification may lead to a loss of the regular pattern of sections and building to site ratios that are a consistent feature across the Concord assessment area.

Potential opportunities to maintain/enhance character

- Maintain GR1 zone performance standards and rules to restrict potential for increased density and section amalgamation.

Concord GR1 Zone Capacity to Absorb Change

Under the GR2 minimum site size rule, the typical 600-700m² section sizes would make future subdivision into two 300m² lots possible. Therefore, from a technical perspective, the assessment area has capacity to absorb an increase in housing density. However, the proposed GR2 zoning change is largely reliant on space being available to develop within existing property sections. Given the location of existing housing towards the centre of many sites, the foreseeable result is that only demolition and replacement of an existing dwelling (e.g. to two dwellings/duplexes) will allow this. This clearly raises the risk of demolition across the Concord assessment area if market forces make it viable; however, from observation of current development patterns, there appears to have been little appetite to redevelop built sections, so this risk may be low going forward. The good size and reasonable build quality of the existing 1970s dwellings, many of which are now in private ownership, coupled with their generally attractive outlooks, has played a factor in their stable pattern of development (Figure 6). Overall, it is considered that this area has fairly limited capacity to absorb change from a character perspective. However, in part due to its typically small section sizes, this element may help limit the pace of future development if it is rezoned to GR2.

Suggested areas for possible rezoning

None identified.

Suggested guides (if any) for infill development

If, and where, infill development is proposed, consideration should be given to design guidelines based on maintaining an appropriate form and character for new buildings that complements and constructs in sympathy with the 1970s state house building style found across this residential area.

Figures



Figure 2: View looking north along Mulford Street from Middleton Road.



Figure 3: Typical 1:1 site ratio with a single dwelling, driveway and integral garage found commonly across the Concord assessment area (Mulford Road at Morris Street).



Figure 4: Mulford Street (central portion) illustrating typical frontage and boundary treatments across the sloping sections.



Figure 5: Typical 1970s architectural treatments, scale and form (at Mulford and May Streets).



Figure 6: Orr Street (looking east) demonstrating the degree of homogeneity in building scale and form, with later cladding treatments creating variety and interest.

Appendix 9.4 Assessment of impact of potential GR2 zoning – Mornington (north) (IN05)



Figure 1: Mornington (north) - Proposed GR2 Re-zoning Area

Characterisation

Mornington (north) GR1 zone adjoins Roslyn to the north and extends south of Hawthorn Avenue to include streets between Elgin Road and Kenmure Road as well as streets between Roseberry and Durham Streets. Mornington (north) also includes the block defined by Harcourt Street and Granville Terrace. The suburb is elevated with most of it orientated towards the east, other than a small enclave on the west side of Kenmure Road.

Streetscapes within the southern part of the suburb tend to be more compact and adhere to a classic grid with a higher frequency of early timber housing (villas, cottages and bungalows) whereas streetscapes north of Maller Street are more influenced by larger blocks, reduced street connections between blocks and a higher concentration of larger homes. Here there is a higher percentage of ornate brick bungalows and villas. Increased traffic movement and street design along Hawthorn Avenue, Jubilee and Napier Streets and Kenmure Road, detract from the residential amenity, despite the high architectural qualities of the area. (Figure 2) The northern areas of the suburb also exhibit more modern redevelopment and infill nestled amongst historic housing whereas, older cottages and villas tend to be more predominant south of Maller Street. (Figure 3)

Housing throughout the subject area is generally of a high standard with good representation of early/mid-century architecture. The level of property investment and upkeep is also high with evidence of increased levels of maintenance/restoration of many of the older timber villas and cottages east of Elgin Road.

Area west of Elgin Road: This small additional area is tightly constrained between Elgin Road and topography overlooking Kaikorai Valley. Except for Mataora Road, the neighbourhood is made up of short sections of streets bisected by Elgin Road. Housing character is based on timber and brick bungalows and small timber cottages. The area sits somewhat isolated from the wider suburb and while the built character is good, there are no exceptional or consistent qualities to consider. Furthermore, due to the isolated nature of the area, it has the potential for good quality intensification without having negative effects on the local character or the wider character of Mornington.

Lonsdale Street represents a unique character within the suburb due to the extreme topography and its close proximity to the townbelt. While housing typology and era are consistent with the broader suburb, steep slopes have dictated a more site-specific response. Lonsdale Street winds up from the lower part of Hawthorne Avenue and connects with Beaumont Street above. (Figure 4) Significant retaining structures along the north edge of the street provide platforms for housing nestled above the street while housing to the south is more conventionally aligned allowing for front yards/gardens and garaging. (Figure 5)

Landscape amenity is largely provided by private gardens and hedges. Grass verges and street trees are not as prevalent as other suburbs however, the proximity to the town belt and pockets of vegetation within the centre of blocks provides a good level of green amenity throughout the suburb and the character of the area can be described as a balance between the built and natural landscape.

Generally, the suburb has upheld its historic character despite significant infill and where redevelopment has occurred it has not been overly detrimental to the surrounding character of the suburb. This is particularly true where architecture has responded to the critical characteristics of the suburb. (Figure 6)

Character assessment scale

Mixed – while there is no dominant single housing typology, architectural qualities are high, as are levels of maintenance and investment and this has ensured positive streetscape and amenity values. Historic development/subdivision has proved intensification is possible without overly affecting character, providing there is a reasonable quality of architecture.

Potential threats to character

- Poor architectural quality- including materials
- Demolition of old villas to maximise site potential
- Loss of leafy character

Potential opportunities to maintain/enhance character

- Encourage development behind existing character homes where possible.
- Topography provides opportunities for additional height below local streets.
- Provide design guidance (GR2 zone) so that new housing respects the built form and scale of existing development.

Suggested areas for possible rezoning/exclusion

Peel Street Exclusion: Peel Street is unique on the edge of Mornington. It is somewhat isolated because of topography and functions as a minor connection between Eglington Road and Glenpark Avenue. Small sites and workers' cottages are fundamental to the street's character. Some large historic homes provide landmarks at each end of the street. Despite some redevelopment (1970/80s) the street maintains its early timber vernacular while reduced scale, bulk and setbacks are almost constant. To maintain Peel Streets unique character, it was considered that rezoning would likely lead to demolition and loss of the streets unique and cohesive character and should therefore not be considered for rezoning.

Suggested guides (if any) for infill development

If and where infill development is proposed, design guidelines should be based on maintaining an appropriate form and character to ensure new buildings are sympathetic with existing housing. This would encourage designs that considered effects of mass/scale, critical building detail and materials. Quality contemporary responses should be encouraged. Guides to ensure the built/natural elements are maintained, should be considered.

Mornington (north) GR1 Zone Capacity to Absorb Change

The existing variety and scale of buildings would be compatible with well-designed intensification other than areas suggested for exclusion.

Figures



Figure 2: Napier Street: traffic movements impact on residential amenity in some parts of the suburb.



Figure 3: Harcourt Street: A mix of large historic homes and modern in-fill along Harcourt Street is typical along the west edge of Harcourt Street (shown on the left). In contrast, housing to the south of Mailer Street, tends to be more modest and within more enclosed streetscapes (shown on right).



Figure 4: Lonsdale Street connects into the town belt as it winds down from slopes within the suburb.



Figure 5: Housing along Lonsdale Street responds to topography with extensive retaining required on the north edge of the street whereas the southern edge of the street provides more level sites.



Figure 6: Well considered modern architecture preserves the positive streetscape along Preston Crescent

Appendix 9.5 Assessment of impact of potential GR2 zoning – Roslyn South (IN06)



Figure 1: Roslyn South - Proposed GR2 Re-zoning Area

Characterisation

The Roslyn South GR1 zone under consideration is located south of the Roslyn centre and Stuart Street and is characterised by its distinctive hilly topography that follows along the apex of Highgate road, and slopes off south and south-eastwards to the boundary formed by the town belt (Figure 1). Many of the properties situated within the Roslyn South area on the eastern slopes are naturally provided with broad and fine views across the CBD and to the harbour/coast. The area is also characterised by generous quantities of greening vegetation, both in the public and especially private realms, and the Town Belt forms a distinctive green border along the south-eastern edge of the GR1 zone area, adding positively to its residential amenity.

The proposed Roslyn South GR2 area is focused on a broad area encompassed by Bellevue Street to the south, moving northwards across Hart, Michie and Bruce Streets to Ross Street and to Scarba Street bordering the Town Belt. At the western boundary it crosses Highgate to encompass Belgrave and Lundie Street, following along the west side of Highgate to Hereford Street. It then crosses Kilgour and Leven Streets, ending along Sheen Street. Highgate Road at the top of the hillslope reaches the 200-210m contour at the south end, dropping to the 190m line at Sheen Street to the north; Scarba Street roughly sits along the 160-170m contour line.

The general character of the area is a green and leafy suburb with houses well-packed within a rough grid pattern of streets, laid out either radiating from Highgate (such as Ross and Leven Streets) or running parallel across the hill slope (Figure 2). The scale of the sections ranges from 500m² at the smallest to over 1000m² at the larger end, with many sections sitting in the generous 600-800m² range. Subdivision of larger sections (1,000m² plus) is plentiful (Figure 3) but quite a significant number of original large sections remain with a single (often large) dwelling on them, such as in the Highgate/Hart/Michie Street area and bottom end of Leven Street. It was noted that the sections between Highgate and Hart Street had been subject to a considerable amount of sub-division, with multiple leg-in properties still of a reasonable size. Even with these larger, spacious sections, the GR1 area generally feels quite densely developed partly due to the established subdivision of sections, and to the perception of density from often mature gardens and vegetation – trees, bush and substantial hedging, that feature in both the private and public realms (Figure 4).

The pattern of development is typified by a 1:1 building to site ratio, but in a few examples observed, small apartment blocks were present in Michie Street (e.g. Pacific Court) and Sheen Street (Figure 5). The architectural character of the dwellings ranges from timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a relatively small number of recent, contemporary infill dwellings. The area contains a high proportion of generously sized houses of one and two storey heights, with one-and-a-half storey fairly common, due to the sloping ground. Houses typically face the street affording stunning views across the city and harbour, but those facing west make the most of the views eastwards by the provision of decks and garden areas. A number of substantial timber and brick villas are present within the area, and in keeping with many other suburbs, construction materials feature timber weatherboard, brick, brick and plaster, split block and plain plastered exteriors. Roof forms and cladding vary across the area according to house style and age, but a number of older houses feature character slate roofs, whilst many others have variations on corrugated iron/steel and tiled roof forms with gable and hipped profiles (Figure 6).

Boundary and frontage treatments feature the usual array of timber fencing, masonry retaining walls and block walls, but there is a proliferation of softer green treatments such as hedges and trees. Most dwellings are set back moderately from their front boundaries with garages (both basement and separate), drives and front gardens present; within the Leven/Sheen and Scarba Street blocks extended dog-leg drives are noticeable with subdivided sections featuring houses tucked well away from the street. In conclusion, it is the combination of quality, more substantive housing, comfortably scaled streets and generous amounts of greening that generate the leafy and attractive streetscape character of the area (Figure 7).

The area enclosed by Epsilon, Gamma, Beta and Delta Street (referred to informally as the Greek Quarter) was also initially included within the proposed GR2 rezoning. However, this area was excluded from final assessment due to the homogenous and strong built-heritage character demonstrated within the area. It was concluded that to include this within an enlarged GR2 would place the distinct and historic character of this area at risk in the future. It was noted during the ground assessment for this area, that the properties facing onto Highgate along the eastern edge of

the Greek Quarter, do not display the same homogenous historic character as the buildings to the west and therefore these have been included in the area to be rezoned GR2.

Character assessment scale

Mixed Character – no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock mixed with a higher level of streetscape amenity and greening/interest. Capable of absorbing some intensification of development without a detrimental effect on the area's character, but streetscape amenity may be threatened. Design guidelines may be required to mitigate the potential effects of intensification.

Potential threats to character

- An introduction and possible proliferation of nondescript architectural designs amongst the character housing across the area will dilute the quality of the existing built character and also the streetscape value.
- Loss of existing levels of green amenity, particularly along streets and in the centre of blocks where larger areas of mature vegetation/planting occur.

Potential opportunities to maintain/enhance character

- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Encourage quality and original design in new build architecture to complement and contribute to the existing mixed-character building stock.

Roslyn South GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has enabled a degree of change within the current GR1 Zone area, from the dominant, single-unit dwelling to a small number of modest apartment blocks and duplexes. Interestingly, it has also accommodated the development of a retirement home (Leslie Groves in Sheen Street) quite successfully through controlling its scale and form, maintaining the neighbouring residential streetscape character and green amenity. As noted, the area already maintains a fairly dense development feel despite analysis indicating that the dwellings are in fact fairly well spaced, and there still remains quite large sections capable of subdivision. As also noted, the sense of density is attributed to the, in places, quite dense planting, mature gardens and general abundance of greenery present across the area that infills the spaces between houses. Coupled with a slightly narrower street plan than some other Dunedin neighbourhoods (Corstorphine or St Clair, for example), the sense of density increases. Therefore, a further gradual increase in dwellings or dwelling types (such as duplexes or small apartment complexes) are unlikely to substantially alter the current development and streetscape character of Roslyn South. However, it does risk reducing the green

amenity of the area by taking up land that is currently planted, so consideration of controls around replacement planting to mitigate such an impact should be considered.

Suggested areas for possible rezoning

All of the identified areas in the proposed Roslyn South GR2 zone (apart from the Greek quarter discussed above) could be rezoned GR2 as the area already has a feel or sense of GR2 density through the concentration and scale of its present development. This typically features fairly substantial houses on generous sections with boundaries that are frequently heavily vegetated, increasing the sense of density across the area.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Figures



Figure 2: Hart Street, looking north demonstrating typical greening and pattern of development in the area.



Figure 3: Typical style of subdivision with leg-ins to rear dwellings, Sheen Street looking south.



Figure 4: The junction of Highgate and Sheen Street, looking north-west with the typical pattern of development including subdivision of large sections behind the established dwelling.



Figure 5: Sheen Street Apartments, Sheen Street.



Figure 6: Older character building in Scarba Street with mature boundary treatment and traditional materials (e.g. the slate roofing) contributing to the mixed residential character of the area.



Figure 7: Scarba Street, looking south-west, demonstrating the sense of density in the streetscape through mature greening of the sections in combination with existing built development.

Appendix 9.6 Assessment of impact of potential GR2 zoning – Roslyn North (IN08)



Figure 1: Roslyn North - Proposed GR2 Re-zoning Area

Characterisation

The Roslyn North GR1 zone under consideration is located north-east of the Roslyn centre and is characterised by its distinctive hilly topography that follows along the apex of Highgate road, and slopes off south and south-eastwards to the boundary formed by the town belt (Figure 1). Many of the properties situated within the Roslyn North area on the eastern slopes are naturally provided with broad and fine views across the CBD and to the harbour/coast, much like their Roslyn South and Maori Hill GR1 zone neighbours. The area is also characterised by generous quantities of greening vegetation, both in the public and especially private realms, and the Town Belt forms a distinctive green border along the edge of the GR1 zone area, adding positively to its residential amenity.

The proposed Roslyn North GR2 area is focused on a broad area encompassed by Stuart Street to the south, moving northwards across Selkirk, Fifield and Pacific Streets to Claremont Street and Burwood Avenue. South of Stuart Street, the area includes the properties on either side of Strathmore Crescent and Otago Boys High tennis courts. Along the eastern boundary, Wallace Street borders the Town Belt and along the western side Tyne Street and Highgate itself mark the proposed boundary. Highgate Road at the top of the hillslope stretches between the 160m contour at the south end, dropping slightly to the 150m line at Burwood Avenue to the north; Wallace Street roughly sits along the 100-110m contour line.

The general character of the area is a green and leafy suburb with houses well-packed within a rough grid pattern of streets, laid out either radiating from Highgate (such as Selkirk and Melin Streets) or running parallel with the hill slope (for example, Tyne, Tweed and Maheno Street). The scale of the sections ranges from 500m² at the smallest to over 1000m² at the larger end, with many sections sitting in the generous 600-800m² range. Subdivision of larger sections (1,000m² plus) is plentiful (Figure 2) but quite a significant number of original large sections remain with a single (often large) dwelling on them, such as in the Selkirk/Tweed Street area. Even with these larger, spacious sections, the GR1 area generally feels quite densely developed partly due to the established subdivision of sections, and to the perception of density from often mature gardens and vegetation – trees, bush and substantial hedging, that feature in both the private and public realms (Figure 3).

The pattern of development is typified by a 1:1 building to site ratio. The architectural character of the dwellings ranges from timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a number of more recent, contemporary infill dwellings (Figure 4). The area contains a high proportion of generously sized houses of one and two storey heights, with one-and-a-half storey fairly common, due to the sloping ground. Houses typically face the street affording stunning views across the city and harbour, but those facing east make the most of the views eastwards by the provision of decks and garden areas. A number of substantial timber and brick villas are present within the area, and in keeping with many other suburbs, construction materials feature timber weatherboard, brick, brick and plaster, split block and plain plastered exteriors (Figure 5). Roof forms and cladding vary across the area according to house style and age, but a number of the older houses feature interesting slate roofs, whilst many others have variations on corrugated iron/steel roof forms with gable and hipped profiles (Figure 6).

Boundary and frontage treatments feature the usual array of timber fencing, masonry retaining walls and block walls, but there is a proliferation of softer green treatments such as hedges and trees. Most dwellings are set back moderately from their front boundaries with garages (both basement and separate), drives and front gardens present; within the Pacific, Merlin and Garfield Street blocks extended dog-leg drives are noticeable with subdivided rear sections featuring houses tucked well away from the street. In conclusion, it is the combination of quality, more substantive housing, comfortably scaled streets and generous amounts of greening that generate the leafy and attractive streetscape character of the Roslyn North GR1 zone area.

Character assessment scale

Mixed Character – no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock mixed with a higher level of streetscape amenity and greening/interest. Capable of absorbing some intensification of development without a detrimental effect on the area's character, but streetscape amenity may be threatened. Design guidelines may be required to mitigate the potential effects of intensification.

Potential threats to character

- An introduction and possible proliferation of nondescript architectural designs amongst the character housing across the area will dilute the quality of the existing built character and also the streetscape value.
- Loss of existing levels of green amenity, particularly along streets and in the centre of blocks where larger areas of mature vegetation/planting occur.

Potential opportunities to maintain/enhance character

- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Encourage quality and original design in new build architecture to complement and contribute to the existing mixed-character building stock.

Roslyn North GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has enabled a degree of change within the current GR1 Zone area, from the dominant, single-unit on a large section pattern, to a greater number of smaller sections with a single dwelling constructed on it. As noted, the area already maintains a fairly dense development feel despite analysis indicating that the dwellings are in fact fairly well spaced, and there still remains quite large sections capable of subdivision. As also noted, the sense of density is attributed to the, in places, quite dense planting, mature gardens and general abundance of greenery present across the area that infills the spaces between houses. Coupled with a slightly narrower street plan than some other Dunedin neighbourhoods (Corstorphine or St Clair, for example), the sense of density increases. Therefore, a further gradual increase in dwellings or dwelling types (such as duplexes or small apartment complexes) are unlikely to substantially alter the current development and streetscape character of Roslyn North. However, it does risk reducing the green amenity of the area by taking up land that is currently planted, so consideration of controls around replacement planting to mitigate such an impact should be considered.

Suggested areas for possible rezoning

All of the identified areas in the proposed Roslyn North GR2 zone could be rezoned GR2 as the area already has a feel or sense of GR2 density through the concentration and scale of its present development. This typically features fairly substantial houses on generous sections with boundaries that are frequently heavily vegetated, increasing the sense of density across the area.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Figures



Figure 2: Selkirk Street (north side) with mixed period housing and demonstrating the typical pattern of development involving subdivision of originally large sections either behind or in front of an earlier dwelling.



Figure 3: Pacific Street looking north to Highgate, illustrating the typical pattern of development, mixed residential character and streetscape within the existing GR1 zone.



Figure 4: Pacific Street - example of the many large period houses and villas found across the area with mature and attractive frontages creating high levels of amenity and a sense of urban density.



Figure 5: Claremont Street - substantial period dwellings with more contemporary infill design following similar bulk and section ratios.



Figure 6: Older character buildings between Stuart Street and Tweed/Selkirk Street (looking south) with mature boundary treatments and traditional materials (e.g. slate and iron roofing) contributing to the mixed residential character of the area.

Appendix 9.7 Assessment of impact of potential GR2 zoning – Maori Hill (IN09)



Figure 1: Maori Hill - Proposed GR2 Re-zoning Area

Characterisation

The Maori Hill GR1 zone under consideration is characterised by its distinctive hill topography sloping from the apex along Highgate, both westwards and eastwards, and finally in a northerly downward slope towards the town belt along Braeview Crescent (Figure 1). Most of the properties situated along Highgate and on the south/eastern slopes are naturally provided with broad and fine views across the CBD and to the harbour/coast. Properties on the western side of Highgate often look to equally broad views northwards towards Pine Hill. The area is characterised by generous quantities of greening vegetation, both in the public and especially private realms, and the Town Belt forms a distinctive green border along the northern and eastern edges of the GR1 zone, adding positively to its residential amenity.

The Maori Hill proposed GR2 zone area is mainly focused on a large block of well-established, hillside development on the east and west sides of Highgate road. It roughly spans from the Butler Street/Grendon Street junction with Highgate at the south end to Braeview Crescent at the north end, with a break in the middle created by the neighbourhood centre zone of Highgate/Balmacewen Road. The John McGlashan school site adjoins this GR1 area along the north-western boundary of Pilkington Street, and the eastern boundary is formed by the Town Belt. The pattern of development across Maori Hill reflects the local topography, with Highgate continuing along the top of the ridge and side

streets leading off towards the Town belt or in parallel. At the northern end, the street pattern becomes slightly less grid-like due to a change in topography marking the end of the western ridgeline as it slopes down into the Leith Valley. Houses on the eastern slope are afforded city-wide views, with those along the upper slope having probably the most spectacular and expansive viewsheds of all.

A 1:1 building to site ratio is typical across both parts of the Maori Hill GR1 area and it is also characterised by the presence of often substantial one or two storey dwellings featuring well-planted gardens and frontages, on larger sections typically ranging between 650m²-1,000m² or greater (Figure 2). Although plenty of subdivision of the original 1,000m²+ sections has taken place, it is noticeable that quite a number of these still remain, particularly in the southern portion of the GR1 zone along Grendon Street and Drivers Road, and they particularly feature dense planting and a high level of green amenity as they approach the Town Belt (Figure 3). Grater, Pilkington and Como streets all feature avenues of trees in the public realm which adds to the leafy suburban character of the whole GR1 area (Figure 4). Boundary and frontage treatments feature the usual array of timber fencing, masonry retaining walls and concrete block walls, but as with similar areas such as Roslyn, there is a proliferation of softer green treatments such as hedges and trees. Most dwellings are set back moderately from their front boundaries with garages or carports, drives and front gardens all present (Figure 5).

Architecturally, the Maori Hill area is fairly evenly mixed with timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments - some architecturally designed, and a number of recent, contemporary infill dwellings. The area contains a high proportion of generously sized houses of one and many two storey heights, with one-and-a-half storey fairly common, due to the sloping ground. Houses typically face the street affording stunning views across the city and harbour. A number of substantial timber and brick villas and early 20th century houses are present within the area, and in keeping with many other suburbs, construction materials feature timber weatherboard, brick, brick and plaster, split block and plain plastered exteriors. Roof forms and cladding vary across the area according to house style and age, but a number of older houses feature interesting slate roofs, whilst many others have variations on corrugated iron/steel roof forms with gable and hipped profiles. The northern portion of the Maori Hill GR1 area, centred on Passmore Crescent, follows a similar pattern of development to the southern portion. However, one slight difference in built character is the somewhat later age (e.g. early-mid-20th century) and construction style of many of the houses in the northern area, with brick or plastered masonry more visible alongside the copious number of timber dwellings (Figure 6).

In conclusion, it is the combination of period architectural designs of quality, attractive variations in materials, and more substantive housing forms set within comfortably scaled streets with generous amounts of greening, that generate the leafy and attractive heterogeneous streetscape character of the area (Figure 7).

Character assessment scale

Mixed Character – no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock mixed with a higher level of streetscape amenity and greening/interest. Capable of absorbing some intensification of development without a detrimental

effect on the area's character, but streetscape amenity may be threatened. Design guidelines may be required to mitigate the potential effects of intensification.

Potential threats to character

- An introduction and possible proliferation of nondescript architectural designs on a smaller footprint, amongst the character-built and architect-designed housing across the area will dilute the quality of the existing built character and potentially the streetscape pattern.
- A substantial increase in the relatively few multi-unit dwellings within the Maori Hill area risks disrupting the 1:1 pattern of development and larger built scale, affecting the general neighbourhood character of the area.
- Loss of existing levels of green amenity, particularly along streets and in the centre of blocks where larger areas of mature vegetation/planting occur.

Potential opportunities to maintain/enhance character

- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Encourage quality and original design in new build architecture to complement and contribute to the existing mixed character of the Maori Hill building stock.

Maori Hill GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has facilitated change within the identified Maori Hill area through the normal mechanisms of either rebuilding on existing sites or subdivision with new, infill development. From the pattern of development observed across the area, this has enabled the older, 'historic' character of the area to change gradually, creating a mixed character in terms of the architecture and materials of the houses, and also the scale of gardens and other greening elements. Substantial clusters and concentrations of mature vegetation are present within many sections, which by their nature provide opportunities for future development capacity, but that in turn risks adversely altering the amenity value of the current balance of built and green suburban development in Maori Hill.

As noted, there is a sense of density already present across the GR1 Zone that is attributable to the fairly dense planting, flourishing gardens and general abundance of greenery present across the area that fills the spaces between houses. Coupled with a similar, slightly narrower street plan than some other neighbourhoods, this sense of density increases. Therefore, a further gradual increase in dwellings or dwelling types (such as duplexes or small apartment complexes) are unlikely to substantially alter the current development and streetscape character of Maori Hill. However, it does risk reducing the green amenity of the area by taking up land that was once planted, so consideration of controls around replacement planting to mitigate such an impact should be considered. Other character factors such as street-facing entry and front gardens to houses, to maintain their visual connection with the street, is also important to consider.

Suggested areas for possible rezoning

The Maori Hill GR1 zone area could be rezoned GR2 as the area already has a feel or sense of GR2 through the density and larger scale of its present development pattern, which features quite substantial houses on generous sections with boundaries that are frequently heavily vegetated, increasing the sense of density. The proposed GR2 boundaries presented in Figure 1 are considered appropriate in the wider Maori Hill residential context.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Figures



Figure 2: View looking south along Grendon Street of character period housing with contemporary development at the street frontage to left of view.



Figure 3: View looking east towards the town belt from the Grendon Street -Tolcarne Avenue junction illustrating the greening-built scale relationship typical of the Maori Hill area.



Figure 4: Streetscape greening - Grater Street avenue of trees, looking south-west.



Figure 5: Front garden/boundary treatments creating a character streetscape - Cannington Road, looking north-east.



Figure 6: Mid-20th Century development in Cairnhill Street, looking north.

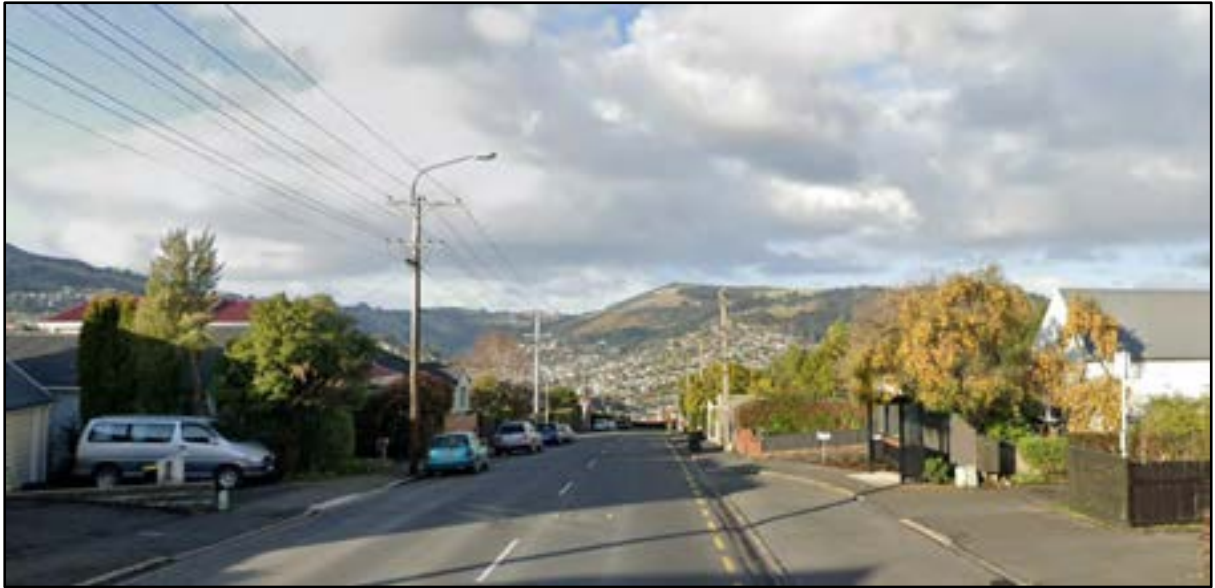


Figure 7: Typical neighbourhood character and amenity streetscaping in Maori Hill - Highgate, looking east along Highgate to the town belt and Pine Hill.

Appendix 9.8 Assessment of impact of potential GR2 zoning – Wakari (IN11)



Figure 1: Wakari - Proposed GR2 Re-zoning Area

Characterisation

The area being assessed for possible GR2 zoning encompasses an area centred to the north-east of the Wakari neighbourhood centre (Figure 1). It follows Mayfield Avenue from its junction with Helensburgh Road, taking in the cul-de-sac of Holyrood Avenue and the through road of Strathearn Avenue, to its junction with Lynn Street. Here, the area boundary returns to the north and then west along Lynn Street to join Helensburgh Road, and then follows this down to Mayfield Avenue, taking in the four sections immediately south of the junction.

The area assessed for possible GR2 zoning is spread across a south-east to north-west hillslope lying roughly between the 190m to 174m contours, with downward slopes running west. The topography dips to the north-east generally, but noticeably along Holyrood Avenue and along Mayfield Avenue down to Lynn Street. Section sizes across the area typically range from the smaller 660-680m² sections to 700-750m², with the most typical sizes in the 650-750m² range. Almost none were identified above the 800m² plus section size range (only the former Holyrood church/Scout rooms are on a larger, 1753m² section).

The pattern of development across the assessment area is highly consistent, reflecting the 1938-39 construction era of the Mayfield Avenue/Lynn Street area as part of the state housing, Wakari Housing Block, developed by the then, Department of Housing Construction (launched in 1936 by the NZ Labour Government; Figure 2). As a result of its planned development, the typical pattern across the whole assessment area, is a 1:1 building to site ratio, with houses positioned generally facing the street, set well-back from the section boundary when located on an uphill (of the street) slope or slightly closer to the pavement boundary when located on the downhill slope side (Figure 3).

However, on balance, most houses are actually positioned roughly central in their section with fairly modest rear gardens, typical of their late 1930s state housing. No obvious duplex or flats were observed across the assessment area. The majority of houses have their own driveway or parking area, with a considerable number having a separate garage constructed of brick or steel.

Typical boundary and frontage treatments across the assessment area feature a wide mixture of types, featuring hedges, timber fences and low walls, and to a smaller degree, mature gardens with shrubs, bushes and small trees (Figure 4). Some sections have simple wire fenced or open boundaries, but these are less common compared to other, later state housing developments, such as at Corstorphine. The majority of driveways are sloping, some reasonably steeply depending on the gradient, with the result that sections off of Strathearn Avenue and Mayfield Avenue, have a sloping appearance following the sloping topography down to Helensburgh Road.

Architecturally, the assessment area has been developed with a range of mainly one-storey (some with semi-basements on slopes), either brick (and roughcast plaster) or timber weatherboard houses (typically 2-3 bedrooms), featuring dominantly low-pitched hipped or single gabled roofs (Figure 5). A small number of houses along the eastern side of Strathearn Avenue are of two-storey construction, but of the same age (Figure 6). The houses are constructed with a variety of roof cladding treatments including many with clay or concrete tile finishes, corrugated iron and some thin steel decromastic 'tile' roof finishes. There is a relatively limited variability of architectural form and scale, with most dwellings representing the typical 1938/39 state house style found elsewhere across Dunedin and New Zealand (low hipped/gabled roof, one-storey living floor and either full or semi-basement below, in brick/timber).

From a character perspective, the assessment area is entirely representative of 1938/39 early state housing development building pattern and style that has a distinctive albeit taken-for-granted character of its own. As such, it demonstrates a strong homogeneity of housing and development character across the assessment area that has value in itself, although this character may not be fully recognised by the wider Dunedin community.

Character assessment scale

Strong – one (or more) dominant built character represented in the area, with either a high level or less dominant level of streetscape amenity and greening/interest. Limited capability to absorb intensification of development without a detrimental effect on the area's dominant character. Design guidelines will be required to mitigate the potential effects of intensification.

Potential threats to character

- New development may not respond appropriately or respect the existing dominant built form of the former late 1930 state housing, impacting its homogenous built character.
- Amalgamation of sections to allow intensification may lead to a loss of the regular pattern of sections and building to site ratios that are a consistent feature across the Wakari assessment area.

Potential opportunities to maintain/enhance character

- Maintain GR1 zone performance standards and rules to restrict potential for increased density and section amalgamation.

Wakari GR1 Zone Capacity to Absorb Change

The typically 650-750m² range of section sizes makes future subdivision, under the current GR2 minimum site size rule, into two 300m² lots with new development possible; therefore, from a technical perspective, the assessment area has capacity to absorb an increase in housing density. The proposed GR2 zoning change is largely heavily reliant on space being available to develop within existing property sections, with the foreseeable result that only demolition of an existing dwelling to facilitate more development (e.g. two dwellings/duplexes) will allow this. This clearly raises the risk of demolition across the Wakari assessment area if market forces make it viable; however, from observation of current development patterns, there appears to have been little appetite to redevelop built sections, so this risk may be low going forward. The good size and reasonable build quality of the existing late 1930s dwellings, many of which are now in private not state ownership, coupled with their generally attractive outlooks, has played a factor in their stable pattern of development. Overall, it is considered that the Wakari area assessed has fairly limited capacity to absorb change from a character perspective and in part due to its typically small section sizes, and this element may help slow the pace of future development if it is rezoned to GR2, allowing greater density in residential areas.

Suggested areas for possible rezoning

None identified.

Suggested guides (if any) for infill development:

If, and where, infill development is proposed, consideration should be given to design guidelines based on maintaining an appropriate form and character for new buildings that complements and constructs in sympathy with the late 1930s state house building style found across this residential area.

Figures



Figure 2: View looking northwards along Strathearn Avenue showing the typical pattern of development, 1:1 building to site ratio and undulating topography.



Figure 3: Looking along Mayfield Avenue at the typical house form a scale with dwellings generally set mid-way in their sections with dense frontages and many with garages and or driveways.



Figure 4: Houses along Mayfield Avenue with sloping frontages and garages.



Figure 5: Typical late 1930s state house form and materials – Strathearn Avenue.



Figure 6: Scarce two-storey house form located on Strathearn Avenue of the same 1938/39 construction period.

Appendix 9.9 Assessment of impact of potential GR2 zoning – Andersons Bay - Musselburgh (IN13)



Figure 1: Andersons Bay - Proposed GR2 Re-zoning Area

Characterisation

Andersons Bay and Musselburgh (Figure 1) cover a large area between Portobello Road/ Bayfield Inlet and St Kilda Beach. This includes the flat areas along Musselburgh Rise and Tainui as well as the steep hillside of Sunshine. The area also extends south to Tahuna Road and west of Tomahawk Road. Musselburgh Rise and Silverton Street form a main traffic corridor through both suburbs before branching at the intersection of Highcliff and Tomahawk Roads (The Andersons Bay Terminus). Elevated aspects provide views across the harbour as well as views towards eastern beaches and coastline. Local street networks are dictated by topography with regular street grids being applied where practical. Both suburbs are serviced by local commercial centres.

Sunshine Hill/Rawhiti Street/Belmont Lane

Sunshine Hill rises sharply from Musselburgh Rise and drops almost sheer onto Portobello Road. The eastern slopes, between Rawhiti Street and the southern edge of Moana Crescent, are characterised by villas (40%) and bungalows (60%) with regular setbacks and regular front boundary treatments (Figure 2). Rawhiti Street's character is further defined by a relatively narrow carriageway with grass

verges and regularly spaced street trees (elms) along both sides of the street. Houses on the south/east edge of Moana Crescent are located well below the street and often only partly visible from Moana Crescent. Large parts of the hillside are undeveloped and covered with established vegetation. Larger buildings and more intensive development could be difficult to achieve on the steep slopes and may introduce a built form that altered the existing natural/built balance of the hillside. The west edge of Moana Crescent provides a unique character with a small group of large ornate bungalows on large properties. These properties are raised above the street, set well back from their front boundaries and often include established formal front gardens.

Rewa Street follows the ridge along Sunshine Hill and provides a north facing aspect overlooking the harbour and central city. Housing here is typified by high quality bungalows (timber and brick) with a few older villas. Housing is almost exclusively circa early 1900s to 1930/40 (Figure 3). As the hillside drops sharply towards Portobello Road below, the streetscape is greatly influenced by housing either being raised above the street (south edge) or be well below the street on the north edge of the street and allowing limited framed views of the harbour and city between houses. Alignment, boundary treatments, setbacks and front gardens are consistent adding further to the streetscape values. Several large character bungalows add significantly to with minimal interruption of the ridge line, when viewed from below. The combination of a consistent era and quality of architecture and the unique relationship housing has with this hilltop location, could be adversely affected by intensification.

The residential character along Belmont Lane is unique with little reference to the broader suburb's residential character. It is a narrow, no-through lane lined on both sides with trees and tall shrubs and provides access to a handful of large historical homes. Most of the housing is not visible from the carriageway.

Overall, housing areas on the north side of Musselburgh Rise are distinct from the flatter areas south of Musselburgh Rise. Houses tend to be larger with a higher degree of ornamentation and the relationship between the built and natural form/topography dictates a particular character that could be lost through intensification.

Musselburgh Rise/north of Arawa Street/ west edge of Bayfield Road

Housing character Musselburgh Rise is a mix of contemporary brick homes- including some duplex and unit development (40%), early/mid-century bungalows (40%) and timber villas, including several large and ornate two storeyed examples (20%) (Figure 4). The carriageway is wide without grass verges or street trees. The character is affected by the presence of several non-residential buildings including motels, shops and Bayfield High School. The former Andersons Bay quarry (Dunford Place Cottages) also emphasises the mixed character of the street and housing typology. Housing on the north edge of Arawa Street and the west edge of Bayfield Road is contained within the developable land between the transport corridor and sloping land (former quarry site) towards Musselburgh Rise. Housing is characterised by 1950/70s low-rise brick detached housing, some unit development and a small number of modest timber villas/cottages. There is a notable amount of leg-in development. Character is unlikely to be adversely affected by intensification.

South of Arawa Street/ Spottiswoode Street: Here the built character is affected by a series of small hills dictating street alignment. There is a tight-knit residential character with a range of aspects. Housing character is based on an even mix of timber and brick bungalows (70%), timber villas (15%) and contemporary housing (15%) (Figure 5). Houses are nestled into hillsides, either above or below street level. Boundary treatments include low fences/walls, front gardens and hedges with an open interface between private/public. Property upkeep is good with older housing retaining character features and there is a good level of landscape amenity afforded by well planted gardens that include established trees. The balance between typography, landscape and housing provide a unique character that could be upset by more intensive development.

South-west of the Musselburgh commercial centre/west of Musselburgh Rise

This area includes Alton Avenue and Wardlaw Streets as well as a short section of Musselburgh Rise to the west of the commercial centre. The street layout is constrained by topography with steep drops to the south of Musselburgh rise and equally steep rises to the north of Musselburgh Rise (towards Belmont Lane). There is no uniform street grid and both Alton Avenue and Wardlaw Street are no exit streets with limited views from Musselburgh Rise. The neighbourhood is characterised by large historic villas and bungalows on larger than usual sites. Boundary treatments/front gardens are well established and often provide additional privacy with tall hedges and retain walls. A strong and unique character is created by the frequency, scale and quality of historic housing and landscape elements. This character could easily be diminished by inappropriate new development and while the area is on the edge of the commercial centre, it is relatively small with minimal benefits in terms of intensification.

Spottiswoode Street/Tahuna Road: This area is characterised by undulating topography that rises from Cavell Street to the steep inclines along Tomahawk Road/Minto Street. Due to landscape constraints (slope and gullies), there is no regular connected street grid. Small no exit roads and private drives providing access to sites within the interior of the two major blocks (south and north of Norman Street). The built character is a mix of older character bungalows (1930/40s) at 20% but predominantly, more contemporary housing (1950/80s) at around 80%. There are some examples of infill development however, scale, street boundary treatments and setbacks are mostly regular maintaining a relatively consistent suburban character. Landscape character is derived from front gardens including lawns and low fence treatments, occasional hedges are maintained at street boundaries and while grass verges feature at some locations, there are no regular occurrence of street trees. There is some intensification of shrubs and trees following gully lines through the centre of the area. These planting clearly provide some amenity for residents however, they have little impact on the overall streetscape, which is more determined by the housing. Other landscape amenity is provided by views across Andersons Bay Cemetery and Chisholm Park Golf Course, towards the east coastline and St Clair. While the quality of housing is consistent, there are no significant landscape or architectural features that would be diminished by increased density.

Character assessment scale

Mixed Character – Andersons Bay/Musselburgh's dominant built character is based on early/mid-century bungalows. Older timber villas and cottages provide positive highlights throughout the suburb. A moderate amount of modern housing is also found throughout the suburb and some in fill development is also evident (but not dominant). Housing is predominantly single storey and scale is mostly consistent. Regular front-yard setbacks, low fencing or hedges and front gardens are prevalent however, street trees are not a constant feature and garaging and off-street parking are not overly dominant. Opportunities for intensification are possible in some streets without unduly impacting on amenity and existing streetscape/landscape values.

Potential threats to character

- Demolition of character villas/bungalows to maximise larger sites.
- New development may upset the regular scale of some local streets.
- Loss of front gardens and landscape amenity.
- Interruption of exiting skylines by taller buildings close to ridgelines.

Potential opportunities to maintain/enhance character

- Encourage retention of older housing stock of character where possible.
- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Provide general design guidance within GR2 zone rules to promote good quality and sympathetic contemporary design for new houses that respect the built form and scale of existing development in the area.

Suggested amendments to the GR2 rezoning area:

- Extend the existing GR2 zone to include both sides of Tainui Road.
- Remove hill area defined by Arawa Street, Bayfield Road, Spottiswoode Street.
- Remove the area between Rawhiti Street and Sunshine.

Suggested guides (if any) for infill development

Need to maintain the balance of landscape to ensure vegetated hills continue to provide amenity and green corridors throughout the area. Design guides should also encourage intensification that reacts to the dominant built character (character brick and older timber housing) but should not preclude modern solutions to future housing.

Andersons Bay/ Musselburgh GR1 Capacity to Absorb Change

The built character is largely based on 1920/50 bungalows with older timber cottages and villas scattered throughout and pockets of contemporary development too. Changes to the built character have occurred through typical rates of redevelopment and infill over time with the current character being mixed in most parts of the suburbs. Roading conditions (notably Musselburgh Rise/Silverton Street) also impact on the residential character and provide clear opportunities for intensification along both street edges. Some changes to scale and intensity have occurred because of unit development and motel development along Musselburgh Rise while landscape amenity is derived mostly reliant on private gardens. Provided that new housing is respectful of the overarching historic residential character and the balance of landscape/building is retained, there are some opportunities for intensification without detracting from the area's residential character.

Figures



Figure 2: View along Rawhiti Street showing avenue tree planting and large bungalows providing a streetscape that is unique from the flat areas of Tainui/Musselburgh.



Figure 3: Character bungalows and villas with established front gardens provide a consistent low-density residential character along Rewa Street.



Figure 4: Redevelopment along Musselburgh Rise has introduced building types that lead to a mixed character.



Figure 5. View from Musselburgh Rise showing the balance of buildings and landscape on the hill defined by Arawa and Aotea Street.



SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendix 10

2GP Map Amendments

February 2021

This document contains maps which show proposed amendments to zoning, and the addition or removal of overlays that appear on the Planning Map, in the context of specific sites or areas subject to Variation 2.

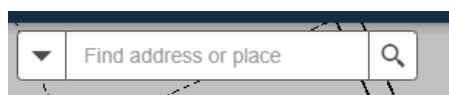
They do not contain the full Second Generation Dunedin City District Plan (2GP) Planning Map content.

The 2GP Planning Map on the DCC website contains the full District Plan mapping content. This electronic map has been updated to include a new mapping layer called 'Variation 2'. This layer shows the changes in this appendix in more detail.

<https://www.dunedin.govt.nz/council/district-plan/2nd-generation-district-plan/view-the-2gp-maps>

Instructions on how to use the electronic 2GP Planning Map

How to search for a property



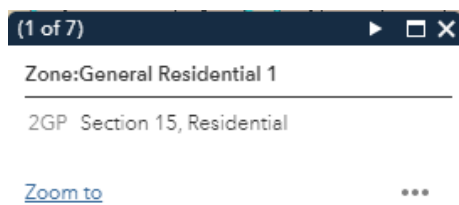
Search by either:

- entering an address into the search box (located on the top left of the map) and then clicking on the correct address that pops up; or
- dragging your mouse to move the map to the area you are interested in. You can zoom in and out of the map by using the scroll bar on your mouse or using the + and – icons located in the top left of the map.

How to find sites subject to Variation 2 changes

Sites subject to Variation 2 are shown within a red edged or black edged polygon. Red polygons have been used for rezoning and black polygons for other changes.

Once you have located a site which is subject to Variation 2 click on the site to bring up the property details pop-up box (shown below)



By clicking on the white triangle on the top right of the pop-up you will be able to see the relevant 2GP and Variation 2 information that applies to the site. The Variation 2 information generally includes the following:

- Change type – rezoning, other changes
- Change number

- Location
- Change description

The changes generally relate to rezoning to either General Residential 1, General Residential 2, Township & Settlement, Large Lot Residential 1 or Recreation zoning, and the introduction or removal of new development, structure plan, stormwater constraint, wastewater constraint, or no DCC reticulated wastewater mapped areas.

2GP Appeals mapping layer

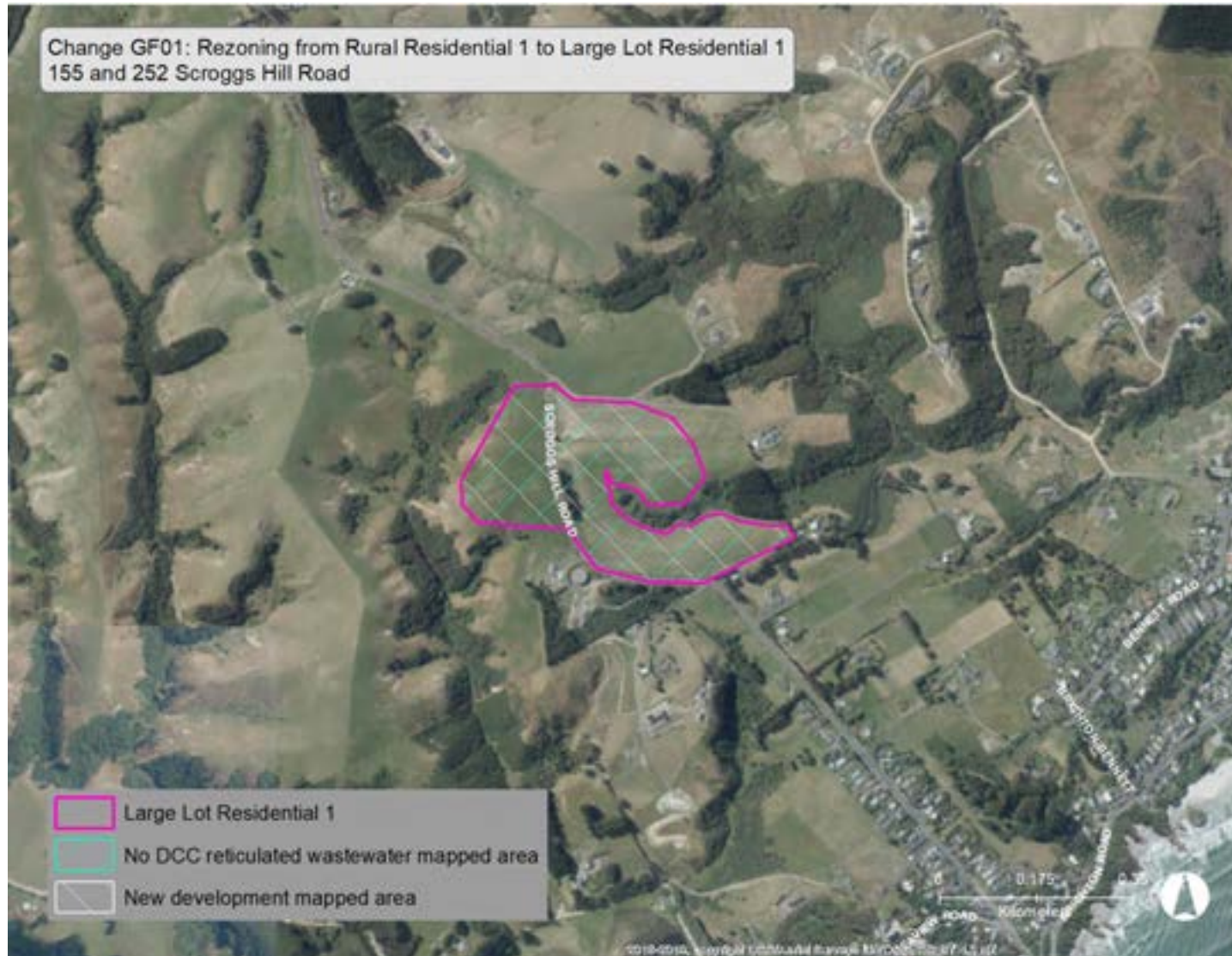
An appeals mapping layer is included in the 2GP Planning Map. This layer has been annotated to indicate the extent of the relief sought through some appeals but does not guarantee the exact boundaries for all appeals. When an area under appeal is clicked on, an 'Under Appeal' pop-up will appear. This provides a link to the Appeals on the 2GP webpage and provides for the Environment Court Reference for relevant appeals. For certainty, you should refer to the relevant appeal notice or notices on the Appeals on the 2GP page

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



Change GF02: Rezoning from Rural to General Residential 1 – 201, 207 and 211 Gladstone Road South



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

The map displays an aerial view of a rural area. A large, irregularly shaped green field is outlined in pink, indicating the area being rezoned. To the south of this field, there is a residential development with several houses and buildings. A road, labeled "HARE ROAD", runs along the eastern boundary of the pink-outlined area. Another road, labeled "KAPORCE ROAD", runs along the southern boundary of the pink-outlined area. A legend in the bottom left corner shows a pink outline for "Township and Settlement" and a grey outline for "New development mapped area". A scale bar in the bottom right corner indicates a distance of 0 to 100 meters. A north arrow is also present in the bottom right corner.

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

Legend:

- General Residential 1
- Removal of High class soils mapped area
- Structure plan mapped area
- New development mapped area

Map details include street names: Main Road, Main South Road, Severn Street, Grand Street, and various residential streets. A scale bar indicates 0 to 0.075 kilometers, and a north arrow is shown.

Change GF06: Rezoning from Rural to General Residential 1 – Weir Road, Green Island



Change GF07: Rezoning from Rural to General Residential 1 – 33 Emerson Street, Concord



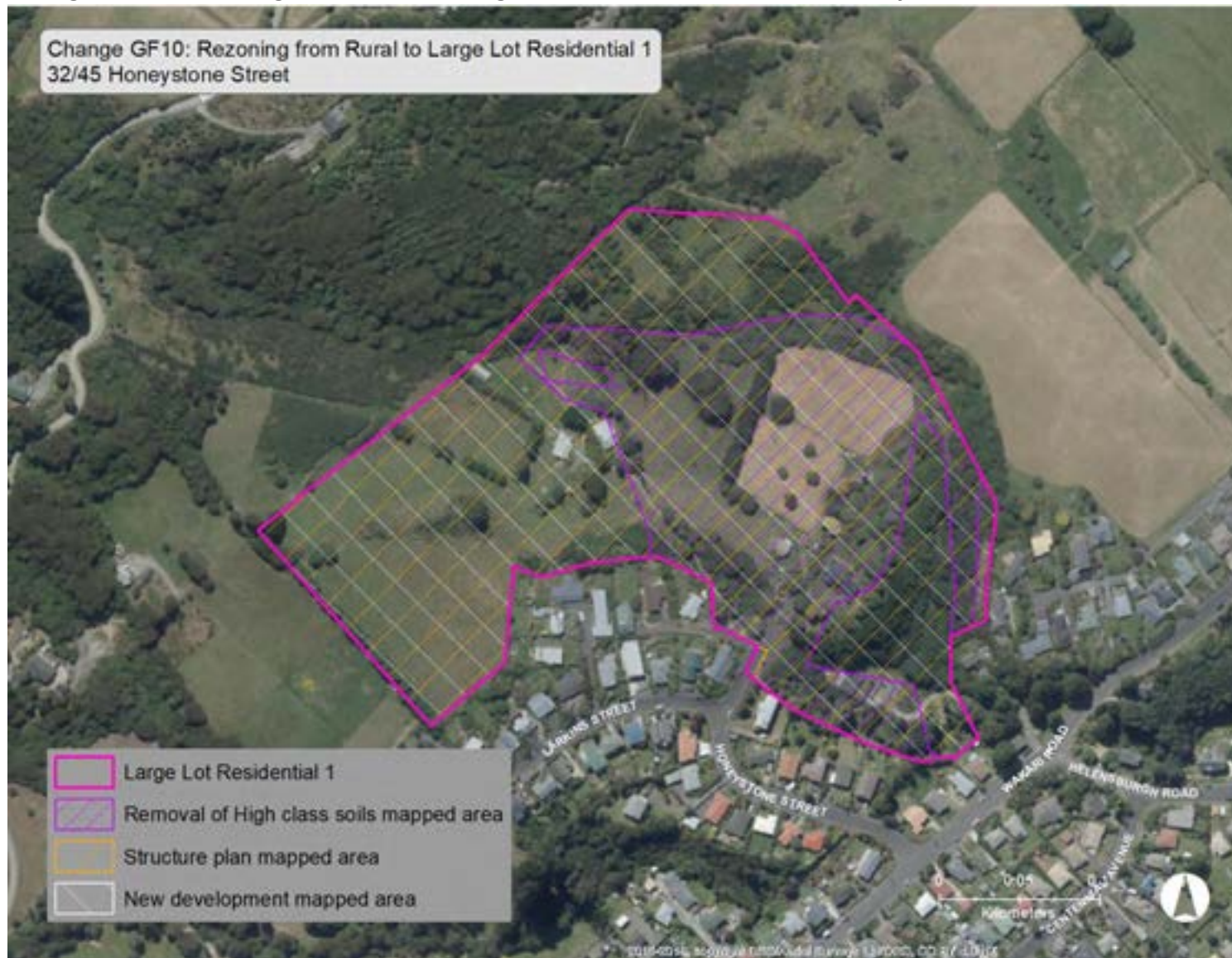
Change GF08: Rezoning from Rural to General Residential 1 and 2 – 19 Main South Road, Concord



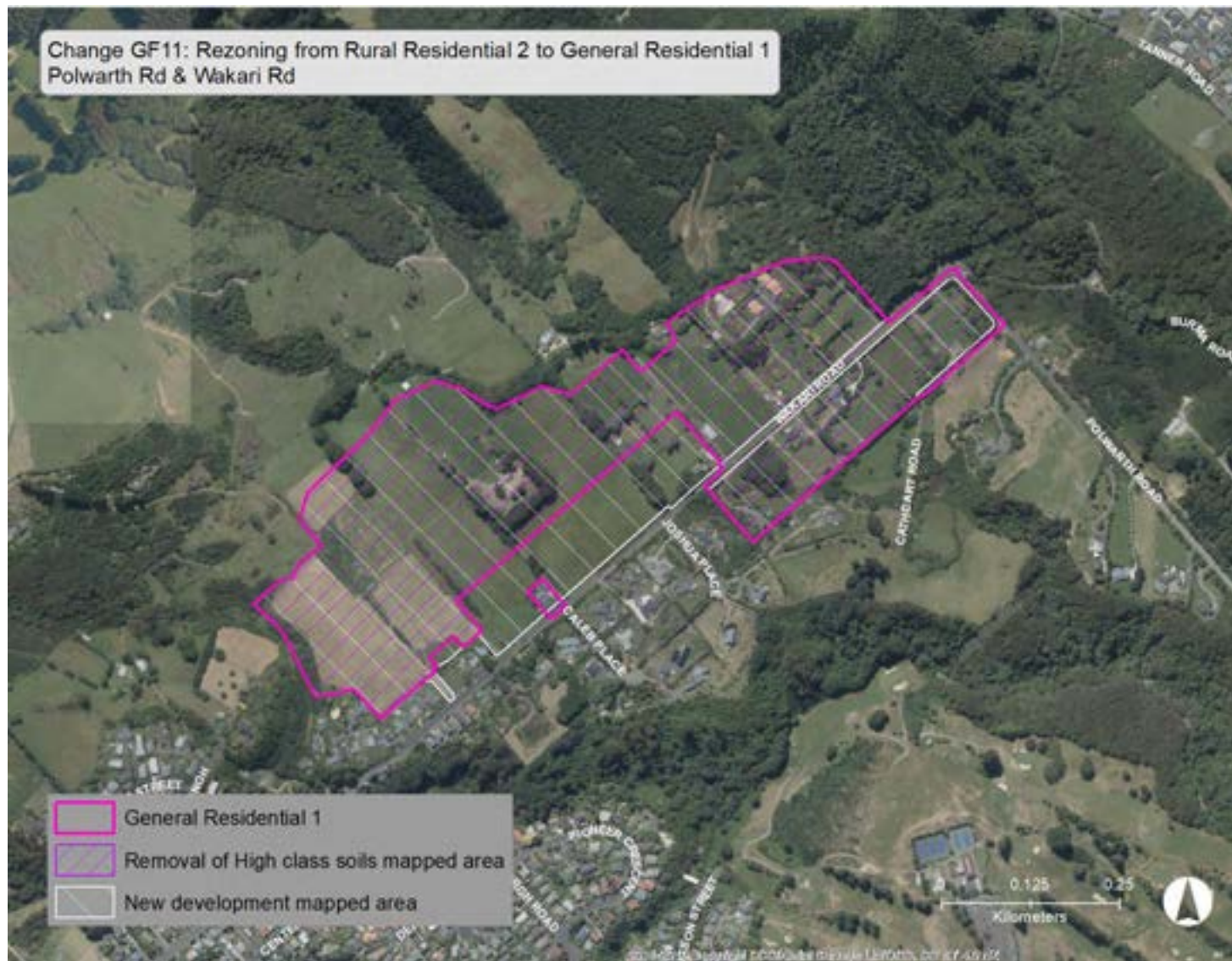
Change GF09: Rezoning from Rural Residential 1 to Large Lot Residential 1 – 41-49 Three Mile Hill Road



Change GF10: Rezoning from Rural to Large Lot Residential 1 – 32/45 Honeystone Street



Change GF11: Rezoning from Rural to General Residential 1 – Polswarth Road and Wakari Road



Change GF12: Rezoning from Rural to Large Lot Residential 1 – 233 Signal Hill Road



Change GF14: Rezoning from Rural Residential 2 to Township and Settlement– 336 and 336A Portobello Road



Change GF15: Rezoning from Rural Residential 2 to Large Lot Residential 1
Area surrounding Highcliff Road

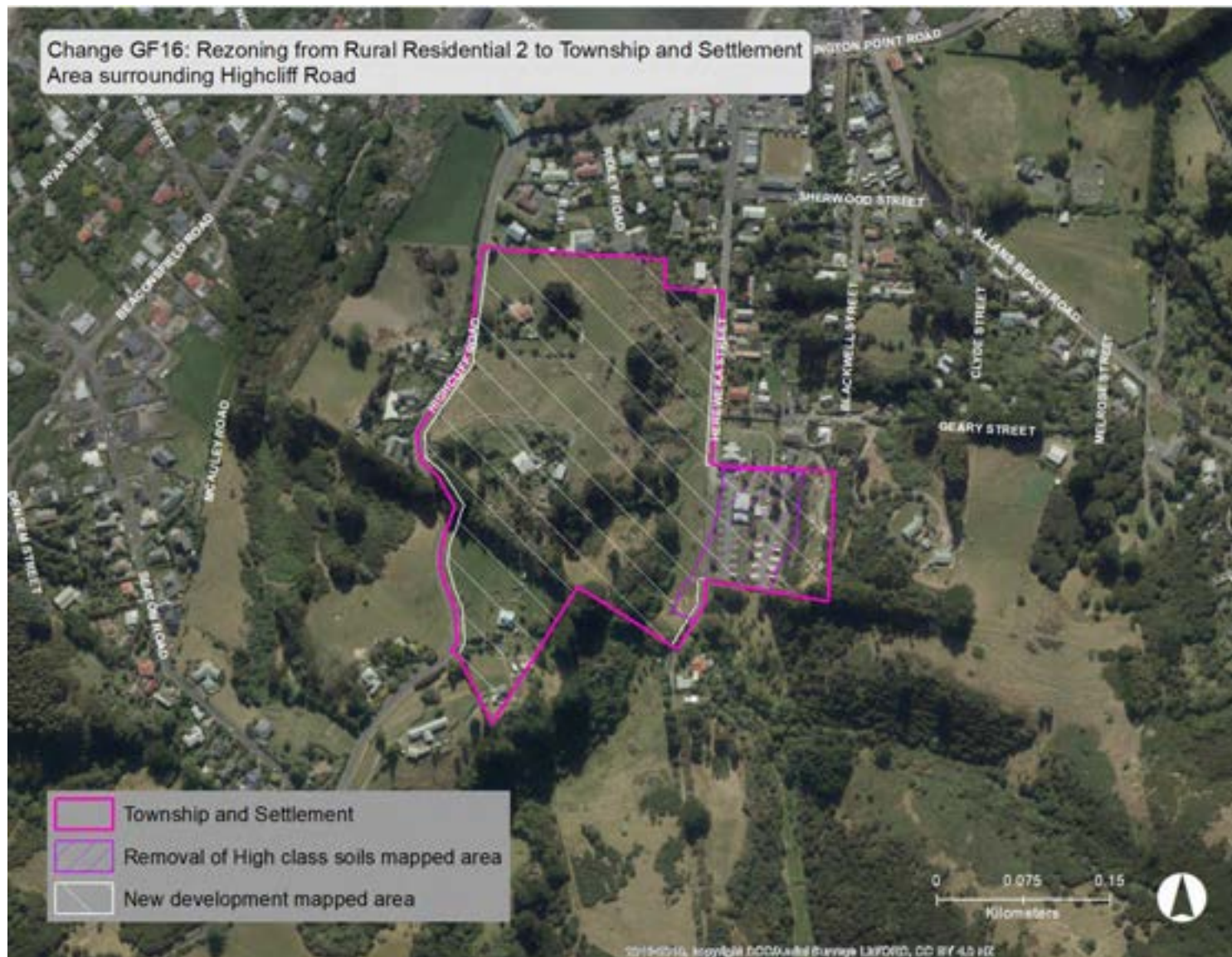
WARRINGTON POINT ROAD
SHERWOOD STREET
BLACKWELL STREET
GARRY STREET
NEW WEKA STREET
ROCKET ROAD
BEACONFIELD ROAD
RYAN STREET
AIRPORT STREET
HIGHLIFF ROAD

Legend:
Large Lot Residential 1
New development mapped area

Scale: 0 0.075 0.15 Kilometers

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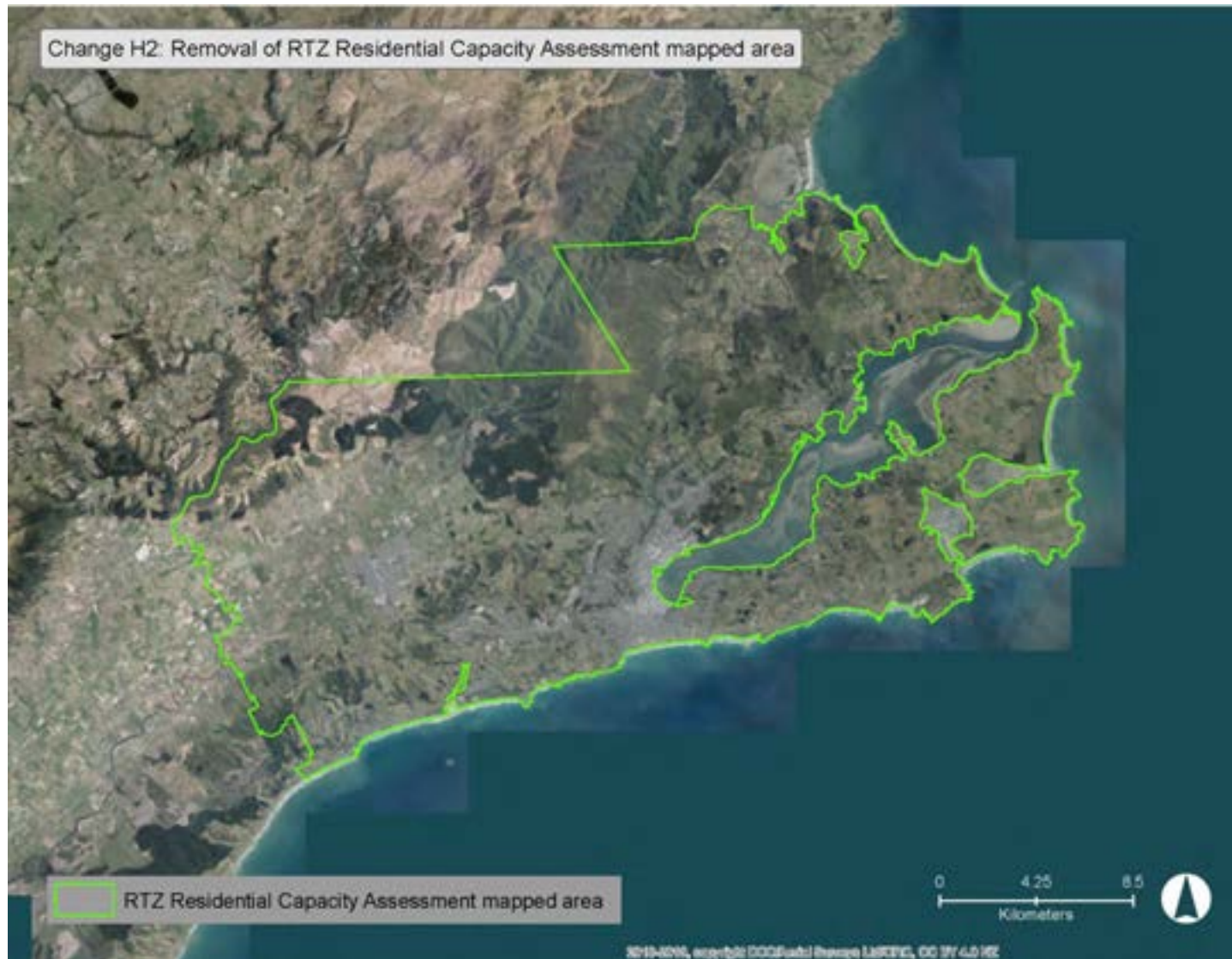
Change GF16: Rezoning from Rural Residential 2 to Township and Settlement– Area surrounding Highcliff Road



Change GF17: Rezoning from Rural Residential 2 to Recreation – Area Surrounding Highcliff Road



Change H2: Removal of RTZ Residential Capacity Assessment Mapped Area



Change IN01: Rezoning from General Residential 1 to General Residential 2– Mosgiel East



Change IN02: Rezoning from General Residential 1 to General Residential 2– Burgess Street and surrounds (Green Island)



Change IN04: Rezoning from General Residential 1 to General Residential 2– Concord



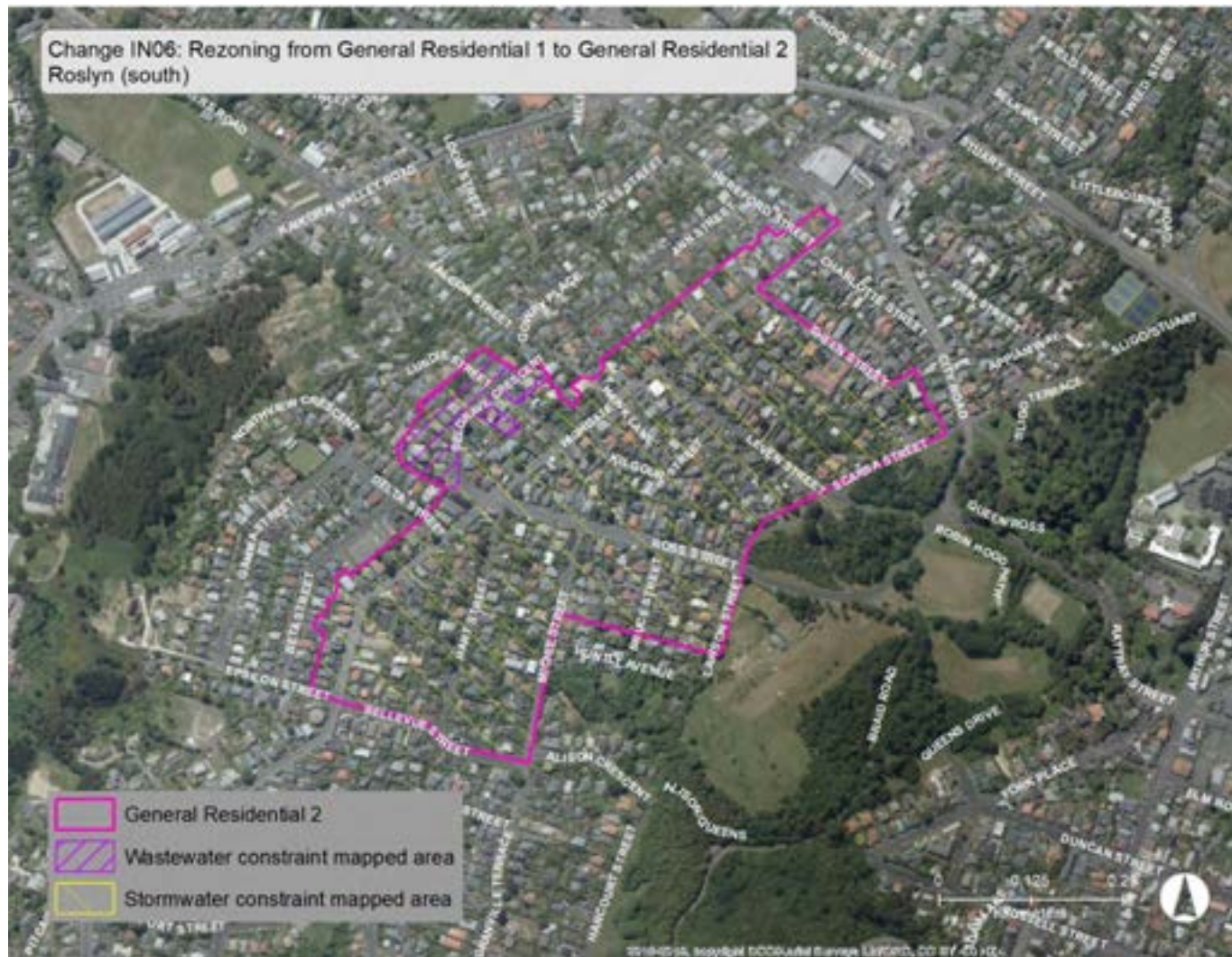
Change IN05: Rezoning from General Residential 1 to General Residential 2 Mornington

Legend:

- General Residential 2
- Wastewater constraint mapped area
- Stormwater constraint mapped area

Scale: 0-15 Kilometers

Change IN06: Rezoning from General Residential 1 to General Residential 2– Roslyn (South)



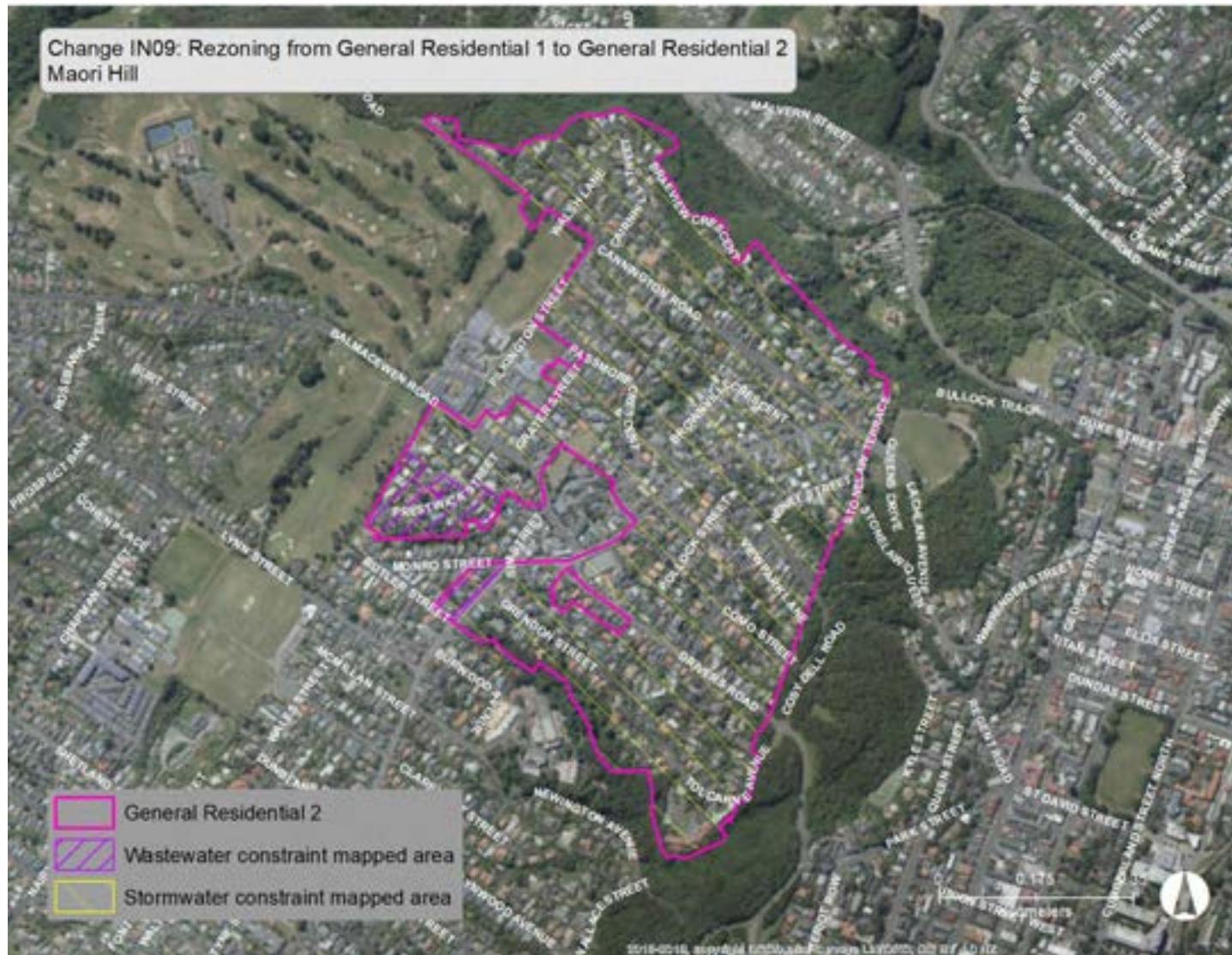
Change IN07: Rezoning from General Residential 1 and Industrial to General Residential 2– 133-137 Kaikorai Valley Road



Change IN08: Rezoning from General Residential 1 to General Residential 2– Roslyn (north)



Change IN09: Rezoning from General Residential 1 to General Residential 2– Maori Hill



Change IN10: Rezoning from General Residential 1 to General Residential 2
26-32 Lynn Street, Maori Hill

General Residential 2

Wastewater constraint mapped area

Change IN11: Rezoning from General Residential 1 to General Residential 2– Wakari



Change IN12: Rezoning from General Residential 1 to General Residential 2– 98 Blacks Road



**Change IN13: Rezoning from General Residential 1 to General Residential 2
Andersons Bay**

General Residential 2

Stormwater constraint mapped area

0 0.5 1.0
Kilometers

Change NDMA02: Introduction of a New development mapped area Emerson Street/ Blackhead Road, Concord



Change NDMA03: Introduction of a New development mapped area Patmos Avenue, Pine Hill



Change NDMA04: Introduction of a New development mapped area Bradford



Change NDMA05: Introduction of a New development mapped area Dalziel Road



Change NDMA06: Introduction of a New development mapped area St Leonards



Change NDMA07: Introduction of a New development mapped area Opoho



Change NDMA08: Introduction of a New development mapped area Pine Hill



Change NDMA09: Introduction of a New development mapped area, Balmacewen Road, Wakari



Change NDMA10: Introduction of a New development mapped area, Halfway Bush



Change NDMA12: Introduction of a New development mapped area St Clair



Change NDMA13: Introduction of a New development mapped area, St Albans Street, Kaikorai Valley



Change NDMA14: Introduction of a New development mapped area
Ettrick Street, Kaikorai Valley

Ettrick Street

Cockburn Street

Manchester Street

Sanda Road

0.05 Kilometres

New development mapped area

Change NDMA15: Introduction of a New development mapped area, Salisbury Road, Kaikorai Valley



Change NWRA1: Introduction of a No DCC reticulated wastewater mapped area, Outram



Change NWRA2: Introduction of a No DCC reticulated wastewater mapped area, Waitati



Change NWRA3: Introduction of a No DCC reticulated wastewater mapped area, Waitati



Change NWRA4: Introduction of a No DCC reticulated wastewater mapped area, Waikouaiti



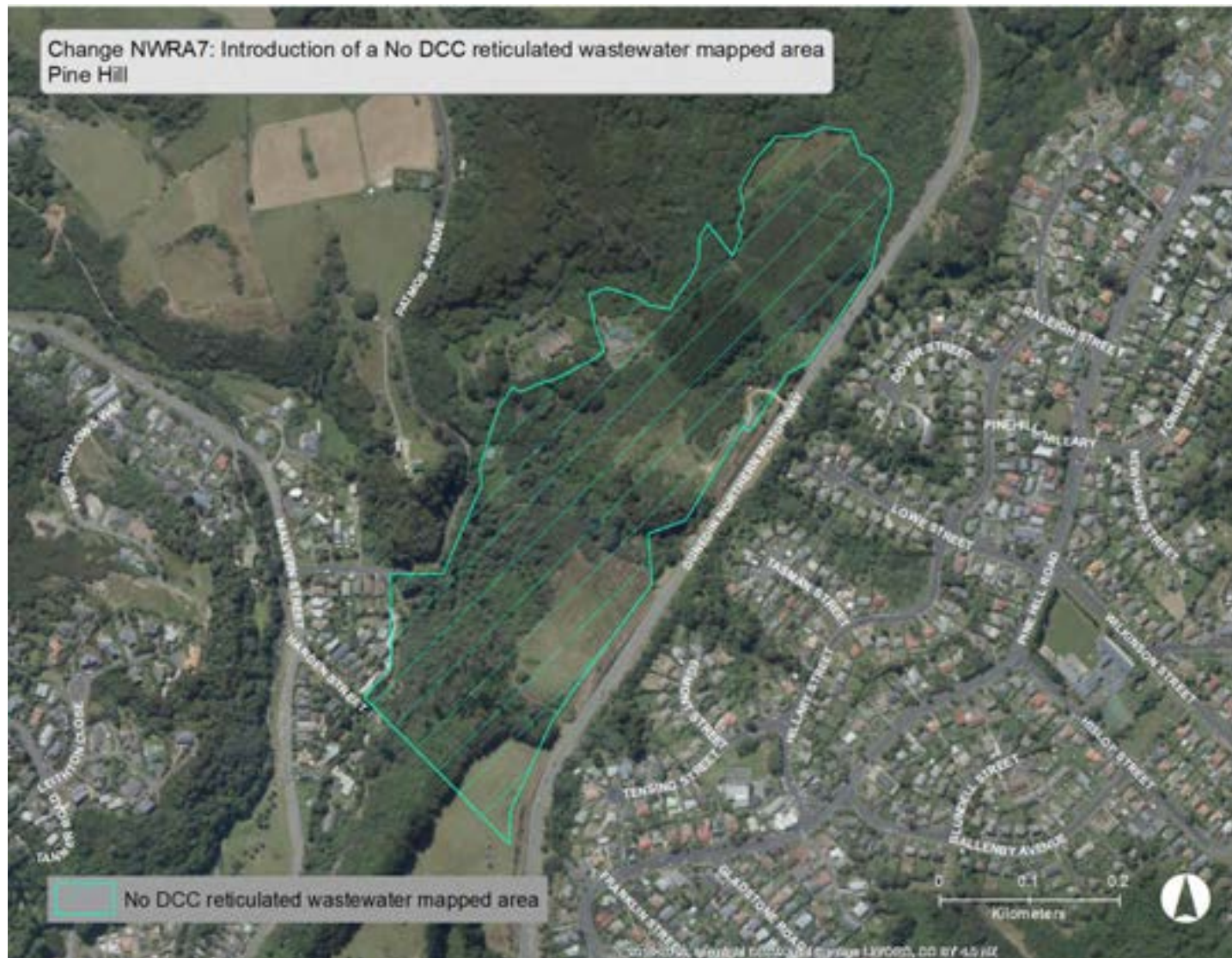
Change NWRA5: Introduction of a No DCC reticulated wastewater mapped area, Waikouaiti



Change NWRA6: Introduction of a No DCC reticulated wastewater mapped area, Waikouaiti



Change NWRA7: Introduction of a No DCC reticulated wastewater mapped area, Pine Hill



Change RTZ1: Rezoning from Rural/General Residential 1 to General Residential 2, 30 Mercer Street



Change RTZ2: Rezoning from Rural Residential 2 to General Residential 2

Selwyn Street RTZ

- General Residential 2
- Removal of RTZ overlay
- Structure plan mapped area
- New development mapped area

Truby King Crescent
Wilkinson Street
Calderley Street
Selwyn Street
Carr Street
Harris Street
Crown Street

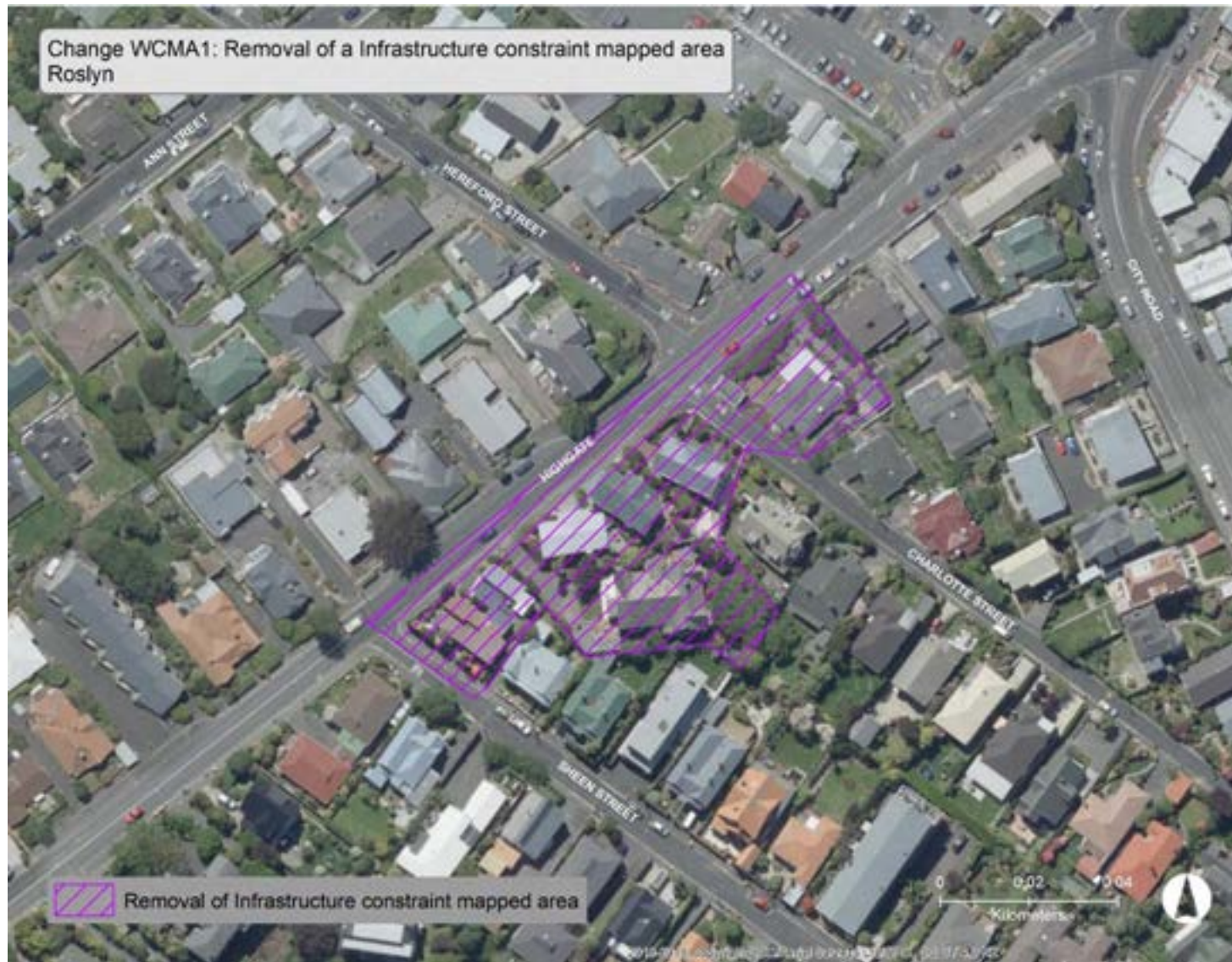
0 0.05 0.1 Kilometers

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Change RTZ3: Rezoning from Rural Residential 2 to General Residential 2, 13 Wattie Fox Lane



Change WCMA1: Removal of infrastructure constraint mapped area, Roslyn



Change WCMA2: Introduction of wastewater constraint mapped area, St Clair



Change WCMA3: Introduction of wastewater constraint mapped area, Andersons Bay



Change WCMA4: Introduction of wastewater constraint mapped area, Waverley

