

Presentation to the hearing on RS14 on 2 Aug 2022

Submitter: Roger Bailey on behalf of "The Bailey Family Trust"

This presentation relates specifically the submissions regarding re-zoning of the sites at the northern end of North Taieri Road by Wendy Campbell and more specifically Steve Ross.

1. I have previously made submissions regarding these proposals, including a "further submission" in relation to both, on 17 June
2. I have no new information to add to my earlier submissions, but I do wish to take this opportunity to expand on some of the detail within these submissions.
3. I have read the section 42A report dated 15 July 2022 and am pleased to note the overall recommendation from the Council is that they **".... do not consider that the rezoning to residential is appropriate and recommend that RS14 remained zoned as Rural"**.

I feel like my views and those of many of the other submitters have been heard and consider that the Councils stated recommendation is correct and appropriate.

4. I support the Council's frequently stated view that many of the submissions lacked sufficient details for anyone to fully understand the potential impact of this rezoning. (As an example, as noted in the section 42A report... **"Overall, based on both the potential level of development and the lack of transport assessment provided by the submitters, DCC Transport is unable to support the proposed rezoning"**

5. An example of this is the direct impact on our property at 38 Lambert St. We purchased this property around 20 years ago as it was set back off the road, bordered on rural land and offered the sort of Rural character and Landscape we were seeking and still enjoy. The proposal by Steve Ross provides NO details of the required roading and walking infrastructure required to access his site. However, it seems likely that the only viable access point to what could be as many as 73 properties (was initially 114), is via the narrow right of way that currently services our property. As can be seen in the photo, this single lane gravel ROW is only about 4.6m wide in places and is clearly not suitable for servicing an additional 73 properties. I have real concerns about what may be intended should the rezoning be approved, but strongly believe this should be fully addressed and understood by all affected parties BEFORE considering any rezoning.



6. It should be noted that there is already Residential Zoned (as-yet undeveloped) land further up our ROW that could in future yield a further 12 to 20 properties. (Refer to shaded area A shown on appended map) This should also be taken account of in making a final decision.
7. Taken together, the potential is for close to **100 properties**, resulting in average daily traffic movements in the order of 1000 vehicles per day. This would require substantial infrastructure improvements which have not been considered or discussed and will clearly have an unacceptable impact on the general amenity, privacy and predominantly rural character of ours and other adjoining properties.
8. The councils report discusses the potential traffic on North Taieri Road increasing from 410 vehicles per day (vpd) to a staggering 9000 vpd. I fully agree that this scale of traffic will create massive problems on not only North Taieri Road, but on all the adjoining intersections, on ramps and roundabouts. These volumes warrant a fully detailed traffic impact assessment being undertaken before even considering imposing this on all the adjoining residents (and the school). These matters should be addressed by developers and any solutions should be funded by them, rather than it falling on DCC ratepayers at a later date.
9. I do consider the DCC quoted 410 vpd figure may be a bit on the light side. There are currently around 127 properties beyond (north of) the Abbots Hill Road intersection. From a planning perspective, this might typically be expected to generate closer to 4000vpd (10 movements per day per property), but even if this was the case, the increase is still massive.
10. The Steve Ross proposal even if it were taken on its own and allowing for subdivision of existing rural zoned vacant land yields close to 100 properties (as discussed above). That's an increase from the 127 existing properties on the north of Abbots Hill Road to 227 properties (**almost an 80% increase**). It's easy to see that even as a stand-alone rezoning, the traffic increase would be at least 80% and likely more during the construction and building phase.
11. To conclude, I urge the Council to stand firmly by the Section 42A report recommendations and retain the RS14 zone as RURAL



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