

**BEFORE THE COMMISSIONERS
APPOINTED BY THE DUNEDIN CITY COUNCIL**

IN THE MATTER

of the Resource
Management Act 1991 (the
Act)

AND

Variation 2 to the Dunedin
City Council Second
Generation District Plan
(**Variation 2**)

BETWEEN

**GTJM PROPERTY
LIMITED**

Submitter (OS263)

AND

DUNEDIN CITY COUNCIL

Territorial Authority

**EVIDENCE OF DARRYL SYCAMORE ON BEHALF OF GTJM PROPERTY
LIMITED**

DATED 5 AUGUST 2022



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EVIDENCE OF DARRYL SYCAMORE ON BEHALF OF GTJM PROPERTY LIMITED

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 parts of the QLDC Proposed District Plan. I have also been employed as a Planner for over nine years at the Dunedin City Council and three years as a Resource Consents Officer for the Otago Regional Council specialising in landfills, contaminated sites and mining consents. 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.
8. I prepared the submission filed on behalf of GTJM Property Limited in relation to 2GP Variation 2 and the rezoning of 336 Portobello Road.

Code of Conduct

9. 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.
10. 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

11. My evidence will focus on a number of key aspects to the rezoning proposal, being
 - (a) Background to the site and rezoning application
 - (b) The local characteristics of the site
 - (c) The proposed development
 - (d) A response to the findings of the s42A report
 - (e) Conclusions of the technical evidence
 - (f) Assessment of relevant policies
 - (g) Application of the New Development Mapped Area

Background

12. 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 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.
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 336 and 336A Portobello Road meets these tests. The applicant, GTJM Property, has indicated they 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. The site is located relatively close to centres at Macandrew Bay and South Dunedin, and both active and public transport infrastructure. It is north facing allowing for housing design that makes the most of available sunlight.
17. At a strategic policy 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. It is my opinion the proposed rezoning is consistent with the policy above and is the most appropriate method to achieve the relevant objectives.
19. Having visited the site and read the technical reports and evidence commissioned by the applicant, 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 assist the Council in satisfying its obligations to provide residential capacity.

The Characteristics of the Subject Site

21. The subject site comprises a number of parcels in two Records of Title. The property of 336 Portobello Rd is contained in record of title number OT312/165 (Limited as to Parcels) and contains an area of 7.28 hectares. It is legally described as Lot 25 DP 5628 and Part Sections 45 -46 Upper Harbour East Survey District. Lot 25 DP 5628 is a small parcel which fronts onto and provides legal access to Weller Street.
22. The property of 336A Portobello Rd is contained in record of title number OT310/57 and contains an area of 222m². It is legally described as Lot 22 DP 5628 and is technically landlocked. Physical access to this title relies on access over 336 Portobello Road.
23. The site has a northerly aspect and offers sweeping views over the Otago Harbour and west harbour landforms. There are no known natural hazards recorded in the 2GP for the subject site. It is noted however, that the 2019 LIM refers to a Class 3 hazard risk based on a historical broad assessment¹.

¹ Effects of Basement Lithology, Regolith and Slope on Landslide Potential, Otago Peninsula, New Zealand. Leslie (1974).

24. In terms of proximity to the City centre the subject site is approximately eight kilometres from the Octagon. Whilst generally considered too far to walk for the average resident, the site is certainly close enough to for other active transport modes including cycling. The site adjoins an existing arterial roading network, with generally reliable public transport options. An existing eastbound bus-stop is located near the intersection of Weller Street and Portobello Road, with an additional westbound bus-stop constructed but not yet serviced less than 100m from the subject site.
25. The wider site is a large sloping lot that rises from a belt of residential development adjacent to Portobello Road (to the north) up to open rural land adjacent to Highcliff Road. For the most part, the site appears rural, comprising a mix of open pastoral landscape, large established macrocarpa, scraggly exotic scrub and a small number of native trees and shrubs. The site contains one dilapidated dwelling in the lower part of the site, although the landowner is in the process of removing this. The site was the subject of resource consent LUC-2020-106 which authorised the demolition of the dwelling and to construct a new 210m² dwelling in generally the same location and encroachment into the SNL.
26. The surrounding properties make up one of numerous enclaves of residential development that extends along the full length of the harbour. Each fits within the context of the land and contributes to the character of the Peninsula. Crucially in a Dunedin context, the sites enjoy a northerly aspect providing high quality living environments in conjunction with outstanding harbour views. The area of the site to be rezoned is nestled between properties that already contain residential development and as such the rezoning will not 'extend' this development further up the flanks of the Peninsula.
27. The upper section of the site is located within the Inner Peninsula Bay Significant Natural Landscape (SNL). The values of this SNL that are to be protected have been identified in Appendix A3.3.5 of the 2GP.

28. In terms of utilisation, the land is limited in terms of productive potential. Its value lies in its ability to contribute to the wider amenity of the peninsula. The proposal seeks to maximise development potential in the lower extent outside of the SNL whilst protecting and enhancing the land within the SNL.

The Proposed Development

29. Should the rezoning be approved, the applicant intends to seek resource consent for a 9-lot development (as shown in the figure below).

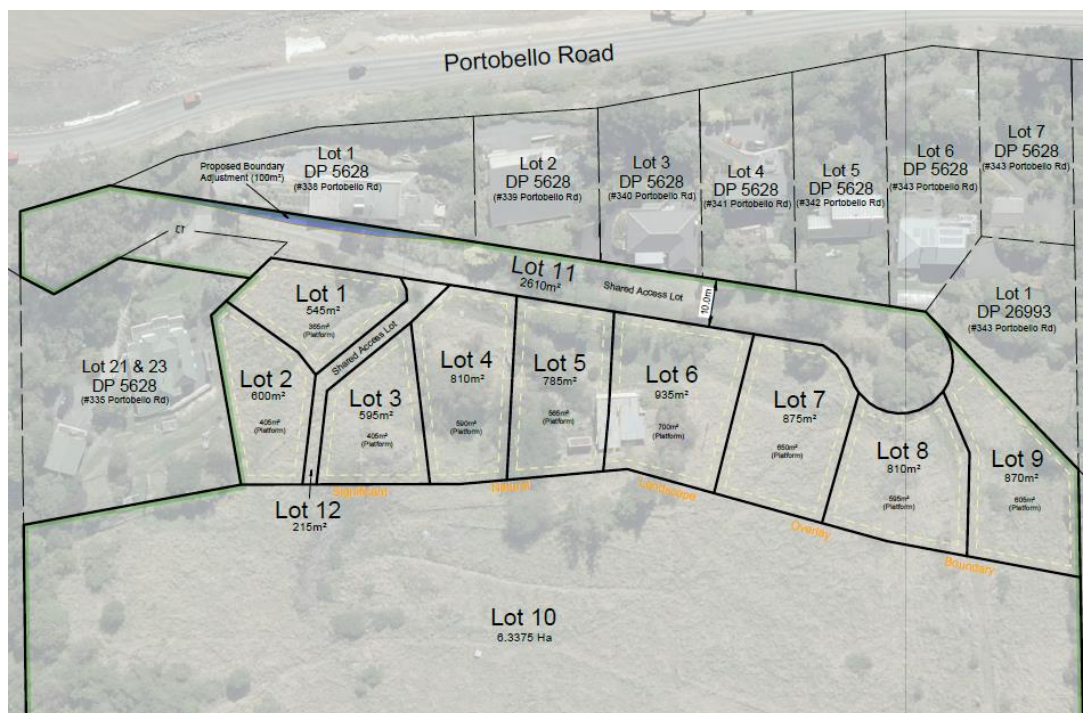


Figure 1 – Proposed Scheme Plan

30. 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.
31. Crucially, the development will fit within the existing Township and Settlement zone. Figure 2 illustrates the area for proposed development where the SNL boundary is shown in green. No development will occur within the SNL.

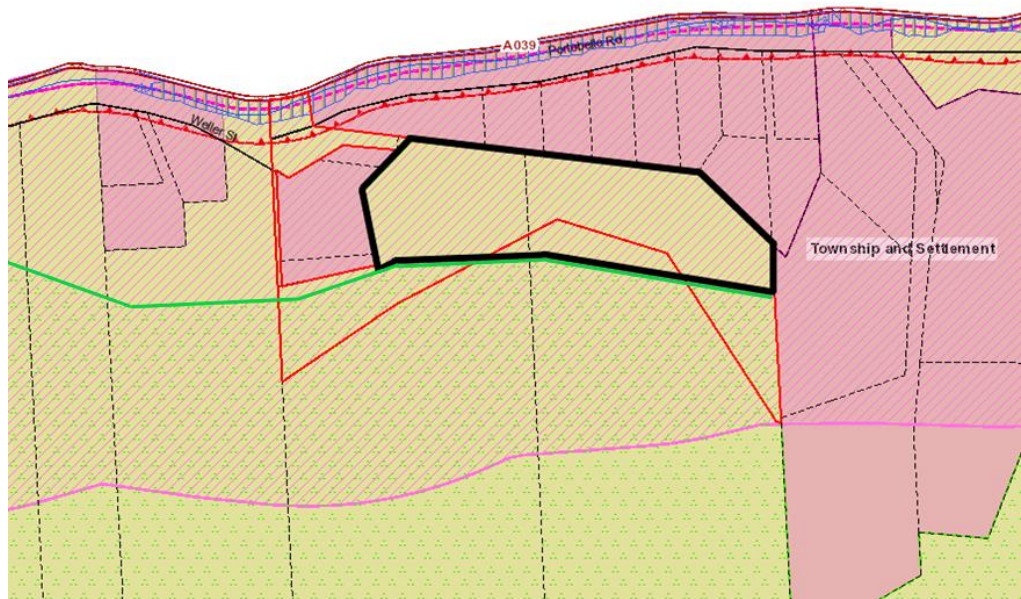


Figure 2 – Area where future development is proposed (green line demarcates SNL boundary)

32. Proposed Lots 1-3 will be accessed from the access formation via a 4.5m wide Right of Way.
33. As set out in the evidence from Grace Ryan access from Portobello Road will be upgraded resulting a roading network that is significantly improved relative to the status quo. In particular it will enable emergency vehicles to access Weller Street which is currently not possible. This is important for the proposed rezoning area, but also for the existing dwellings adjacent to the site. The road upgrades will also provide an opportunity to reconsider waste collection arrangements which currently require residents to take their bins down to Portobello Road.
34. Proposed Lot 10, comprising 5.7 hectares, being the remainder of the SNL will be retained as a balance lot and managed in accordance with the advice of Landscape Architects Vivian + Espie.² The proposed management measures are designed to maintain and enhance the

² Attached at Appendix {/} tp the evidence of Joe Morrison.

landscape and amenity values of the Peninsula. Proposed Lots 1-9 will each have rights to use the land for their families enjoyment.

Conclusions of the s42A Report

35. 336 and 336A Portobello Road was a site identified by Council as suitable for consideration for rezoning.
36. It was the s42A report recommendation that GF14 is not rezoned to Township & Settlement. The author's recommendation is the retention of the current Rural Residential 2 zoning and the new development mapped area over GF14 is not applied. The s42A report author also recommend accepting the submissions from a number of neighbouring submitters³.
37. A number of aspects were covered off in the s42A report, with the key aspects relating to transportation matters, infrastructure, the NDMA and the effects on the SNL. Of these, the feasibility of producing a safe and viable roading/access design and stormwater management were the key matters of concern and appear to have led to the recommendation to refuse the rezoning.
38. The findings of the Transport Department underpin the recommendations of the s42A report author. The transport department did not consider the further information provided by GTJM Property including the ITA and concept design discussed in the evidence of Ms Ryan. Given the level of detail covered in Ms Ryan's evidence I rely on it for the purposes of concluding that transportation matters in relation to the site can be more than adequately addressed through subdivision such that there is no barrier to rezoning the site.

³ Steve Shaw(S41.001), Sarah Watts (S46.001), Tania Brady (S53.001), Darren Watts (S72.001), Susan Davies (S165.001), Susan Walker (S180.001), and Kathryn and Ian Temple (S102.001),

39. The GTJM Submission also sought to remove the new development mapped area overlay over GF14. The reasons given include that the controls might negatively affect development and subdivision activities and are inconsistent with the intent of Variation 2 to provide additional housing capacity. It is my view the NDMA is not appropriate, particularly in light of the technical information provided by GTJM which demonstrates that all relevant infrastructure matters are amenable to resolution. Given the relatively small and discrete nature of the site I do not consider that the NDMA is necessary to achieve integration of infrastructure management within the subdivision or with other development adjacent to it.
40. 3 Waters Department reviewed the submission and raised concern about stormwater management. 3Waters considered that NDMA provisions regarding stormwater management need to remain in place as there are residential dwellings immediately downslope of the proposed site that could be negatively impacted by inadequate stormwater management. The s42A report author considered that should rezoning occur over GF14, that the NDMA should remain to ensure appropriate stormwater management provisions apply to the site.
41. Fluent Solutions Limited have provided an assessment of the infrastructural issues for the site (their report is attached with the Evidence of Mr Morrison). They conclude that proposed works will only impact a small proportion of the property and there will not be any properties affected downslope of the development. Mr Molloy also discusses the implications of the proposal, associated stormwater management and potential stability issues in his evidence.
42. On the basis of this information, I disagree with the recommendation of the 3Waters Department that the NDMA should be retained.
43. Based on the expertise of Fluent Solutions, I consider the risk to downslope residential properties to be less than minor. It is my opinion

the NDMA presents an unnecessary burden to enabling to the development when the City is looking to increase housing capacity and stormwater can be suitably managed. The site is relatively small and located in close proximity to ultimate discharge point for stormwater, being the sea. There is little required in the way of 'integrated stormwater management', particularly with respect to other adjacent development. As discussed by Mr Molloy the construction of the Road and associated stormwater management will improve the management of stormwater from the site relative to the status quo.

44. Finally the rules and assessment matters for the Township and Settlement Zone (without the NDMA) require management of stormwater and therefore the NDMA provisions achieve little more in the context of this site. They will just add unnecessary complexity to the subsequent subdivision consent process.
45. As part of the greenfield assessments, the boundaries of the SNL were re-defined. The amenity associated within the SNL is a significant contribution to the peninsula area. The effects of the proposed development on the SNL were assessed which noted the SNL values will not be impacted. The proposed zone area as recommended in the section 42A report respects the SNL boundary as it was amended as a result of appeals in relation to the 2GP. In my opinion it is appropriate to realign the zone boundary to 'match' revised SNL boundary. Doing this avoids inevitable conflict between the provisions of the SNL overlay and the Township and Settlement Zone.
46. The applicant has commissioned a landscape assessment by Vivian + Espie. They concluded the development will not affect SNL values and that the proposal presents an opportunity to enhance SNL values. I agree and consider any residual concerns (if any remain) about effects on the SNL can be addressed through the resource consent process.
47. The s42A report, in 4.10, was also cognisant of carbon emissions from growth areas following the Council declaring a climate emergency with

renewed emphasis on become carbon net zero. An assessment was prepared by Council staff on the anticipate additional carbon emissions from the development. In general terms, the findings suggested the more remote rezoning areas generating higher daily household carbon emissions compared to sites closer to centres. The subject site was found to fall in the mid-tier of the assumed emissions which was more favourable than the majority of other greenfield sites assessed. Given the proximity active transport options and the public transport network to and from the city centre it is my opinion the proposed development is a suitable response to the carbon net zero ambition and support implementation of the NPSUD Objective 8 and Policy 1.

Conclusions of the Technical Evidence

48. Technical advice was commissioned by GTJM Property from a number of experts in support of the proposed rezoning proposal, being
 - (a) GHD Limited for transportation effects
 - (b) Terra MDC for geotechnical effects
 - (c) Fluent Solutions Limited for 3waters infrastructure
 - (d) Vivian + Espie for landscape effects
49. These reports are provided in the evidence filed in support of the GTJM Property submission including evidence from Grace Ryan regarding transportation and James Molloy regarding geotechnical matters.
50. The evidence regarding transportation concludes the proposal involves reconstruction of Weller Street and is expected to significantly improve the long-term safety, legibility and operation of the intersection and Weller Street itself. In that regard, both GTJM and existing residents will benefit from the development.
51. With respect to geotechnical considerations, TerraMDC have provided an assessment of the site and James Molloy has provided evidence. The conclusions of this work are that the site will be suitable for the proposed subdivision with appropriate engineering and detailing to fully support this development. Like most developments on slopes, further

specific investigation will be required as part of both subdivision design and building consent. As set out by Mr Molloy those two processes are considered appropriate for addressing the site characteristics at the appropriate time. Effectively there are no 'showstoppers'.

52. A number of submitters have suggested any development will introduce new risks or exacerbate existing geotechnical risk. I take confidence in the assessment of TerraMDC and consider there is sufficient understanding to support the rezoning and that the concerns raised by submitters are either unfounded or able to be addressed through detailed design.
53. Fluent Solutions Limited assessed the provision of 3 waters services to ensure they can be adequately managed. They note that there are solutions available for all 3 waters services.
54. Having regard to the expert advice of Fluent Solutions, it is my opinion the infrastructural matters can be resolved and will result in less than minor effects on the receiving environment and surrounding properties.
55. For landscape effects, Vivian+Espie provided a landscape assessment detailing the effects on surrounding properties and also from afar. They raised no concerns no buildings are proposed within the more visible section of the site or the SNL.
56. The proposed residential lots can be expected to develop over time to become established properties, supporting dwellings and residential activity, akin to neighbouring development along Portobello Road. Vivian+Espie concluded while neighbours will obviously be aware of residential activity on the site, the degree of adverse effects on views and visual amenity of neighbouring properties will be very low at most. From other vantage points, Vivian+Espie finds the effects will be low at most to nil.

57. Having considered the assessments of all the technical reports, it is my opinion the Panel can have confidence that the effects of the proposed rezoning can be suitably managed such that the effects are contained entirely within the site, or less than minor. On this basis, it is my view the key concerns of the s42A author (being transport and stormwater) have been addressed.

Application of the New Development Mapped Area

58. The site is subject to an NDMA overlay which adopts the former alignment of the SNL that has since been amended. The new development will be entirely within that land downslope of the revised SNL boundary which better suits the site and contour
59. The s42A report writer considered the NDMA overlay should be retained, and that the rezoning proposal be refused on the basis of insufficient confidence in transportation effects. The latter has been considered by GHD and addressed in the evidence of Ms Ryan. On the basis of this information which was not considered by Council in preparing the section 42A report I consider the transportation matters are able to be appropriately managed
60. The retention of the NDMA was considered appropriate by the s42A report author on the basis that infrastructure effects, specifically stormwater, were not sufficiently understood.
61. Fluent Solutions have assessed the infrastructure requirements and consider they can be sufficiently managed onsite with little risk to downstream property owners. It is my opinion the scale of development is relatively small and the infrastructure provisions are clearly achievable. It is also my opinion the extra layer of consideration via NDMA is not necessary given scale and location of development.
62. Strictly from a policy perspective it is not helpful to retain the NDMA as it will require more onerous plans and information to be provided

regarding the subdivision consent and in particular in relation to stormwater requirements. It will also require the SNL overlay to be excluded from the NDMA to be consistent with Policy 12.2.X.2.

63. All subdivision activities in an NDMA are restricted discretionary. General subdivision activities in Township and Settlement Zones are also restricted discretionary. The activity statuses line up regardless of the NDMA overlay.
64. Overall, it is my opinion the NDMA provides no benefit given the infrastructural matters are sufficiently understood at this stage and the effects are assessed as less than minor. It is my view the NDMA overlay should be removed as it places an unnecessary impediment on providing housing capacity.

Submitter concerns

65. A number of property owners submitted in opposition to the rezoning of GF14. It is understandable that property owners in an area such as the peninsula are wary of change. From a personal observation, typically once a new development is established the level of opposition tends to wane as the development forms part of the environment. I believe this will be the case for GF14 should the site be rezoned.
66. The s42A report, in p156, note ten submitters seek the rezoning be rejected on the basis the land cannot support residential development at a Township & Settlement level. I disagree and note their properties (with much the same physical characteristics) fit in the receiving environment comfortably. The proposed sites are all significantly greater than the minimum site size for the Township & Settlement zone, will be served by a 10m wide legal road and will be appropriately serviced. Further the technical evidence obtained by the GTJM demonstrates that the development is feasible.
67. Several further submissions proposed the number of residential sites be restricted to five. This is at odds with the intent of the NPS-UD and is not

a sustainable use of the land resource that sits outside the SNL. It is my opinion, the proposed Township & Settlement rules and policy provisions are appropriate to management development density within the zone area. The physical characteristics of the land to be zoned largely dictate the site size that is achievable. GTJM has demonstrated that 9 lots can be established and it would run contrary to the direction of the NPSUD to further limit the number of lots that can be established, particularly in light of the technical information regarding feasibility.

68. All submitters raised concern about the geotechnical risks associated with the development. The technical advice provide by TerraMDC affirms with good design, development of the zone area can occur with less than minor effects on geotechnical hazards. Of course, as with most subdivisions on sloping land, a site specific geotechnical assessment will be required and will be addressed at subdivision phase.
69. All submitters raised concern with stormwater management and that excess run-off is an existing concern for residents. This is not surprising as there are no stormwater management controls on the subject site. The design of the sites and road formation will capture a large fraction of that existing run-off, so the submitters can take some comfort the applicant will address their existing concerns, at their cost. The Fluent Solutions assessment found stormwater can be suitably managed with less than minor effects and this matter is also discussed in the evidence of Mr Molloy. On this basis it is my opinion the effects of the proposed rezoning on stormwater issues are less than minor and likely to result in a superior outcome to the status quo.
70. Several submitters noted the potable supply from Highcliff Road is under strain and the rezoning may impact their supply. It is my understanding the existing supplies traverse private land and are not legally protected. Regardless, through the subdivision consent process GTJM will be required to establish a water supply that meets the Council's standards. Based on the Fluent report and the section 42A report there is capacity within the Council water main to provide adequate supply to the zone area. As discussed by Mr Morrison in his evidence he is willing to

establish a water supply capable to supplying the adjacent properties so that their existing unlawful supplies can be replaced. This includes establishing infrastructure that will provide appropriate firefighting supply which is currently unavailable to any of the existing dwellings.

71. Seven submitters raised concerns about the potential transportation effects of the rezoning. DCC Transport held similar views which underpinned the s42A authors position that the rezoning of GF14 should be refused. Based on the view of GHD, we consider the transportation effects can be suitably addressed and will result in a number of positive effects. Given the level of detail in the GHD advice and evidence of Ms Ryan I prefer their advice.
72. Seven submitters also raised concern about the effects on the SNL. Given the realignment of the SNL as a result of 2GP appeal resolution none of the proposed zone area will be within the SNL . The applicant will be carrying out planting and pest management on the SNL area, and on that basis, it is my view the effects on the SNL will be positive. I do not accept the concerns raised by the seven submitters.
73. Overall, the technical reports provided by the applicant address the matters raised by the submitters. It is my opinion the technical experts view should prevail.

Summary

74. As assessment against the relevant objectives and policies are included as a number of appendices attached against each Section of the 2GP. When taking into account the technical expert reports, it is my view the proposal is largely consistent with the Town and Settlement provisions, Public Health and Safety, Strategic Directions and Transportation provisions.
75. The issues identified in relation to transport can be resolved as supported by the technical evidence.

76. With respect to 3waters and the NDMA, the Fluent report indicates that 3 waters matters can all be addressed, no unfunded upgrades would be required of Council. The three waters upgrades will require quite detailed plans and reports pursuant to policy 9.2.1.Y if there is a NDMA overlay, particularly regarding stormwater. Without the NDMA an Integrated Stormwater Management Plan would not be required. ORC and landowners in the NDMA would all be considered affected parties if a subdivision consent were sought (9.9.XA). These requirements are more strenuous than if an overlay were not imposed given the relatively small scale of the site and the evidence available it is not considered necessary or appropriate to impose this extra layer of complexity which is only likely to add cost and delay for no benefit. Based on the expertise of Fluent Solutions, I consider a NDMA is not appropriate nor necessary.
77. The SNL issues posed by the s 42A report will be avoided if the rezoning excludes areas that are part of the SNL. That amendment has been accommodated. The area to be rezoned sits within area of existing development and is located outside SNL. There is no significant indigenous biodiversity within the SNL given the site is primarily exotic grasses with interspersed trees. The area within SNL will be retained with open character supporting the broader values within the peninsula.
78. Overall, the proposal presents a considered opportunity to establish additional residential sites which are consistent with policy 2.6.2.1 of the 2GP and meet the requirements of the NPS-UD, specifically being infrastructure-ready, feasible and reasonably expected to be realised.

APPENDIX 1 – 2GP STRATEGIC DIRECTION OBJECTIVES & POLICIES

Provision (relevant limbs are highlighted for ease of identifying relevant matters)	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 8km from the Octagon and is within easy travel distance for cyclists on the harbour cycleway or using alternative EV modes of transport. The s42A acknowledges the site is located close to a bus stops on Portobello Road. Northerly aspect of the zone area provides an opportunity for husing to maximise solar gain.	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.	Numerous roads and trails run across the peninsula providing public access and recreational opportunities to much of the headland which serves 2.2.2.4(d). S42A: The site slopes to the north, providing a sunny site and is located close to a bus stop on Portobello Road and cycleway. The GHD concept design demonstrates that the subdivision will support good connectivity and roading through road widening, clearer marking and the inclusion of the turning bay. Portobello Road provides good access into the city. This serves 2.2.2.4(X).	Yes
Policy 2.2.2.Y	The Fluent Solutions assessment at 5.2, concluded the proposed	Yes

Enable and encourage low impact design stormwater management through policies and assessment rules that require stormwater management	works will only impact a small proportion of the property and there will not be any properties affected downstream of the development	
Policy 2.3.1.5 Identify key transportation routes, and protect the safety and efficiency of these roads from inappropriate subdivision or development through: a. rules that control the location and design of access points; and b. rules that require minimum on-site loading requirements.	This policy is under appeal, however the GHD concept design noted local widening on approach at the intersection to accommodate two-way vehicle access and ease turning movements. GHD also noted the proposal involves reconstruction of Weller Street and is expected to significantly improve the long-term safety, legibility and operation of the intersection and Weller Street itself The intention of the concept design is to inform discussion with the DCC regarding the access arrangement.	Yes
New Development Mapped Areas provisions		
Policy 2.2.2.X Encourage improvements to the environmental performance of new housing by: a. use of policies and assessment rules for subdivision, including in new development mapped areas, that encourage subdivisions to be designed to maximise the potential for passive solar design in housing; b. encouraging new medium density housing in parts of the city that have old housing stock that is not protected for its heritage values; c. rules that require outdoor living space to be on the sunny side of buildings, and requiring principal living areas to connect to the outdoor living space; and d. rules that restrict height in relation to boundary to facilitate access to sunlight in outdoor areas.	The s42A report notes the site slopes to the north, providing a sunny site. There are no heritage buildings on the site. Limbs (c) and (d) will be assessed and can be complied with at subdivision stage.	Yes
Policy 2.3.3.1 Support activity, sport and recreation, and essential community facilities in Dunedin through: ... X. policies and assessment rules for subdivision in a new development mapped area that require consideration of the need for formal and/or informal space for recreation, sporting, social and cultural activities, and community facilities.	The Vivian+Espie report, at 6, noted numerous roads and trails run across the peninsula providing public access and recreational opportunities to much of the headland. The SNL on the upper slopes will be planted in locally sourced native plant species and include appropriately designed tracks, tables and picnic areas for each resident within the development to enjoy for recreation and wellbeing.	Yes

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. Policy 2.6.1.2 Encourage more residential housing suitable for our ageing population and growing number of one and two person households, through: a. zoning of areas that provide for medium density housing to enable transition to lower maintenance housing in existing neighbourhoods ('ageing in place'); b. rules that enable family flats and ancillary residential units, other than in General Residential 2 and Inner City Residential zones; and X. rules that enable two residential units in the form of a duplex in the General Residential 1 and Township and Settlement zones except within a no DCC reticulated wastewater mapped area.	The s42A report notes a feasible development capacity of 5–8 dwellings which aligns with the direction of Policy 2.6.1.1 The Vivian+Espie report, at 2, notes the proposal is for a 12 Lot subdivision that will comprise nine residential allotments ranging in size from 545m2 to 935m2, two shared access lots and one balance lot. The site is a greenfield development but remains arguable as to whether the zoning provides for medium density housing. But it is noted that in the introduction to Chapter 12 of the 2GP it explains that the NDMA mapping is for development of larger areas of 'greenfield'. The landscape assessment, at 32, comments the scale, density and location of the proposed subdivision and building platforms are consistent with the overall settlement pattern of the Otago Peninsula which is consistent with the intent of Policy 2.6.1.1.	Yes
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	The V+E landscape assessment states the site itself is a large sloping lot that rises from a belt of residential development adjacent to Portobello Road (to the north) up to open rural land adjacent to Highcliff Road (to the south). (LA at 8) As part of the land capability assessment of Variation 2, Council identified the site as being suitable for further intensification. (Submission of GTJM property for Var 2). NDMA mapping according to the introduction to ch12 of the 2GP is for development of larger areas of 'greenfield'. This would suggest that the rezoning would be able to provide a sufficient amount of housing capacity.	The applicant will require agreement with the infrastructure providers or capitalise the infrastructure upgrades. Assuming the applicant will pay for the upgrade, then the proposal is consistent with the policy.

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). 3. Achieving this includes generally avoiding areas that are highly productive land or may create conflict with rural water resource requirements; iii. 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; 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; v. 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; vi. 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); vii. the elements of the environment that contribute to residents' and visitors' aesthetic	We require agreement between infrastructure providers for three waters and for roading on the method, timing, and funding of necessary public infrastructure provision to be consistent with b. Area is suitable for residential development serving 2.6.2.1(c) given that: The topography of the site is gently sloping land (Fluent at 5.1 and the evidence of Mr Molloy confirms development is feasible. The proposal will introduce nine new residential lots to the lower part of the site, which is bordered by established residential development. The proposed lots follow a similar contour to residential development in the vicinity of the site and will not extend up the slope above existing residential activities along the peninsula. The residential nature and the lot sizes of the proposed residential lots are akin to the surrounding residential development. The s42A report states the site is distant from a commercial centre (4km); however, there is a bus route adjacent to the site and access to cycleway The site is located close to South Dunedin and Macandrew Bay centres Character and visual amenity: the character, visual amenity and values of the SNL and the rural environment will be protected and maintained through retention of open paddock land and revegetation of gullies to tie in with the wider landscape and create continued visual cohesion with the wider peninsula. (V+E at 36.)	

	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); viii. 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); ix. public infrastructure networks operate efficiently and effectively and have the least possible long term cost burden on the public (Objective 2.7.1); x. the multi-modal land transport network, including connections between land air and sea transport networks, operates safely and efficiently (Objective 2.7.2); and xi. 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).	The values of the SNL are to be enhanced and protected through restrictions on building, revegetation, and long-term management of the open pastoral land (V+E at 35). No issues for biodiversity – revegetation taking place and biodiversity will be enhanced. New proposal avoids the SNL overlay entirely. Ensuring the values of the SNL are preserved. Proposal gives more opportunity for people to enjoy the dramatic coastal landforms of the Otago Peninsula. Proposal is in line with the elements of environment that contribute to residents' and visitors' aesthetic appreciation for and enjoyment of the city being protected and enhanced. These include: the compact and accessible form of development in Dunedin, given that the proposal is an extension of an area that is already Township and Settlement. This serves(vi)(6). There is capacity in the main to service the water demand for the development. (4.4 of Fluent). The need for upgrades to the wastewater network, both within the rezoning area and to the downstream network are noted in the s 42A, as is GTJM opposition to the imposition of any conditions requiring the developer to undertake network infrastructure upgrades. 3 waters has also advised that stormwater management will be required as per the rules covering NDMA. 3 waters has also advised that a new water supply connection would be necessary for the proposed development, and existing	
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	and informal connections would not be used to service the proposed site. This means that at the least GTJM would be required to service the new water supply connection. This would be consistent with viii. The s42A report also sought the retention of the NDMA on the basis the stormwater matters were unresolved. Fluent confirms stormwater can be comfortably addressed. The s 42A considered it necessary, before a decision could be made to rezone the land, for the developer to provide further design details to demonstrate what outcomes are actually achievable in respect of the upgrade of Weller Street. The type of information required is from outlined in the response from DCC Transport. The developer has provided these details in a way that serves (d)ix.	
Policy 2.6.2.AA Ensure that any plan change that proposes a new residential zoning area (in accordance with Policy 2.6.2.1) or a new rural residential zoning area (in accordance with policies 2.6.1.4 to 2.6.1.5) best achieves the objectives of this Plan by application of any necessary overlay zones or mapped areas (including structure plan mapped areas and/or new development mapped areas) and related provisions as part of the plan change, including where necessary to: - manage risks or effects (for example relating to natural hazards or network utilities); - manage constraints within or beyond the area (for example relating to reverse sensitivity); or - protect values (for example relating to coastal character, landscape, or biodiversity).	The use of the NDMA is promoted to be consistent with this Policy. However, NDMA is there to manage risks or effects. If the decisionmaker is happy with new proposals around network utilities then there is no reason to require an NDMA, i.e. it is not necessary and imposition of the overlay is not required in order to implement this policy. No issues with (b) or (c) and natural hazard risks were not important in s42A and are deemed acceptable in the TerraMDC assessment.	Evidence demonstrates that risks and effects are minor, the policy regime that will apply if the NDMA is not applied provides adequate scope for the detailed design work to be required as part of the consent process. The Fluent report considers stormwater can be addressed on-site. As stormwater was the catalyst for the NDMA overlay, it is

		my opinion the policy and NDMA overlay are of little benefit and imposing it runs contrary to the other policy direction regarding provision of housing capacity.
Objective 2.7.1 Efficient Public Infrastructure <u>Public infrastructure</u> networks operate efficiently and effectively and have the least possible long term cost burden on the public.	This objective is achieved should the applicant fund the additional public infrastructure. The S42A notes that if evidence can be provided to demonstrate that the required upgrades to Wellers Street are feasible, the [sic] I could recommend rezoning occur. It is unclear whether the s42A author is implying that the applicant may not be required to pay for infrastructure upgrades. This can be addressed at the time of seeking resource consent assuming the rezoning is successful.	Yes
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.	The s42A reports suggests upgrades required to wastewater, stormwater, water supply and roading is funded should there be no capacity or planned public upgrades. At subdivision and land-use consent phase rules around site coverage will apply.	The proposal is consistent with this policy if the applicant funds the infrastructure upgrades if they are required.

Policy 2.7.1.2 Ensure areas of new urban development provide for public infrastructure networks that represent the least possible long term cost to the public through: ... c. consideration of, as part of a proposal to rezone new urban land, the long-term costs to the DCC of any new infrastructure, including up-front capital costs to the DCC; the extent of debt required to be taken on by the DCC including the costs of the debt; and the on-going maintenance and renewals costs of new public infrastructure; Z. policies and assessment rules for new development mapped areas that encourage efficient use of land as a way to maximise the cost effectiveness of public infrastructure delivery; and ...	Proposed upgrades works will be funded by landowner so capital costs not an issue. Rezoning is consistent if the development provides for public infrastructure networks that represent least possible long-term cost. The proposal will require upgrades to the water and wastewater network, and stormwater management will be addressed onsite. Evidence of Ms Ryan indicates that ongoing maintenance of upgraded road will be low and likely less than the existing poorly formed and maintained section of Weller Street.	The development complies with this policy.
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APPENDIX 2 - 2GP Public Health & Safety Objectives and Policies

Policy 9.2.1.BB <u>Require subdivision, multi-unit development or supported living facilities in specified new development mapped areas to provide or connect to a communal wastewater detention system that ensures that all wastewater from the future development of the entire new development mapped area does not exceed the capacity of the wastewater public infrastructure network</u>	The site is not a specified NDMA in terms of 9.6.2.Y but there is an appendix with a list of NDMAs which could catch the development. Under this scenario it will require connection to a communal wastewater detention system that ensures that all wastewater does not exceed the capacity of the network. This is relevant given that the s42A noted this issue in suggesting that the wastewater infrastructure required upgrades. The Fluent Solutions report addresses this issue with its proposed wastewater system design, as a result of this advice it is considered that this policy is not directly relevant or if it were that the proposal would be consistent. .	N/A or Yes
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9.2.1.Y Only allow subdivision activities, multi-unit development, supported living facilities or development that contravenes Rule 9.3.7.AA in a new development mapped area where: a. an integrated stormwater management plan that is designed for the whole NDMA has been prepared, and stormwater management system(s) for all parts of the NDMA that are hydrologically connected to the area proposed for subdivision will ensure there is no increase in the peak stormwater discharge rate from the NDMA into the stormwater public infrastructure, or into a private stormwater system (at any point) between pre-development and post-development; or b. where this is not practicable, any adverse effects from an increase in discharge on the stormwater system are no more than minor.	This policy does not apply assuming the development connects to a dedicated stormwater management system that meets requirements of 9.9.X. In NDMA's, subdivision activities must include a proposed integrated stormwater management plan prepared in accordance with clauses 4 to 6 of 9.9.X. Outside an NDMA applications for subdivision consent must provide details of how stormwater will be managed in accordance with 9.9.X.7. Based on the Fluent assessment I consider stormwater is appropriately addressed and therefore there is no benefit in retaining the NDMA overlay. If not a stormwater management system meeting requirements of Policy 9.9.X, then a subdivision requires an integrated stormwater management plan prepared or where this is not practicable... any adverse effects from an increase in discharge on the system are no more than minor.	If the NDMA is retained, the development complies with the policy with an approved stormwater management plan, or no more than minor effects.
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9.3.7.AA Stormwater for development a. In a new development mapped area, all development activities that create an impermeable surface and new roads or additions or alterations to existing roads must: i. connect to a stormwater management system that services the new development mapped area and meets the requirements set out in Rule 9.9.X; except: 1. prior to the stormwater management system being installed, any development that creates less than 60m² of impermeable surface; and 2. any development activities that create an impermeable surface on lots of less than 1000m² that were created by a subdivision consent approved prior to 31 May 2022, are exempt from this standard. b. Activities that contravene this performance standard are restricted discretionary activities.	The same matters apply as with Policy 9.2.1.Y.	The same matters apply as with Policy 9.2.1.Y.
9.5.3 Assessment of performance standard contraventions Performance standard Z. In a new development mapped area: • Service connections - stormwater for development (Rule 9.3.7.AA) Matters of discretion a. Effectiveness and efficiency of stormwater management and effects of stormwater from future development Guidance on assessment of resource consent <i>Relevant objectives and policies:</i> i. Objective 9.2.1 ii. Development in a new development mapped area that creates impermeable surfaces is connected to the stormwater management system that meets Policy 9.2.1.Y (Policy 9.2.1.X). iii. Only allow subdivision in a new development mapped area where any new public or private 3-waters infrastructure is designed to connect to, and provide capacity for, future urban development on adjoining or nearby sites that are zoned for urban development, where necessary (Policy 9.2.1.AA). <i>General assessment guidance:</i> iv. Council will consider how stormwater will be managed and may require an integrated stormwater management plan to be submitted with the application (see Special Information Requirement - Rule 9.9.X). <i>Conditions that may be imposed include:</i> v. A requirement for easements, covenants, consent notices, or bonds to ensure future development will be in accordance with an integrated stormwater management plan.	The development will be consistent with this policy if private infrastructure designed to connect to infrastructure with an approved stormwater management plan. A kerbside grated inlet sumps will collect stormwater from the road area to provide primary treatment of any stormwater runoff from the roads. The sumps will then drain to a stormwater trunk pipeline and discharge to the Otago Harbour via an outfall pipeline as shown on the drawings presented in the Appendices of Fluent report (Fluent at 5.2)	Yes

vi. A requirement for stormwater management, such as the installation of detention devices, in accordance with the approved integrated stormwater management plan.		
9.9.X Stormwater management 1. In a new development mapped area, applications for the following activities must include a proposed integrated stormwater management plan prepared in accordance with clauses 4 to 6 of this rule, unless an earlier approved land use or subdivision consent includes such a plan, prepared in accordance with this rule: i. subdivision; ii. multi-unit development; iii. supported living facilities; or iv. development that contravenes Rule 9.3.7.AA (service connections - stormwater management for development). 2. Where an integrated stormwater management plan has already been provided in accordance with this rule as part of an earlier approved consent, but did not include design details for stormwater management systems for any part of the new development mapped area that the current proposal is in, applications for the activities set out in clauses 1 (a) to (d) must provide those details in accordance with clauses 5 to 6 of this rule in a way that is consistent with the integrated stormwater management plan approved as part of the earlier consent 3. Outside a new development mapped area, applications for consent that include the following activities must provide details of how stormwater will be managed in accordance with clause 7 of this rule: i. subdivision that may lead to new residential development; ii. development that contravenes the impermeable surfaces performance standard; iii. multi-unit development; or iv. supported living facilities. 4. Integrated stormwater management plans required for new development mapped areas must:	The proposal would be compliant if an approved integrated stormwater management plan was provided. If the NDMA overlay was removed from GF14, then any application would need to provide details of how stormwater would be managed in accordance with clause 7.	This will be met with an approved stormwater management plan. The stormwater management plan will be less onerous without overlay. If NDMA is retained the development would need to meet 9.2.1.Y and explain how system will be installed and work etc. It is my opinion the Fluent Solutions report provides sufficient certainty to justify the removal of the NDMA overlay. Whilst the Fluent report was not assessed as part of the s42A assessment, the report referenced the need to retain the NDMA on the basis that stormwater issues were not clarified. In my

i. address the whole NDMA and demonstrate how Policy 9.2.1.Y will be achieved; ii. provide details in accordance with clause 5 of this rule of all stormwater management systems for the hydrologically connected parts of the new development mapped area in which the proposal is located and details of how those systems will be installed in full or in planned stages prior to development; iii. ensure that stormwater will be managed for both the current climatic conditions and climatic conditions based on climate change projections; iv. ensure that: 1. there is no increase in the peak stormwater discharge rate from the new development mapped area into the stormwater public infrastructure, or into a private, Otago Regional Council, or natural/informal stormwater system (at any point) between pre-development and post-development, based on the assessment required in clause i; or 2. where this is not practicable, any adverse effects from an increase in discharge on the stormwater system are no more than minor; 3. For the sake of clarity, the integrated stormwater management plan does not need to avoid volume increases; a. include stormwater detention infrastructure that is designed to temporarily store and release flows from a generated 1% AEP rainfall event, such that peak pre-development flows are not exceeded in the post-development condition; b. demonstrate that secondary flows at the development's upstream and downstream boundaries are not changed or adversely affected; c. include the use of low-impact (or water-sensitive) design features, which may include features such as: 1. grassed/landscaped swales and other vegetation areas; 2. infiltration trenches/bio-retention systems; 3. storage ponds/wetlands/sediment ponds; 4. rainwater tanks, harvesting and reuse; 5. rain gardens, rooftop greening and planting, and porous surface treatments; and 6. consideration of the existing natural		view, the NDMA should be removed from GF14 and as a consequence the policies relating to the overlay are not relevant.
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	topography and the natural course of water flow (overland flow paths) through the design of the subdivision; d. consider whether stormwater management areas can be integrated into reserves and recreation spaces; and e. include an assessment of the difference between pre-development peak flows and post-development peak flows (with and without mitigation) over a range of event durations, taking into account the maximum impermeable surfaces permitted in the district plan zone for the mapped area (and including any other development restrictions resulting from any other rules in the district plan or legal instruments registered on the title(s) for the mapped area). This assessment must meet the following criteria: 1. the assessment of pre-development and post-development flows and detention volumes must be based on the 10% and the 1% annual exceedance probability (AEP) rainfall events, covering durations from the mapped area's own critical duration to the critical duration of the catchment upstream of the point of discharge (unless agreed otherwise with the DCC, for example where direct discharge to the coastal environment is feasible). For the purposes of this requirement, 'critical duration' means the duration of rainfall event likely to cause the highest peak flows or water levels; 2. the assessment must take account of climate change, using the climate adjustment rainfall sourced from HIRDS version 4 using RCP 8.5 2081-2100 values (or an alternative source approved by DCC); and 3. the assessment must include a risk based assessment to determine to what extent measures	
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	(if any) are needed to manage flows downstream of the land.		
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APPENDIX 3 – 2GP Township & Settlement Objectives and Policies

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;	This is achieved as the SNL is not part of the rezoning or development area.
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 (Stormwater for development in NDMA)	Yes

	Areas of buildings and structures (SNL zone) 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	
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APPENDIX 4 - 2GP Section 12 New Urban Land Provisions Objectives & Policies

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); f. Indigenous biodiversity (Obj 2.2.3); g. Environmental performance and energy resilience (Objective 2.2.2); h. Form and structure of the environment (Objective 2.4.1); i. A compact and accessible city (Objective 2.2.4); j. Efficient public infrastructure (Objective 2.7.1); k. Land, facilities and infrastructure that are important for economic productivity and social well-being (Objective 2.3.1); and l. Heritage (Objective 2.4.2).	The site location is consistent with a compact and accessible city by being a logical extension of the town and settlement and within the high traffic route between Macandrew Bay and South Dunedin. Northerly aspect enables homes with good solar gain. Zone has amended so it is not inconsistent with SNL overlay avoiding any impact on identified values of the SNL.	Consistent if the applicant pays for infrastructure upgrades. Concept design for road and preliminary design demonstrate consistent with (f)
Policy 12.2.X.1 Only allow subdivision in a new development mapped area where it will provide or otherwise ensure good access to outdoor recreation opportunities (including playgrounds) and, where possible, opportunities for off-road cycling and walking tracks within and between different residential developments and connecting to community facilities and services.	If the NDMA is retained, numerous roads and trails run across the peninsula providing public access and recreational opportunities to much of the headland. (Landscape Assessment)	Yes
Policy 12.2.X.2 Only allow subdivision in a new development mapped area where the subdivision is designed to ensure any future land use and development will protect, and where necessary restore, any water bodies, areas of important indigenous vegetation or habitats of indigenous fauna, or other areas with important natural environment values.	If the NDMA is retained, the location of the proposed subdivision is on the lower part of the site, that is outside the SNL and is adjacent to existing residential development on neighbouring properties. (V+E at 18).	Yes
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.	"The site slopes to the north, 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.	The existing structures and amenity planting on adjacent properties will provide significant screening (V+E at 28). For views from nearer the peninsula, the site will be somewhat screened by topography, existing dwellings and amenity planting (V+E at 30).	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.	Land provides feasible capacity of 5-8 dwellings (s42A) and the applicant proposes to make efficient	Yes

	use of that land capacity for subdivision.	
Policy 12.2.X.6 Only allow subdivision in a new development mapped area where the subdivision design will enable any new or upgraded electricity or telecommunications network utilities necessary to service the anticipated future development to be efficiently and effectively provided by network utility operators	No issues raised in s42A.	Yes
Policy 12.2.X.7 Only allow subdivision in a new development mapped area where the subdivision design (including any associated off-site access and infrastructure) maintains or enhances any significant heritage values.	No significant heritage values	Yes

APPENDIX 5 – 2GP Section 6 Transportation Objectives and Policies

Transportation		
Objective 6.2.1 Transportation infrastructure is designed and located to ensure the safety and efficiency of the transport network for all <u>travel modes</u> while: a. minimising, as far as practicable, any adverse effects on the amenity and character of the zone; and b. meeting the relevant objectives and policies for any overlay zone, scheduled <u>site</u>, or mapped area in which it is located.	GHD Concept and preliminary road designs serve 6.2.1 and 6.2.1.3 by providing safe and efficient roading. Adverse effects are minimised and will aide a safer entry and exit manoeuvre from Weller Street onto Portobello Road (Concept design note)	Yes
Policy 6.2.1.3 Only allow new roads or additions or alterations to existing roads where: a. the road is designed to provide for the needs of all users and to integrate with surrounding land uses as appropriate for the surrounding environment and road classification hierarchy mapped area; and b. the location and design of the road: i. minimises, as far as practicable, adverse effects on surrounding residential or other sensitive activities, including severance effects, changes to drainage patterns, and vibration, noise, glare and fumes from vehicle movements; and ii. maintains or enhances the safety and efficiency of the overall transport network.	There is sufficient space at the intersection for a single car to wait out of the way of the Portobello Road traffic lane and to allow traffic to exit off Weller Street (an improvement of the existing situation). (concept design note) The outcomes of the intersection layout achieve a single point entry and exit configuration off Portobello Road and eliminates the confusing dual existing configuration. This improved layout will aide a safer entry and exit manoeuvre from Weller Street onto Portobello Road. Adverse effects are minimised.	Yes
Objective 6.2.2 Land use activities are accessible by a range of travel modes.	Numerous roads and trails run across the peninsula providing public access and recreational opportunities to much of the headland. (V+E at 6)	Yes
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.	Concept design note and preliminary design demonstrate that proposal improves road safety and efficiency.	Yes

Policy 6.2.3.3 Require land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network.	this improved layout will aide a safer entry and exit manoeuvre from Weller Street onto Portobello Road. (Concept design at 4) See technical memorandum at 1, where it says the ITA recommendation to accommodate manoeuvring has been achieved.	Yes
Policy 6.2.3.9	Concept design and note explain that road safety outcomes will be improved by road widening and access improvement.	Yes
6.2.3.12 Only allow subdivision activities where roads, private ways and pedestrian and cycling connections are appropriate to the scale and location of the subdivision and are designed to: a. provide for the safe and efficient movement of vehicles, pedestrians and cyclists within the subdivision; b. provide connections to surrounding areas and the wider transport network, particularly for buses, pedestrians, and cyclists, in a way that maximises opportunities for active mode and public transport connections to existing or planned: i. centres, public open spaces, schools, cycleways, walkways, public transport stops, and community facilities in the surrounding environment; and ii. neighbouring urban land, including by providing appropriate connections to undeveloped land, whether zoned for future urban use or not, unless that land is inappropriate for urban development, based on the presence of overlay zones or mapped areas protecting significant values or indicating significant site constraints such as natural hazards; and c. use materials that provide good urban design outcomes and, where infrastructure is to be vested in Council, provide good value with respect to on-going costs to ratepayers for maintenance.	See above. Road upgrades. Numerous roads and trails run across the peninsula providing public access and recreational opportunities to much of the headland. (LA at 6) there is a bus route adjacent to the site (s 42 at 156)	Yes
Policy 6.2.3.Y Require subdivision activities to provide for new roads where: a. any proposed vehicle accessway will service more than 12 residential sites, or a development with an equivalent amount of vehicle trip demand, unless the location or design of the subdivision makes this inappropriate; b. it is necessary to provide connectivity to potential future urban growth areas in the surrounding environment; or	Fewer than 12 sites in this development	Yes

it is otherwise necessary to support the safe and efficient operation of the transport network.		
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