



4 August 2022

The Variation 2 Officer
Dunedin City Council
PO Box 5045
Dunedin

**RESPONSE TO VARIATION 2 s42A REPORT
PART OF RS 14 (55 McMEAKIN ROAD)
SUBMITTER: ALAN GEEVES, DAVID GEEVES AND NICOLA ALGIE**

Attached:

- Structure Plan – Broad RS 14 Area
- Structure Plan – McMeakin Road Area
- Abbots Hill Road Upgrade Plan

Please find below, the submitter's response to the s42A recommendations that relate to this greenfields site.

Background

RS 14 covers a large area of land, spanning properties at Lambert Street, North Taieri Road and McMeakin Road. This report relates to a portion of RS 14, being principally the land located at 55 McMeakin Road (owned by Alan Geeves, David Geeves and Nicola Algie), but also extending across the adjoining properties at 25 and 45 McMeakin Road.

The submission property at 55 McMeakin Road is 15.16ha in area. It is presently part of the Hill Slopes Rural zone. The site contains a single dwelling, several associated buildings, and various pasture paddocks. Abbots Creek passes across the property near the land's south-eastern boundary with McMeakin Road.

A number of residential developments have been successfully undertaken in the surrounding environment, and we are aware of several other developments nearby that are moving through their various consent and design processes. It appears that demand will remain strong for new sites located in this part of the City. The submitter considers that the development of this site is a logical extension of the existing urban environment.

Rezoning Options

RS 14 is an interesting site as it spans several different properties and various types of land-use and topographical character regions.

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The submitter has prepared two Structure Plans for consideration. The first of these considers a broad region of new GR1 zone which spans the three properties at 25, 45 and 55 McMeakin Road, while the second plan considers a smaller extent of GR1 rezoning, that deals with all of 25 McMeakin Road and a portion of the property at 55 McMeakin Road.

In the broader region Structure plan, the total area of 55 McMeakin Road is proposed to be rezoned into the GR1 zone. In the smaller extents Structure Plan, only a portion of the property, measuring 0.75ha in area, will be rezoned into the GR1 zone (the remainder of the property under this rezoning option will remain in the Hill Slopes Rural zone).

There are constraints and merits associated with each rezoning option. The purpose of providing two Structure Plans is to enable Council to approach the evaluation of the land in RS 14 in a flexible manner, so that distinct portions of the RS 14 land can be rezoned where appropriate (but not necessarily all of the RS area).

The broad region Structure Plan proposes the rezoning of an area of 29.30ha, with a realistic development yield being 327 sites.

The smaller extent Structure Plan proposes the rezoning of an area of 3.41ha, with a realistic development yield being 35 sites.

Transportation Matters

We have reviewed the s42a comments provided by DCC Transport. These comments are clearly made with the whole of RS 14 in mind, the result of which if fully rezoned would be an increase in the potential number of dwellings within the local community of 967.

However, the two Structure Plans presented in this evidence provide 327 sites for the larger rezoning area and 35 sites for the smaller rezoning area. Both of these yields are significantly less than the s42a transport assessment anticipates.

The central concern by DCC transport is that the existing transportation network is unlikely to be able to satisfactorily accommodate the additional traffic that would be generated from a large number of additional houses in the area. The proposed rezoning of the broader region, which will produce an expected 327 sites, is considered likely to contribute a reasonably large proportion of additional traffic, and on this basis the concerns raised may indeed apply. The smaller extent rezoning area, which will produce only 35 expected sites, is much less likely to result in significant adverse effects to the local transportation network. Under the smaller extent scenario, it is the submitter's view that any adverse effects on the road network can be mitigated, through relatively modest infrastructure upgrades, to the point that these become no more than minor.

Under either rezoning option, it is anticipated that some level of road upgrade will be required to support the new residential zone.

For the broader region rezoning, it is anticipated that a significant level of road upgrade will be required. This will be achieved through the construction of a new section of road as an

extension to Abbots Hill Road, which will provide a second transportation connection into the Abbotsford community. The attached Abbots Hill Road Upgrade Plan shows how Abbots Hill Road could be upgraded in a way that is contained within the existing road corridor and to a suitable standard (including a 6.0m wide carriageway and space for a 2.0m wide footpath). This work involves construction of approximately 1,120m of road. At an estimated construction cost of \$1,700 per m, the cost of this work is expected to be around \$1.9m. While this cost is significant, when spread across the anticipated yield of 327 sites, this cost equates to a proportional share at around \$5,800 per site. This is certainly a feasible from a development costing perspective.

It is relevant to note that should a new road connection be made within the Abbots Hill Road corridor, linking the Abbotsford and Brockville communities, this will achieve a reasonably significant community benefit. Council's Transport department has raised a concern around the single access route into Abbotsford, which is not ideal even for the existing local community. A second access route would provide benefits in terms of spreading network loads, improving the network efficiency, and enhancing emergency access/egress facilities. These improvements will advantage the broad Abbotsford community, and therefore provide positive effects that are beyond just the mitigation required to support the proposed rezoning areas.

For the smaller rezoning area, it may still be feasible to construct the new section of Abbots Hill Road (this would equate to a proportional share at around \$55,000 per site when spread across the anticipated 35 sites), however the feasibility of this will become somewhat more challenging. More likely, it will not be efficient to upgrade Abbots Hill Road for only a modest number of additional sites, and instead, the development might be better to focus on improving the standard of McMeakin Road to achieve a fully sealed carriageway and a footpath, between North Taieri Road and the furthest extent of the rezoning land (I note that this work would also be required as part of the broader rezoning works).

Overall, we consider that there will need to be specific road upgrades under either rezoning option, in order to ensure that the impact of the new residential areas on the existing transportation network will be no more than minor. Furthermore, the cost of these upgrades is anticipated to be feasible within the respective development budgets.

Landscape Matters

We have reviewed the landscape comments in the s42a report.

The broader rezoning site proposes new housing on the lower hillslopes above Abbotsford. This land is contained within 45 McMeakin Road (and surrounds). Landscape issues on this land are addressed within the submission by Wendy Campbell, and these will be discussed as part of the hearing presentation for Ms Campbell.

The smaller rezoning area proposes new housing on the relatively flat land along the north-western side of McMeakin Road. The new urban area will generally be in the floor of the valley, confined between the McMeakin Road corridor and the lower lying Abbots Creek feature. Accordingly, new houses in this region are likely to have floor levels that are located

below the level of the road, which will reduce the potential for the built environment to dominate the landscape. The background hillslopes will remain a clearly visible natural feature from the majority of public viewpoints around Abbotsford.

This view appears to be supported in the s42a report. In the report, Council's Landscape Architect states that 'Areas more favourable for residential development, with fewer potential effects on rural and visual amenity values, are the flatter parts of proposed Area 11 in the structure plan that supports S228.003, nearest 25 McMeakin Road. This area will not be as prominent from Abbotsford valley and will conform to the existing pattern of residential development on the flatter parts of the valley floor'.

Due to the recessed elevation of the land illustrated in the smaller extent Structure Plan, and the relatively modest number of sites that will be generated from this area, the submitter considers that any adverse effects on landscape values as a result of the proposed rezoning being approved will be no more than minor.

3-Waters Matters

Based on the assumption that 967 dwellings are to be built within RS 14, the s42a report indicates that significant (but manageable issues) exist in relation to each of the 3-waters elements. The report indicates that there is some existing capacity in the network, presumably meaning that a moderate number of new dwellings could be established and served by extensions to the existing infrastructure.

Water Supply

Water supply is available from the existing 200mm dia trunk main that extends across the land at 45 McMeakin Road, moving from the existing DCC water tank that is marked on the broader region Structure Plan through to Freeman Close. Additionally, the owner of the land at 25 McMeakin Road has secured the ability for a new 150mm dia watermain to be extended into the rezoning land at 25 McMeakin Road from North Taieri Road, through the property at 113 North Taieri Road. Provided that the land at 55 McMeakin Road is not rezoned in isolation from the land 25 McMeakin Road, the servicing of the land for water supply and fire-fighting appears to be relatively straight-forward.

For the broader rezoning area, there may also be a need to provide additional water storage volume at the DCC tank. This is considered feasible to achieve as part of the future development.

Wastewater Disposal

There is a 150mm foul sewer located at the end of North Taieri Road that is expected to be able to service much of the rezoning land (potentially with some upgrading being implemented). Additionally, the owner of the land at 25 McMeakin Road has secured the ability for a new 150mm dia foul sewer to be extended into the rezoning land at 25 McMeakin Road from North Taieri Road, through the property at 113 North Taieri Road.

The existing foul drainage network relies on a pumping station that is located near the end of North Taieri Road. The s42a report notes that this may not have the capacity for many additional sites. It is anticipated that this is likely to be able to be upgraded as part of the future development, if this work is necessary to ensure that the additional waste flows from the rezoning land does not overload the reticulation system. The installation of higher-capacity pumps, supplementary storage, or even the installation of an additional pump station that is designed to work in a compatible manner with the existing station, are all options that we believe are feasible to achieve.

Stormwater Management

The rezoning land contains the Abbotts Creek watercourse. The ORC flood hazard maps show a corridor of flood risk alongside the Abbotts Creek alignment. The downstream environment is understood to be sensitive to receiving stormwater flows.

It is anticipated that the stormwater design for any development within this land (regardless of the final rezoning area selected) will be required to not exceed pre-development peak stormwater flows. This will almost certainly result in the need for the design and implementation of on-site detention facilities, which could occur either by way of individual on-site tanks or by way of a communal stormwater detention pond.

We cannot see any reason as to why a development of the land in this region could not comply with a requirement to ensure that existing pre-development peak flows are not exceeded.

Hazards Matters

Geotechnical Hazards

A geotechnical assessment has been produced by Wendy Campbell in respect of the land at 45 McMeakin Road. The regions of different geotechnical concerns are marked on the attached broad region Structure Plan. The geotechnical investigation does not extend across the properties at 25 and 55 McMeakin Road, however the submitter has inferred that these areas are sound from a ground stability perspective, due to i) the flat nature of the land in these regions, ii) the favourable finding of the geotechnical report where it evaluates land that adjoins these regions.

The submitter understands that it is likely Council will require further, more focused, geotechnical investigations to be completed as part of the future resource consent application processes. This is an entirely reasonable position.

Flood Hazard

The ORC flood hazard map indicates the potential for flooding along the edge of the Abbotts Creek watercourse alignment that passes through the property. This flood hazard corridor covers only a relatively small portion of the site, and we have made allowance for this in the proposed 'amenity reserve' areas that are marked on the Structure Plans provided. Some of

the land that extends into the ORC flood hazard area is likely to be able to be modified to remove the hazard (most likely by raising this land slightly). It would be reasonable for Council to expect that the flood hazard is comprehensively investigated as part of the future resource consent application.

The site is also subject to potential flooding as marked on the Mount Grand dam break publication. The extent of this potential flooding roughly coincides with the ORC flood risk corridor. The proposed 'amenity reserve' area has been drawn to follow the extents of the more significant dam break flood waters. We are not certain as to the likelihood of a dam break occurring. There may be methods available to mitigate this risk (e.g. raising the ground level of the land in certain places). This is another matter that will need to be more comprehensively investigated during the resource consent process for future development within the rezoning land.

Structure Plan

Please see the Structure Plans that are attached to this evidence.

Planning Matters

Overall, we consider that there is scope for either of the rezoning options described by the two attached Structure Plans to be approved, although the broader rezoning option will be influenced by the landscape evidence that is contained in the submission by Wendy Campbell.

It is considered that transport infrastructure can be upgraded in a manner that mitigates any adverse effect that might arise in this regard. For the broader rezoning, this will include construction of a road connection along Abbotts Hill Road to achieve a second neighbourhood access route. This in itself will provide a significant community benefit.

Regarding 3-waters infrastructure, again we consider that it is entirely feasible for a future development, whether it is the 327 sites proposed under the broader rezoning or the 35 sites proposed under the smaller rezoning, to be able to upgrade the City's water supply and foul sewer reticulation networks to mitigate any adverse effects that might otherwise arise from implementation of the new housing areas. Stormwater will need to be managed to ensure that pre-development peak flows are not exceeded. This is able to be achieved.

The geotechnical investigation carried out by Wendy Campbell suggests that there are regions of the land which can be developed. The Structure Plans have been prepared in a manner that is compatible with the findings of the geotechnical report. Further investigation in respect to geotechnical issues is expected to be required by Council at the time of a future resource consent application.

There are portions of the land that are susceptible to flooding, either from natural rainfall events or from a dam break event at Mount Grand. These areas are able to be either isolated from development and turned into reserve areas as indicated on the Structure Plans or potentially remediated in such a way as to have the hazard risk removed (or a bit of

both). Further investigation in respect to flooding issues is expected to be required by Council at the time of a future resource consent application.

Overall, there are parts of the land within RS 14 that are able to accommodate new areas of residential activity while ensuring that adverse environmental effects do not exceed an acceptable level. It is our view that these areas coincide with the land described in the broad region Structure Plan. However, should consideration of landscape issues detract from the broader rezoning area, the submitter would still maintain that the region of land described in the smaller extent Structure Plan is suitable for residential use in isolation of the grander picture.

Yours faithfully

PATERSON PITTS GROUP

A handwritten signature in blue ink, appearing to read 'Kurt Bowen', with a stylized loop and a long horizontal stroke.

Kurt Bowen

Registered Professional Surveyor