

IN THE MATTER	the Resource Management Act 1991
AND	
IN THE MATTER	Variation 2 of the 2GP - Greenfields
BY	Spence Family Trust and K & L Accommodation Limited <u>The Applicants</u>
AND	THE DUNEDIN CITY COUNCIL <u>The Council</u>

EVIDENCE OF DARRYL SYCAMORE

28 JULY 2022

Introduction

1. My full name is Darryl Allan Sycamore.
2. I am a Planner for Terrmark Limited and have held the position as Planning Manager with Terramark since January 2020.
3. I hold the qualification of Bachelor of Science from the University of Otago. I am a Member of the New Zealand Planning Institute, and the current chairman of the Otago Branch. I have over 15 years experience as a resource management practitioner.
4. Prior to my employment with Terramark, I was employed by Federated Farmers as their senior policy advisor covering the Southland, Queenstown and Marlborough districts. Key projects included managing the Proposed Southland Water and Land Plan hearings and court appeals, the Proposed Marlborough Environment Plan and various parts of the QLDC Proposed District Plan. I was previously employed for over nine years as a planner at the Dunedin City Council and three years as a Resource Consents Officer for the Otago Regional Council specialising in mining, landfills and contaminated site consent applications. I also worked at the West Coast Regional Council as a Compliance Monitoring Officer, managing compliance within the primary sector and all aspects of the coal and gold mining industry.
5. I am also a member of the Guardians of Lakes Manapouri, Monowai and Te Anau (the Guardians). The Guardians make recommendations to the Minister of Conservation on matters arising from the environmental, ecological and social effects associated with hydro-electric power generation in Lakes Te Anau-Manapouri and Monowai. The Guardians oversee the implementation of management plans that guide the operation of those schemes by Meridian Energy Limited and Pioneer Generation Limited.

6. I am familiar with the Second-Generation District Plan (2GP), Variation 2 of the 2GP, the 2019 Partially Operative Regional Policy Statement and the Proposed Otago Regional Policy Statement 2021 and the National Policy Statement on Urban Development.
7. I am also familiar with the subject site and the surrounding environment.

Code of Conduct

8. While this is a local authority hearing, I have read and agree to comply with the Code of Conduct for Expert Witnesses set out in the Environment Court Practice Note on Expert Witnesses. My evidence has been prepared on that basis.
9. Unless I state otherwise, I confirm the matters addressed in this written statement of evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express. I have outlined all data, information, facts, and assumptions made in forming my opinions.

Scope

10. My evidence will focus on a number of key aspects to the rezoning proposal, being
 - Background to the site and rezoning request
 - The characteristics of the site
 - The proposed development
 - A response to the findings of the s42A report
 - Review of opposing submissions
 - Application of a Residential Transitional Zone

Background

11. The principal purpose of Variation 2 is to enable Dunedin City Council to meet its residential capacity obligations under the National Policy Statement on Urban Development 2020 (NPS-UD). It has been recognised by the Council that the existing housing capacity, as provided for by the 2GP, is currently insufficient.

Variation 2 has been designed to address the identified shortfall through mechanisms such as new residential zone areas and adjustments to the density rules within existing residential zones.

12. Some tension sits between the overarching principles of the RMA and the need to meet the requirements of the NPS-UD. In particular, s5 which in (1) which promoted sustainable management of natural and physical resources and (2) whilst sustaining the potential of natural and physical resources by avoiding, remedying or mitigating any adverse effects of the activity on the environment.
13. The NPS-UD directs in 3.2(1) that Every tier 1, 2, and 3 local authority must provide at least sufficient development capacity in its region or district to meet expected demand for housing:
 - (a) in existing and new urban areas; and
 - (b) for both standalone dwellings and attached dwellings; and
 - (c) in the short term, medium term, and long term.
14. In order to be sufficient to meet expected demand for housing, the development capacity must be:
 - (a) plan-enabled (see clause 3.4(1)); and
 - (b) infrastructure-ready (see clause 3.4(3)); and
 - (c) feasible and reasonably expected to be realised (see clause 3.26); and
 - (d) for tier 1 and 2 local authorities only, meet the expected demand plus the appropriate competitiveness margin (see clause 3.22).
15. The expectation of the NPS-UD is that residential capacity is achieved in areas that are '*plan enabled*', '*infrastructure-ready*' and '*feasible and reasonably expected to be realised*'. It is my opinion that following rezoning to Township & Settlement zone, the site at 18 Noyna Street and 3 Brick Hill Road meets these tests. In terms of being infrastructure ready, it is my understanding network upgrades are programmed for the area which the site will be able

to connect to. The applicants have a demonstrated history of quality developments in the immediate area and are motivated to proceed with the development without delay.

16. Policy 1(e) of the National Policy Statement on Urban Development 2020 relates to climate change and directs planning decisions to contribute to well-functioning urban environments that as a minimum supports reductions in greenhouse gas emissions. Many residents in the Harbour area take an active interest in the climate change narrative and support the Council's declaration of a climate emergency. The proximity of the subject site enables the adoption of EV modes of transport or public transport by residents.
17. On a broad level, Policy 2.6.2.1 underpins the greenfields assessment process and provides direction for growth in the City, and reads:

Policy 2.6.2.1

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

- a. rezoning is necessary to ensure provision of at least sufficient housing capacity to meet expected demand over the short and medium term; 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.*

18. The proposed rezoning of greenfields site RS171 has been carefully considered taking into account the policy guidance to inform the potential viability of future development. It is my opinion the proposed rezoning and development design is consistent with the policy.
19. Having visited the site and taken advice from land engineers, it is my view the proposed development can be established whilst avoiding, remedying or mitigating any adverse effects on the receiving environment including immediate neighbours.
20. The development also presents an appropriate addition to satisfy the residential capacity obligations of Council and can be considered sufficient to meet demand.
21. The process to include the subject property in the list of potential greenfields sites had some issues. This land was put forward to Council as part of the initial evaluation to greenfields sites for inclusion but was not selected by Council staff as suitable for rezoning. In my opinion the property is a suitable candidate for rezoning and should be open to consideration and Council rightly noted the oversight in assessing the property.
22. Whilst Council acknowledges the site is within the scope of the greenfields assessments, the property was nonetheless considered a Rejected Site. This was not necessarily because the site was not considered suitable for rezoning, rather it “fell through the cracks” and was not assessed. As a consequence of the rejected label

attributed to the site the applicants are on the 'back foot' in terms of promoting the rezoning and a future development on the land.

The Characteristics of the Subject Site

23. The subject site is located at 3 Brick Hill Road and 18 Noyna Road, Sawyers Bay. The sites are held in separate Records of Title and are zoned Rural Hills Slope in the 2GP. The lower extent of 18 Noyna Road is within an archaeological alert layer. Together, the land comprises approximately 3.4 hectares.
24. The property of at 3 Brick Hill Road, is legally described as Lot 2 Deposited Plan 1759 and Lot 1 Deposited Plan 7186 held in record of title OT352/52. The site comprises 2.1276 hectares. There are no encumbrances appended against the Record. These sites are in the name of Spence Family Investments Limited.
25. The property at 18 Noyna Road is contained in record of title number OT352/50 and contains an area of 1.3534 hectares. It is legally described as Lot 2 Deposited Plan 7186 and is in the name of K & L Accommodation Limited. The record is encumbered with a Building Line Restriction X13289 which relates to the frontage against State Highway 88.
26. The site has a north-easterly aspect and is offered sweeping views over the Otago Harbour and east harbour landforms. With respect to topography, the site is undulating rising from 10m asl to 36m asl. There are no known natural hazards recorded in the 2GP for the subject site.
27. In terms of proximity to the City centre the subject site is approximately twelve kilometres from the Octagon. Whilst generally considered too far to walk for the average resident, the site is certainly close enough to cycle or rely on an EV mode of transport. The site adjoins an existing arterial roading network, with generally reliable public transport options. Seven bus-stops are located within approximately 1km from the subject site.



Figure 1 – Subject site and surrounding zoning

28. The site is one of a number owned by the applicants. On the adjoining property at 105 Stevenson Avenue, the applicants are in the process of completing a 20-lot development.
29. Several existing buildings are within the subject site. These will require demolition as part of any future development.
30. Historical land use means the land is considered to be a HAIL site and the NESCS applies. A Detailed Site Investigation was carried out by EC Otago and confirmed soils were impacted by tannery waste within a relating large area primarily within the land against Brick Hill Road, and a localised area of asbestos was identified which was assumed to be building materials waste.
31. The DSI confirmed the majority of the site was suitable for residential use. The assessment of EC Otago was that the balance can be remediated to a suitable standard for residential use, and the applicants are motivated to do so. The applicants will take

confidence from the site be rezoned such that the remediation and validation works can be economically justified.

32. In terms of utilisation, the land is limited in terms of productive potential. It is zoned Rural Hill Slopes, and along with a 1.35ha portion of land to the north-east, it comprises the only rural zoned land in the immediate area. Surrounding land is a range of Rural Residential, Industrial and Township & Settlement zoned land. Its contribution to rural activities is limited. The proposal seeks to maximise development potential whilst respecting the existing activities in the area such as the State Highway and industrial activity owned by Port Otago.

The Proposed Development

33. Should the rezoning be approved, the applicant intends to seek subdivision consent for a development such as the concept plan shown in Appendix 1. Whilst this is the current and preferred iteration, it is likely further refinements will be required.
34. The proposed site layout seeks to adopt the most efficient use of the land whilst respecting the topographical constraints and the SNL in the upper extent of the property.
35. Crucially, the development will fit within the existing Township and Settlement zoning overlay.
36. The submitters also own the adjoining land at 105, 109 and 117 Stevenson Avenue. They have recently secured consent to subdivide this land into 19 residential sites in SUB-2020-23 and LUC-2020-95 with the approved scheme plan shown in Appendix 2.
37. The land at 105 Stevenson Avenue was also found to be HAIL and testing confirmed the land was not suitable for residential use as it could impact human health. A comprehensive remediation plan was adopted and subdivision consent was obtained. The applicants

consider the same process will apply to the subject site at 3 Brick Hill Road and 18 Noyna Road.

38. In terms of transportation matters, the proposed road formation has been defined as being 16m wide, with 1.5m wide footpaths on both sides. A turning head capable of providing manoeuvring for emergency and service vehicles has been incorporated into the design.

39. The site has been assessed by a land engineer who has considered the provision of 3waters servicing. Whilst the details are more of relevance in the consenting process, the land engineer noted:

- *For foul sewer, there is an existing DCC 150mm foul sewer available to connect to on the eastern side of Sir John Thorn Drive (SH88). A preliminary foul sewer network (150mm dia) for the subdivision has been designed and is shown on the concept plan.*

Gravity drainage will be possible for 32 of the 34 Lots. Lots 1 & 2 would need to pump their sewage up to the new sewer network. The capacity of the existing receiving DCC foul sewer is unknown but it understood is subject to Council upgrades in the future.

- *For the provision of water services, there is an existing DCC 150mm watermain available to connect to on the western side of Sir John Thorn Drive (SH88). A preliminary layout for a new watermain within the subdivision is shown on the concept plan and would supply all 34 Lots. Flow rate and water pressure at the point of supply on the existing DCC watermain is unknown.*
- *For stormwater, a piped stormwater network is not shown on the concept plan but would most likely mimic the proposed foul sewer alignment. An area has been set aside, adjacent to the proposed new pedestrian access link, for a stormwater*

attenuation facility (e.g. an open swale), if required. There is an existing creek which runs through the adjoining property, close to the north-eastern boundary, which passes under Sir John Thorn Dr and the railway corridor to an outlet into the harbour. We would propose to connect the outlet from the SW attenuation facility to the culvert that passes under Sir John Thorn Drive. The capacity of the existing culvert under Sir John Thorn Drive, to take the additional SW runoff generated from the subdivision, is unknown at this stage. It assumed to be sufficient or will undergo an upgrade.

40. The proposed development within the site is a considered response to the Township & Settlement zoning overlay. It will not impose any effects beyond that which is appropriate in the area and will introduce a number of demonstrable positive effects.

Conclusions of the s42A Report

41. The subject site was assessed by the s42A report author and various Council Departments. The s42A report author recommended the rezoning proposal be refused on the basis of constraints in the downstream wastewater network, a lack of understanding on the effects on the transportation network, potential for reverse sensitivity and potential HAIL issues.
42. It is my view, and also that of the s42A report author that some of these issues can be resolved. The recommendation to refuse the proposal fails to consider the potential of the site, and motivation of the applicants. Rezoning to Township & Settlement with a NDMA overlay will enable these issues to be resolved and for the site to contribute to the shortfall in housing stock.
43. The s42A report author considered the physical features of the site, noting it was generally of an easterly aspect, with a mean slope of 12.8 degrees. It is located in good proximity to both public transport and a primary school. He also noted the site has a development potential of 43 dwellings under the Township & Settlement zone.

44. A number of aspects were covered off in the s42A report, with the key aspects relating to transportation matters, infrastructure and landscape. Of these, the feasibility of producing a safe and viable roading/access design and wastewater management were the key matters of contention.
45. In terms of natural hazards, the s42A report noted the site had a low level hazards associated with alluvial materials on the site and stormwater flows. Stantec for the Council comments that the alluvial materials are typically mitigated with engineering design and that some stormwater management or design may be required. I agree with this assessment and consider these issues can be easily addressed as part of any subdivision process.
46. Council's landscape architect commented the rezoning would have moderate to high adverse effects on amenity on existing residents in the rural residential area and nearby sections of Brick Hill Road. He then noted as the surrounding rural residential dwellings are on higher elevations than the subject site that it would be unlikely any development would obstruct existing views to the harbour. Mr McKinlay noted the site has a restricted visual catchment and is not highly prominent to motorists nor nearby residential suburbs. He suggested a number of landscape mitigations which in my view appear appropriate and could be addressed at the time of subdivision.
47. The findings of the Transport Department commented that Noyna Road would not be able to accommodate the level of development proposed. As a result, the development has been designed with access via Brick Hill Road, much the same as the previous development carried out by the applicant at 105 Stevenson Avenue. Transport referred to the need for footpath upgrades, which I agree would be appropriate, but again falls to the subdivision process to address. They noted traffic distribution would require further consideration and a favourable Integrated Transport Assessment is required. I agree with this assessment and have attempted to

commission an ITA. However, given the timeframes we have not secured a consulting transport planner for this work.

48. The s42A report author commented on the risk of reverse sensitivity and how it could affect the day to day operations of the Port. I agree, this is potentially problematic where new residents complain about existing and regionally critical activities. It is our suggestion a no complaints covenant is appended to any future subdivision prohibiting the landowners, or their proxy to lodge any complaints. The Council can then elect not to investigate without fear of reprisal. This approach has worked for other residential developments adjoining industrial (or in this case Port albeit with similar effects) type activities, and to my understanding this has been a successful approach as all parties understand their rights and responsibilities.
49. With respect to the confirmed soil contamination, the report and feedback from EC Otago confirms the site can be appropriately mitigated such that the land is suitable for residential use. As the applicants successfully remediated the land at 105 Stevenson Avenue, I have confidence that should the land be rezoned, that they will carry out this remediation work. The local environment and harbour will benefit from the remediation of the contaminated site such that leaching to the harbour waters are reduced. It is my opinion the issues associated with the contaminated site can be addressed.
50. Three Waters have assessed the application and raised issues in terms of wastewater as there are currently overflows at the downstream wastewater pumping station during heavy rain events. Council accepts that upgrades to the pumping station will be required although this could take some time. Three waters notes a communal wastewater treatment plant may be possible however as the site is proposed to have less than 50 lots, this option is not preferred. I have read and accept the view of 3Waters and consider there are a number of options. Adopting a RTZ over the Township & Settlement zoning provides for the rezoning whilst upgrades are

carried out. The applicant has indicated they would be open minded to consulting with Council on financially supporting the upgrades.

51. Overall, it is my opinion the site is suitable for rezoning and future development. There does remain a number of uncertainties and I consider approving the rezoning with a Residential Transition Zone (RTZ) overlay is the most suitable response. Crucially, no information provided by Council staff suggests a development is not viable on the site. By adopting a RTZ, the applicant can work through the issues and consult with Council about infrastructure upgrades; where they may be able to contribute financially. Once all the outstanding issues are addressed, an application to Council to uplift the RTZ. This presents a logical pathway forward without the financial outlay, burden on Council staff and risk associated with a private plan change. It will also enable additional development and housing supply for the city consistent with the intent of the greenfields plan change and NPS-UD.

Application of a Residential Transitional Overlay

52. The site is not subject to a RTZ overlay. It is my opinion given the immediate uncertainty about the servicing capacity that a RTZ should be applied to the site. This approach provides a pathway forward following rezoning from Rural Hill Slopes to Township & Settlement, rather than rezoning outright.
53. By applying a RTZ now, it signals a pathway for additional housing capacity and avoids the need for a private plan change in the future which introduces a number of risks and is a costly proposition. It is unlikely a private plan change would ever be sought, and this approach provides the necessary pathway to developing the land.
54. A RTZ also mitigates risk to the Council and ratepayer and can be easily uplifted by way of delegated authority once the requirements are satisfied. This mechanism allows for rezoning to occur rather than refused on the basis of insufficient confidence in 3waters servicing or transportation effects.

55. It is my opinion a RTZ is appropriate given the scale of development is relatively small and the infrastructure provisions are clearly achievable. It is also my opinion the extra layer of consideration required under RTZ policies provides all interested parties confidence and an opportunity to participate in the consenting framework.
56. From the applicant's perspective it is not helpful to adopt a RTZ. However, given the circumstances, it is the only mechanism to address a number of uncertainties and risk to the city and ratepayers. It is a conservative approach and avoids the uncertainty of a private plan change in the future which for many is simply too onerous. Those uncertainties can be addressed and therefore this approach is preferable to refusing the rezoning application outright.
57. Overall, it is my opinion the RTZ provides the Council sufficient confidence the infrastructural capacity will be available for the development. It is my view a RTZ overlay should be adopted as it provides a pathway to increasing house stock whilst not imposing any servicing liabilities for the City.

Concerns of Submitters

58. Several submitters lodged submissions in opposition to the rezoning proposal.
59. Port Otago Limited opposed the rezoning due to concerns about reverse sensitivity, a lack of wastewater infrastructure capacity and as the site is a known HAIL site.
60. With respect to reverse sensitivity, the Port raises a valid point. Of course the recent development on the adjoining site at 105 Stevenson Avenue owned by the applicants introduces a similar proposition, but that site was already zoned Township & Settlement. The applicants welcome a consent notice to be appended to the land which shall apply to the subdivision to limit the ability for the

future landowners, or their proxy, to complain about effects anticipated in Port operations.

61. Port Otago's concerns about insufficient infrastructural capacity for wastewater can be addressed by rezoning the site to Township & Settlement with the RTZ overlay. Once capacity is available, the overlay can be removed without the cost or risk of a private plan change.
62. Port Otago's concern about the verified HAIL status on the subject site is opportunistic and is of no interest to their day-to-day activities. The DSI and advice from EC Otago confirms the contaminated soils, whilst extensive can be mitigated such that there is no risk to human health. I prefer the advice of EC Otago.
63. Elizabeth McColl (submitter FS86.1) considers the rezoning will introduce more than minor effects. They raise concerns about stormwater from other sites ponding on the subject site. A watercourse sits on the margin of the subject site where stormwater following attenuation can be directed. This watercourse flows directly to the harbour and with the appropriate treatment, the water will result in effects that are less than minor. It's my understanding the Council has consent to discharge stormwater to the harbour from this watercourse and with treatment, the discharge will continue to meet the conditions of consent.
64. The matters of stormwater would be addressed by way of a stormwater management plan at the time of seeking consent following the lifting of the RTZ. In my view, the Council can have confidence that effects of stormwater can be appropriately managed and will result in less than minor effects.
65. Submitter FS86.1 also raised concerns that the cost of infrastructural upgrades to serve the development will fall on the ratepayer. It is my understanding the capital works upgrades to the area are already programmed and have been factored into the

annual plan budgets. On that basis, the proposal will simply utilise the capacity already budgeted for by the City. Development contributions will also apply at the time of subdivision where the applicant will be levied in the range of \$200,000 to contribute to infrastructure as a result of the additional demand.

66. Should Council not carry out the programmed upgrades, the RTZ will continue to apply to the land until such time as wastewater can be appropriately managed. These costs would fall on the applicant. Under any scenario the submitter can take some comfort that the proposed rezoning will not burden the ratepayer.
67. With respect to additional traffic effects, I agree the existing dual carriageway with a width of 6.5m is relatively narrow but certainly not unusual for the area. DCC Transport also raised the issue of the narrow carriageway and considered an Integrated Traffic Assessment would be required before they could support the rezoning proposal. As the s42A report was released on 15 July 2022, we have not secured a transportation planner to prepare an ITA at the time of drafting. Should we not be able to obtain a favourable ITA prior to the hearing, it is suggested this could be addressed as part of the RTZ requirements or alternatively via the subsequent subdivision process.
68. It is my view the issues raised by submitter FS86.1 can be addressed to ensure the effects are less than minor.
69. Submitter FS73.1 raised similar concerns about stormwater and the potential traffic effects. They also raised concerns about the contaminated land, light spill and the effects on avifauna. It is my understanding the issues relating to contaminated soils can be addressed, and light spill is managed by the District Plan. With respect to displacing birds, it is acknowledged residential development may create a local nuisance to birds. I am mindful the immediate and wider area is well vegetated and with large blocks

of open space. It is my assumption the proposed rezoning will result in effects on birds that are less than minor.

70. Overall, it is my opinion the issues raised by the submitters can be sufficiently addressed. With respect to obtaining an ITA, I agree this would be beneficial to understand the effects of traffic on the roading network. It is my view the site remains suitable to rezoning where the uplifting of the RTZ is reliant on a favourable ITA.

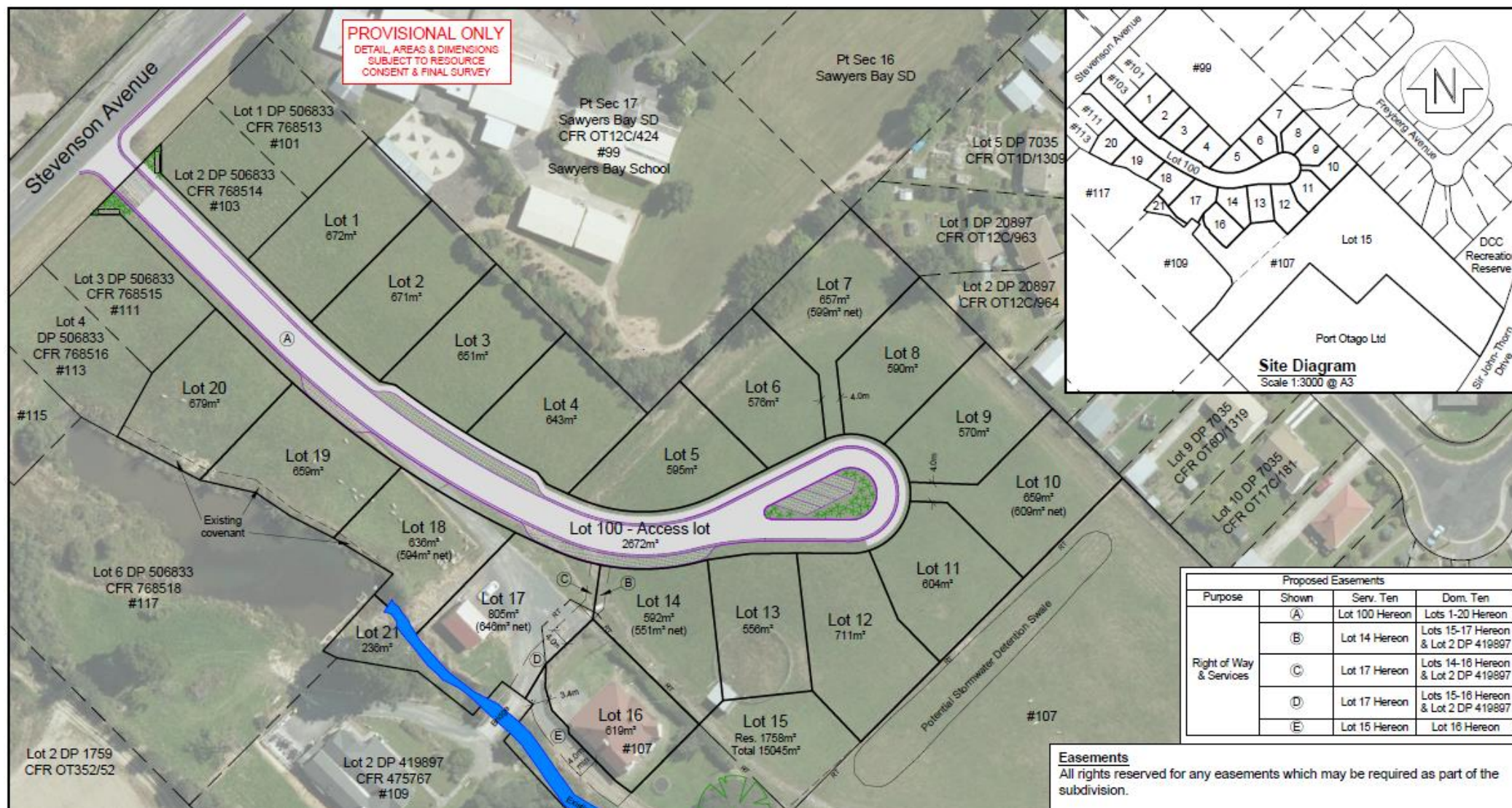
Summary

71. As assessment against the relevant objectives and policies are included as a number of appendices attached against each Section of the 2GP. It is my view the proposal is largely consistent with the Town and Settlement provisions, Public Health and Safety, Strategic Directions and generally consistent with the Transportation provisions in as much as they can when considering the proposed RTZ overlay.
72. It is accepted an ITA would be beneficial, however given the short timeframes, we have not yet had one commissioned. We propose a favorable ITA forms part of the RTZ requirements or as part of the subdivision.
73. With respect to wastewater the uplifting of the RTZ relies on either Council programmed upgrades to provide capacity for the development, or the upgrades are carried out by the applicant.
74. Overall, the proposal presents a considered opportunity to establish additional residential sites which are cognisant of policy 2.6.2.1 of the 2GP and meet the requirements of the NPS-UD.

Appendix 1 – Concept Plan for 3 Brick Hill Road and 18 Noyna Street



APPENDIX 2 – Approved Scheme Plan for 105 Stevenson Avenue



APPENDIX 3– 2GP OBJECTIVES & POLICIES ASSESSMENT

Strategic Direction

Provision	Explanation/Analysis	Consistency of site with provision? Y/N
Objective 2.2.2 Environmental performance and energy resilience Dunedin reduces its environmental costs and reliance on non-renewable energy sources as much as practicable, including energy consumption, water use, and the quality and quantity of stormwater discharge, 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	The site is located approximately 5.3km from the Octagon and is within easy travel distance for cyclists along the harbour cycleway or using alternative EV modes of transport. The site is also located close to a bus stops and enjoys generally reliable public transport.	Yes
Policy 2.2.2.4 Support transport mode choices and reduced car dependency through policies and rules that: a. restrict the location of activities that attract high numbers of users, and to which access by a range of travel modes is practicable, to where there are several convenient travel mode options, including private vehicles, public transport, cycling and walking; b. encourage new community facilities to locate where there are several convenient travel mode options, including private vehicles, public transport, cycling and walking, unless there are specific operational requirements that make this impracticable; c. allow the highest development densities in the most accessible locations, being in the central city and suburban centre zones; d. use existing access to public transport, or the ability to be serviced by public transport in the future, as a criterion for determining appropriate locations for new residential and medium density zones; e. provide for dairies and registered health practitioners in residential zones to meet day to day needs, in a way that does not undermine Objective 2.3.2; and X. require subdivision to be designed (subdivision layout and standard of roading) to support good connectivity and legibility for all modes, including good accessibility by active modes to: i. existing or planned centres, public open spaces, schools, cycleways, walkways, public transport stops, and community facilities; and ii. neighbouring existing or potential future urban land.	The s42a report notes the site slopes to the east, providing a sunny site and is located close to a bus stops. The concept design demonstrates that the subdivision will support good connectivity with adjoining undeveloped land. The proposed road in the plan complies with the 2GP standards. This serves 2.2.2.4(X).	Yes
Policy 2.2.2.Y Enable and encourage low impact design stormwater management through policies and assessment rules that require stormwater management	It is assessed that the proposed design and mitigation controls will suitably address stormwater management such that post-development flows will be equal to or less than pre-development flows. No properties downstream of the development will be affected.	Yes
Policy 2.3.1.5 Identify key transportation routes, and protect the safety and efficiency of these roads from inappropriate subdivision or development through:	This policy is under appeal, however it is noted local widening to	Yes

a. rules that control the location and design of access points; and b. rules that require minimum on-site loading requirements.	accommodate GF171 developments will be required, The intention of the concept design is to inform discussion with the DCC during the consenting process which will include an ITA.	
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Section 12 New Urban Land Provisions

Objective 12.2.X Future Residential growth areas are developed in a way that achieves the Plan's strategic directions for: a. Facilities and spaces that support social and cultural wellbeing (Objective 2.3.3); i. Indigenous biodiversity (Obj 2.2.3); ii. Environmental performance and energy resilience (Objective 2.2.2); iii. Form and structure of the environment (Objective 2.4.1); iv. A compact and accessible city (Objective 2.2.4); v. Efficient public infrastructure (Objective 2.7.1); vi. Land, facilities and infrastructure that are important for economic productivity and social well-being (Objective 2.3.1); and vii. Heritage (Objective 2.4.2).	The site location is consistent with a compact and accessible city by being a logical extension of the hill slopes residential area.	Consistent if the applicant pays for infrastructure upgrades or Council has the works programmed in the 10 year plan. Concept design for road and preliminary design demonstrate consistent with (f)
Policy 12.2.X.3 Only allow subdivision in a new development mapped area where the subdivision layout and orientation provides for houses to be designed with good solar access to living areas and outdoor living spaces.	In as much as the RTZ is being used in a similar manner to the NDMA, the site slopes to the east, providing a sunny site... (s42A)	Yes
Policy 12.2.X.4 Only allow subdivision in a new development mapped area where the subdivision will provide adequate areas of amenity planting (including but not limited to street trees) and public amenities to ensure an attractive residential environment.	In as much as the RTZ is being used in a similar manner to the NDMA the development will alter the amenity for some residential sites, and for others including motorists, the development will be relatively discrete. The landscape architect suggested the retention of some existing vegetation as a screen which is appropriate and a consenting matter. For views from further afar, the site will be somewhat screened by topography, existing dwellings and amenity plantings.	Yes

Policy 12.2.X.5 Only allow subdivision in a new development mapped area where the subdivision design ensures the efficient use of land, while also achieving the other elements of Objective 12.2.X.	In as much as the RTZ is being used in a similar manner to the NDMA, the land provides feasible capacity of approximately 35 sites and the applicant proposes to make efficient use of that land capacity for subdivision.	Yes
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Township & Settlement

Township and Settlement provisions		
Objective/policy	Commentary	Y/N?
2.6.2.1.d.iv	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;	Yes
15.2.1		Yes
15.2.1.1		Yes
15.2.1.2		Yes
15.2.1.3		Yes
15.2.1.4		Yes
15.2.1.5		Yes
15.2.1.6		Yes
15.2.1.7		Yes
15.2.2		Yes
15.2.2.1		Yes
15.2.3		Yes
15.2.3.1		Yes
15.2.3.2		Yes
15.2.3.3		Yes
15.2.3.4		Yes
15.2.3.5		Yes
15.2.3.6		Yes
15.2.4		Yes
15.2.4.1		Yes
15.2.4.2		Yes
15.2.4.3		Yes
15.2.4.4		Yes
15.2.4.5		Yes
15.2.4.6		Yes
15.2.4.7		Yes

15.2.4.8	The proposal is consistent if future residential units and outbuildings are designed to ensure that streetscape and neighbourhood amenity and character is maintained or enhanced. Will be dealt with at subdivision stage.	Yes
Rules		
15.3.1		Yes
15.3.3		Yes
15.3.4	Usual performance standards for development activities New buildings and additions and alterations that result in - Building greater than 300 msq footprint = RD Site development activities in all areas are permitted (that are relevant). General subdivision = RD	Yes