

# **Variation 1 – Minor Amendments to the Proposed Dunedin City Second Generation District Plan (2GP)**

## **Proposed Amendments and Section 32 Evaluation**

**November 2019**

## Contents

Evaluation of preferred options for provisions.....	1
Mapping and zoning amendments .....	1
25 and 27 Harrington Street, Port Chalmers (change 1.61).....	1
30C, 32A, 32B and 32D Emerson St, Concord (change 1.62) .....	2
1 Reid Avenue, Mosgiel (change 1.63).....	3
Land between Hartstonge Avenue, Reid Avenue and Factory Road (changes 1.64 and 1.65).....	7
20 Isadore Road and 257 Hillhead Road, Dunedin (change 1.66).....	9
60 Mount Grand Road, Burnside (change 1.67) .....	11
397 and 399 Highgate, Dunedin (change 1.68).....	12
59 Manchester Street, Kaikorai Valley (change 1.69) .....	14
26 Ings Avenue, St Clair (1.70) .....	15
17 Carnforth Street and 45 Boundary Road, Green Island (change 1.71) .....	18
Lot 88 Kane Street, Green Island and part of 45 Boundary Road, Green Island (change 1.72).....	20
Carnforth Street, Green Island (change 1.73).....	21

## Evaluation of preferred options for provisions

### Mapping and zoning amendments

#### 25 and 27 Harrington Street, Port Chalmers (change 1.61)

##### Problem

Appendix A1.1 Scheduled Heritage Building B695 is listed at 25 Harrington Street, Port Chalmers but the symbology for B695 has been incorrectly located on 27 Harrington Street on the 2GP Planning Map. As there is a risk that the landowner of 25 Harrington Street could undertake work without realising the building is scheduled or that the landowner of 27 Harrington Street could apply for consent that may not be required, it is proposed to amend the map so that the correct address is annotated on the map.

##### Scope of variation

Mapping of the scheduled heritage building on 25 (and 27) Harrington Street, Port Chalmers.

##### Proposed amendment

Relocate the icon for B695 from 27 Harrington Street to 25 Harrington Street. This amendment is shown below.



**Figure 4:** Amending location of symbol for B695 from 27 Harrington Street, Port Chalmers to 25 Harrington Street, Port Chalmers (Left: current map; Right: proposed map).

## 30C, 32A, 32B and 32D Emerson St, Concord (change 1.62)

### Problem

The properties at 30C, 32A, 32B and 32D Emerson Street, Concord are zoned as Coastal Rural in the 2GP Planning Map. This is an anomaly as they are small sites with existing residential activity, and the adjacent properties are zoned General Residential 1.

### S32 Analysis of options

The relevant objective when considering zoning new residential land is Objective 2.6.2:

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

Policy 2.6.2.1 outlines the criteria to be considered when rezoning land. These include:

- a need for additional land
- the rezoning is unlikely to lead to pressure for unfunded infrastructure
- the area is suitable for development and close to services
- the zoning is appropriate in terms of other Plan objectives.

30C, 32A, 32B and 32D Emerson Street consists of two sites, both of which are developed with housing and serviced. Rezoning these to residential reflects the existing development, although there is the potential for each site to be subdivided into two, creating two additional sites.

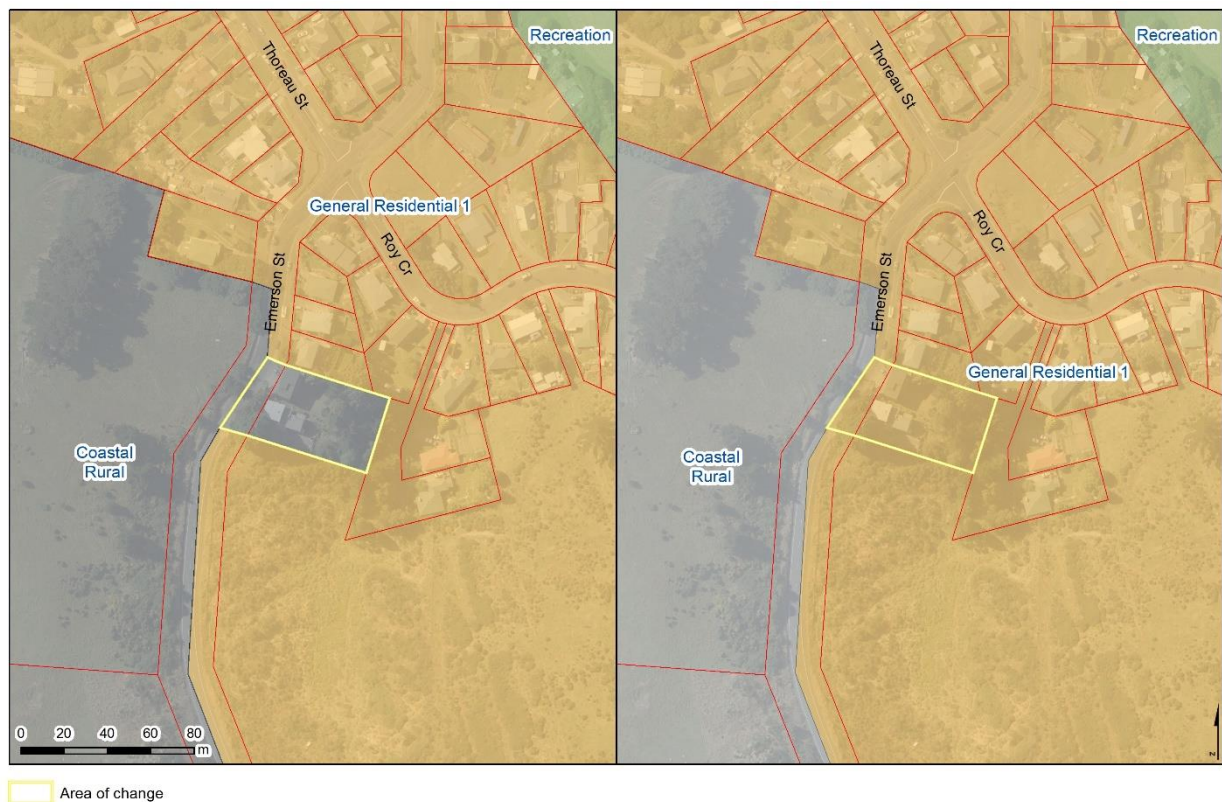
There is currently a need for additional residential capacity. The area is suitable for residential development, being part of Concord, and there is no conflict with other Plan objectives. The rezoning represents a minor increased demand for servicing; however, DCC 3 waters has confirmed it has no concerns with this zone change. It is the most appropriate way to achieve the Plan's objectives.

### Scope of variation

Zoning of 30C, 32A, 32B and 32D Emerson Street, Concord

### Proposed amendment

Rezone 30C, 32A, 32B and 32D Emerson Street, Concord to General Residential 1. This amendment is shown below.



**Figure 5:** Rezoning 30C, 32A, 32B and 32D Emerson Street, Concord from Coastal Rural Zone to General Residential 1 Zone (Left: current map; Right: proposed map).

### 1 Reid Avenue, Mosgiel (change 1.63)

#### Problem

The property at 1 Reid Avenue, Mosgiel has a split zoning, with the bulk of the property being in the General Residential 2 Zone and part of the property being in the General Residential 1 Zone. Split zonings over properties can create problems as to which rules apply, and on a residential site such as this it is appropriate for the whole site to have a consistent zoning.

The General Residential 2 part of the site has a Mosgiel Mapped Area and Infrastructure Constraint Mapped Area applied to it. The Mosgiel Mapped Area enables development to be built closer to the boundaries of the site than in the General Residential 2 Zone in other parts of Dunedin. The Infrastructure Constraint Mapped Area is applied in areas with wastewater infrastructure constraints, to ensure that subdivision and development is undertaken at a density which does not compromise the current or planned capacity of public wastewater infrastructure.

#### S32 Analysis of options

The relevant objective when considering zoning new residential land is Objective 2.6.2:

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

Policy 2.6.2.3 outlines the criteria to be considered when rezoning land to a medium density zoning. These include:

- the area is suitable for residential development under Policy 2.6.2.1
- the rezoning is unlikely to lead to pressure for unfunded infrastructure
- the zoning is appropriate in terms of other Plan objectives, including the need for a range of housing choices and being close to centres and serviced by public transport
- the area is suitable for medium density development considering market desirability for smaller households, sunlight access and likelihood of redevelopment

Objective 2.2.4 is:

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

Policy 2.2.4.1 prioritises the efficient use of existing urban land for urban expansion by identifying land that could be more efficiently used for medium density housing, in accordance with Policy 2.6.2.3.

Rezoning the GR1 part of the site to GR2 will allow a small increase in development potential (the site area is approximately 200m<sup>2</sup>, therefore two additional habitable rooms). The land is particularly suitable for medium density zoning, being very close to the Mosgiel town centre, and development is appropriate in terms of the Plan's objectives.

The rezoning may result in a small increased demand on infrastructure. DCC 3 waters has advised that it has no concerns in terms of the increase in development potential but note that the property is in an area subject to severe stormwater flooding, being close to the Reid Avenue swale and pump station.

While there is a risk of flooding for new development, this can be managed through the design process. The remainder of the site (and adjoining sites) are subject to the same risks. Considering all relevant information, GR2 zoning is the most appropriate way to achieve the Plan's objectives.

**Scope of variation:**

Zoning of 1 Reid Avenue, Mosgiel.

**Proposed amendment**

Rezone the part of 1 Reid Avenue that is General Residential 1 to General Residential 2, so that the whole site has the same zoning. As a consequential change, expand the Mosgiel Mapped Area and Infrastructure Constraint Mapped Area to cover the whole site.

These amendments are shown below.





**Figure 6:** Rezoning part of 1 Reid Avenue from General Residential 1 Zone to General Residential 2 Zone (Left: current map; Right: proposed map).



**Figure 7:** Amending the Infrastructure Constraint Mapped Area to apply to the whole of 1 Reid Avenue, Mosgiel in line with rezoning amendment (Left: current map; Right: proposed map).





**Figure 8:** Amending the Mosgiel Mapped Area to apply to the whole of 1 Reid Avenue, Mosgiel in line with rezoning amendment (Left: current map; Right: proposed map).

### Land between Hartstonge Avenue, Reid Avenue and Factory Road (changes 1.64 and 1.65)

#### Problem

The land between Hartstonge Avenue, Reid Avenue and Factory Road (being 14A-14D, 16A-16D, 20, 24, 26 Hartstonge Ave, 4, 6A-6B, 8-8B, 10-10B Reid Ave, and part of 7 Hartstonge Avenue (being Lot 6 DP25666 as described on OT17D/59, Lot 3 DP25666 as described in OT17D/57 and Pt Lot 1 DP18515 as described in OT15D/826) is zoned General Residential 1 in the 2GP Planning Map. This zoning does not align with the nature of the development on most of the area and was included in the General Residential 1 Zone in error. Most of the land has already been developed at medium density levels with small lots sizes and multi-unit developments. The remainder (part of 7 Hartstonge Avenue) on the corner of Factory Road and Reid Avenue) is a parcel of undeveloped land owned by DCC.

The land has a commercial zoning under the Operative District Plan. When the commercial zone boundary in the 2GP was aligned more accurately with the commercial area, the remainder of the area was zoned General Residential 1 to be consistent with the residential development on the eastern side of Reid Avenue, even though the form of the existing development is not consistent with the General Residential 1 Zone. It is proposed to rezone the developed area to General Residential 2 to be consistent with the existing development and rezone the remaining section (the part of 7 Hartstonge Avenue on the corner of Factory Road and Reid Avenue) to avoid an isolated area of GR1 zoning.

#### S32 Analysis of options

The relevant objective when considering zoning new residential land is Objective 2.6.2:

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

Policy 2.6.2.3 outlines the criteria to be considered when rezoning land to a medium density zoning. These include:

- the area is suitable for residential development under Policy 2.6.2.1
- the rezoning is unlikely to lead to pressure for unfunded infrastructure
- the zoning is appropriate in terms of other Plan objectives, including the need for a range of housing choices and being close to centres and serviced by public transport
- the area is suitable for medium density development considering market desirability for smaller households, sunlight access and likelihood of redevelopment

Objective 2.2.4 is:

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

Policy 2.2.4.1 prioritises the efficient use of existing urban land for urban expansion by identifying land that could be more efficiently used for medium density housing, in accordance with Policy 2.6.2.3.

Most of the land is fully developed and rezoning will not result in any increase in capacity in this area. The part of 7 Hartstonge Avenue on the corner of Factory Road and Reid Avenue is not developed. This is approximately 550m<sup>2</sup> in area, and so has a development potential of one house under the GR1 zoning, and 5 habitable rooms under the GR2 zoning, assuming an infrastructure constraint mapped area is applied. The rezoning may therefore result in a small increased demand on infrastructure. By way of background, an infrastructure constraint mapped area is applied in areas with wastewater infrastructure constraints, to ensure that subdivision and development is undertaken at a density which does not compromise the current or planned capacity of public wastewater infrastructure. All GR2 zoned areas in Mosgiel are subject to an infrastructure constraint mapped area.

The area is particularly suitable for medium development, being adjacent to Mosgiel town centre and another GR2 area, and rezoning is appropriate in terms of the Plan's objectives.

DCC 3 waters has advised that it has no concerns in terms of the increase in development potential of the undeveloped part of 7 Hartstonge Avenue but note that the property is in an area subject to severe stormwater flooding, being close to the Reid Avenue swale and pump station.

While there is a risk of flooding for any new development, this can be managed through the design process. The remainder of the site (and adjoining sites) are subject to the same risks. Considering all relevant information, including the efficient use of land and the provision of GR2 zoned land close to the town centre, GR2 zoning is the most appropriate way to achieve the Plan's objectives.

### **Scope of variation**

The zoning of the land between Hartstonge Avenue, Reid Avenue and Factory Road, Mosgiel (being 14A-14D, 16A-16D, 20, 24, 26 Hartstonge Ave, 4, 6A-6B, 8-8B, 10-10B Reid Ave, and part of 7 Hartstonge Avenue (being Lot 6 DP25666 as described on OT17D/59, Lot 3 DP25666 as described in OT17D/57 and Pt Lot 1 DP18515 as described in OT15D/826).

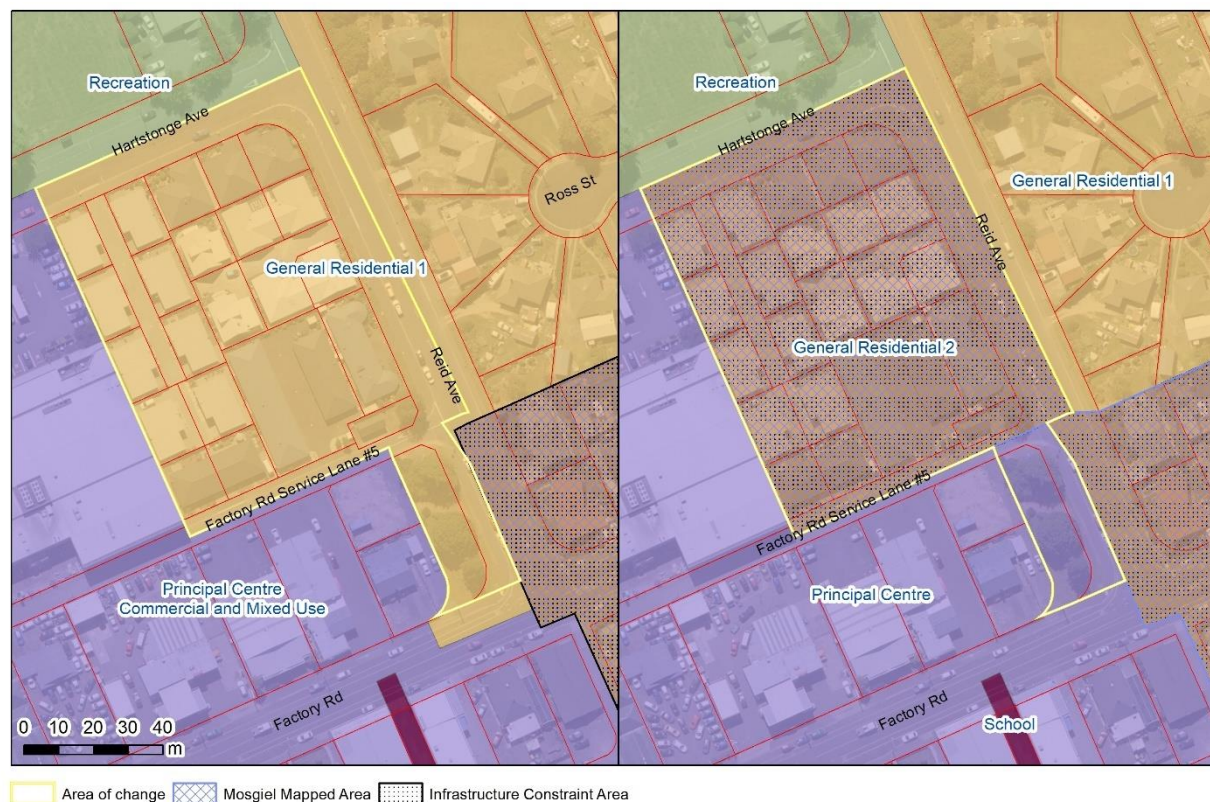
### **Proposed amendment**

Rezone the land between Hartstonge Avenue, Reid Avenue and Factory Road, Mosgiel (being 14A-14D, 16A-16D, 20, 24, 26 Hartstonge Ave, 4, 6A-6B, 8-8B, 10-10B Reid Ave, and part of 7 Hartstonge Avenue (being Lot

6 DP25666 as described on OT17D/59, Lot 3 DP25666 as described in OT17D/57 and Pt Lot 1 DP18515 as described in OT15D/826) from General Residential 1 to General Residential 2.

As a consequential change, apply a Mosgiel Mapped Area and infrastructure constraint mapped area to cover these sites. The Mosgiel Mapped Area applies to almost all GR2 zoned land in Mosgiel and enables development to be built closer to the boundaries of the site than in the GR2 Zone in some other parts of Dunedin.

These amendments are shown below.



**Figure 9:** Rezoning the sites on the corner of Hartstonge Avenue, Reid Avenue and Factory Road, Mosgiel, from General Residential 1 Zone to General Residential 2 Zone, with associated changes to the Mosgiel mapped area and infrastructure constraint mapped area (Left: current map; Right: proposed map).

## 20 Isadore Road and 257 Hillhead Road, Dunedin (change 1.66)

### Problem

The mapping of the Residential Transition Overlay Zone (RTZ) over 20 Isadore Road, Dunedin (St Clair Golf Club), is incorrect, as there is a narrow strip in the centre of the site that is not subject to the RTZ overlay. This will hinder the effective use of the site for residential purposes once the RTZ is released.

In addition, 257 Hillhead Road, which is a block of DCC land adjacent to the Golf Club, is not subject to the RTZ overlay. The site was originally acquired under the Public Works Act 1981 (PWA) for the purpose of constructing a water storage reservoir; however, it is no longer needed for this purpose. It is currently being assessed to determine whether it is surplus to DCC's requirements. If it is surplus, it will be offered back to the Golf Course for purchase in accordance with PWA requirements.



### **S32 Analysis of options**

Applying a RTZ to the site will enable future use for residential development. The relevant objective when considering zoning new residential land is Objective 2.6.2:

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

Policy 2.6.2.1 outlines the criteria to be considered when rezoning land. These include:

- a need for additional land
- the rezoning is unlikely to lead to pressure for unfunded infrastructure
- the area is suitable for development and close to services
- the zoning is appropriate in terms of other Plan objectives.

Objective 2.2.4 is:

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

Policy 2.2.4.3 is to ensure that urban expansion occurs only when required and that transition overlay zones are used to identify future residential areas, with appropriate release rules.

Under the current zoning, if the Golf Club is developed for housing in the future, 257 Hillhead Road will become an isolated rural parcel. Applying a RTZ to this site would enable future residential development in a co-ordinated way with the adjoining site, if the land is no longer needed for DCC purposes. If the site is retained by DCC, the overlay will not hinder any likely future use. Under Rule 12.3.1, the land can only be released for residential development following receipt of an application requesting release and demonstrating compliance with various criteria. If no application is made, the site remains subject to the Rural zone rules. The RTZ overlay would impose additional restrictions on use of the land for intensive farming, forestry, mining and landfills; however, these are not activities that are likely to be undertaken by DCC on this site.

Considering the policy framework, there is a need for additional residential land in Dunedin. The site is adjacent to a large area identified as RTZ and very close to existing GR1 land and the Corstophine Neighbourhood Centre. The area is suitable for residential development in terms of the Plan's objectives. Future residential development will create additional demand for services; however, Rule 12.3.1 only allows residential development to take place once infrastructure constraints have been resolved. There will therefore be no impact on existing infrastructure capacity. Given the large area of RTZ land adjacent to the site, there is unlikely to be any significant additional demand for unfunded infrastructure improvements. DCC 3 Waters has confirmed it had no concerns with the proposed overlay.

Applying an RTZ would provide for a more efficient and effective use of this site if it is surplus to DCC's requirements. If it is not surplus, applying an RTZ will not hinder DCC's use of the site. Applying the RTZ is the most efficient way of meeting the Plan's objectives.

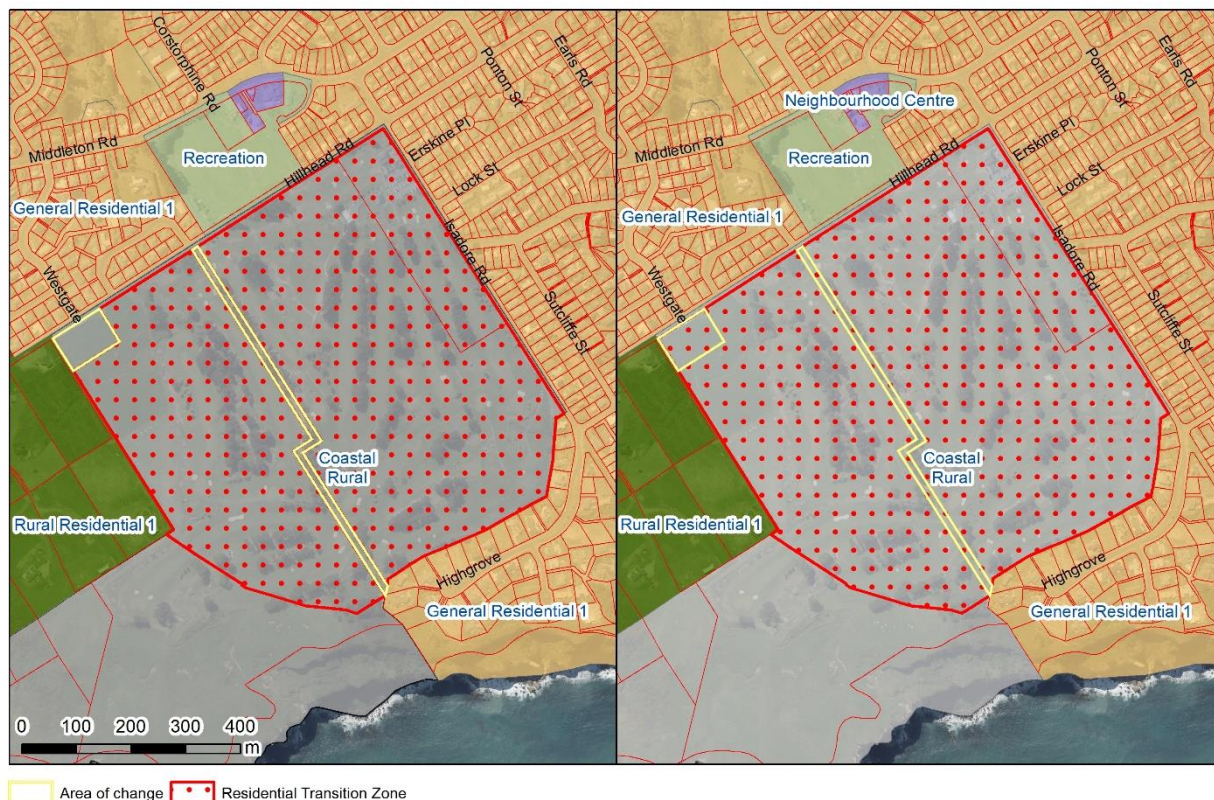
### **Scope of variation**

Application of the RTZ overlay to 20 Isadore Road and 257 Hillhead Road, Dunedin

### **Proposed amendment**

Amend the mapping of the RTZ overlay to fully cover St Clair Golf Course at 20 Isadore Road and 257 Hillhead Road, as shown below.





**Figure 10:** Amending the Residential Transition Overlay Zone to correct an error at 20 Isadore Road, Dunedin and to include 257 Hillhead Road, Dunedin (Left: current map; Right: proposed map).

## 60 Mount Grand Road, Burnside (change 1.67)

### Problem

The high class soils mapped area on the 2GP map links to an earthworks rule which prevents the removal of topsoil or subsoil from sites within the high class soils mapped area. 60 Mount Grand Road is shown as having two small separate areas of high class soils mapped area. This property was subject to a submission on the proposed 2GP requesting the removal of the high class soils as notified over the site because the land owner did not consider the soil to be high class. The decision removed part of the high class soils mapped area because it did not align with slope criteria for high class soils as indicated in Policy 2.3.1.10 of the 2GP. However, in the absence of other appropriate evidence to refute the high class soils status, the remainder of the high class soils mapped area was retained.

During the hearings process, the Hearings Panel had sent a minute, inviting submitters in opposition to the high class soils mapped area to provide technical evidence from a qualified soil scientist if the submitter's land was found not to contain high class soils. While no responses to the Panel minute were received prior to decisions on the proposed plan being released, the owner of the 60 Mount Grand Road subsequently sought advice from a qualified soil scientist. The investigation found that 4 of 6 profiles dug in the two remaining mapped areas were not high class soils (see Soil Assessment: [www.dunedin.govt.nz/2GP-variation-1-minor-amendments](http://www.dunedin.govt.nz/2GP-variation-1-minor-amendments)).

### S32 Analysis of options

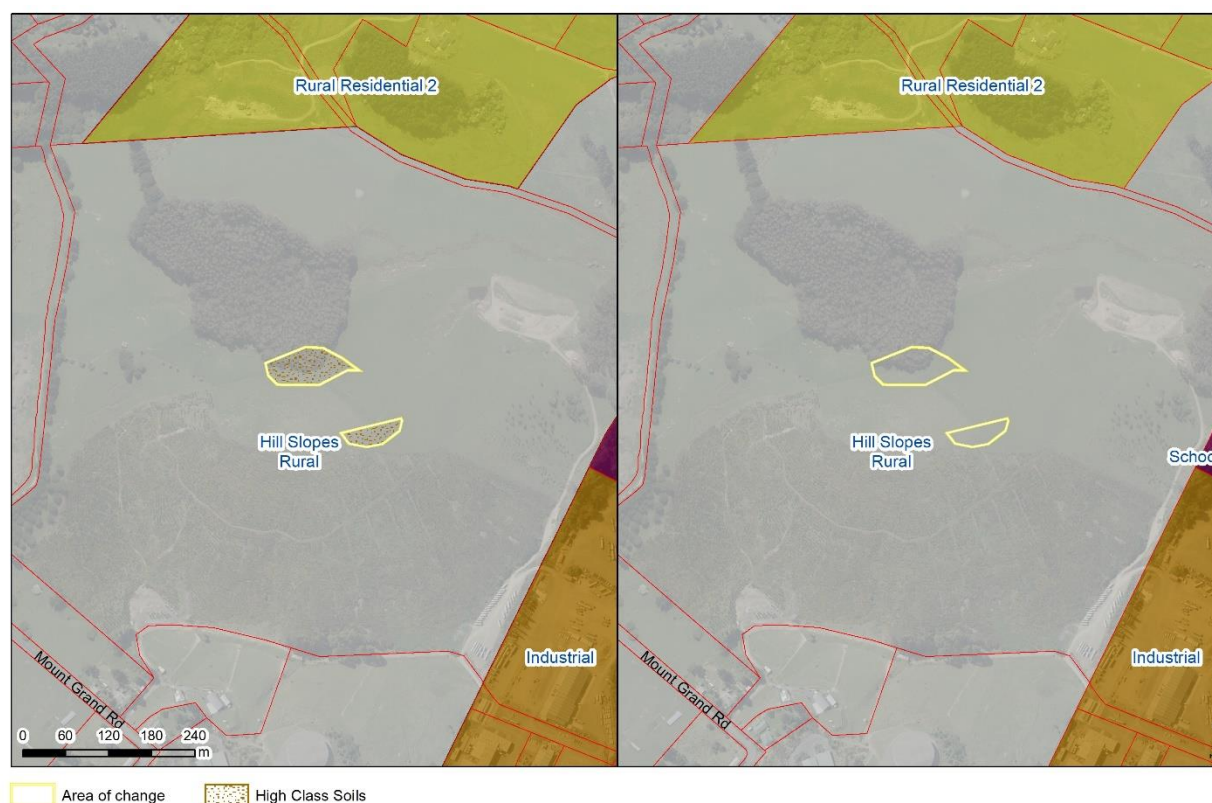
The strategic direction objective and policy that sets up the high class soils mapped area rule is Objective 2.3.1 and Policies 2.3.1.2 and 2.3.1.10. Specifically, 2.3.1.10 sets out the criteria used to identify high class soils. Given the new information provided as well as the small size of the remaining areas of high class soils that were left after adjustments for slope, it is considered that it is inefficient and inappropriate to retain the high class soils mapped area on this property.

### Scope of variation

Amending high class soils mapped area to reflect new information provided in relation to 60 Mount Grand Road.

### Preferred option

Amend the 2GP Map to remove the high class soils mapped area from the property at 60 Mount Grand Road in its entirety as shown below.



**Figure 11:** Removing the High Class Soils Mapped Area from 60 Mount Grand Road, Burnside (Left: current map; Right: proposed map).

### 397 and 399 Highgate, Dunedin (change 1.68)

#### Problem

Part of Columba College at 397 and 399 Highgate, Dunedin has inadvertently not been included within the Schools Zone and is instead included in the General Residential 1 Zone. This was a mapping error and the school Board of Governors have confirmed that they wish to have the zoning amended to include all the school land.

#### S32 Analysis of options

The relevant 2GP objective is Objective 2.3.1 (Land and facilities important for economic productivity and social well-being):

*Land and facilities 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 are:*



1. *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, able to operate efficiently and effectively.*

This is implemented through Policy 2.3.1.6:

*Identify facilities that contribute significantly to the economic productivity and social wellbeing of the city, including the University of Otago and Otago Polytechnic campuses, hospitals, schools and Invermay, zone these as major facilities and use rules to:*

- a. *enable them to continue to operate efficiently and effectively, while minimising as far as practicable any adverse effects on surrounding areas; and*
- b. *protect them from activities that may lead to reverse sensitivity.*

As the parts of 397 and 399 Highgate in question are already used as part of Columba College, rezoning these sites will:

- ensure that the school can use and develop its full campus in the most efficient way possible for its needs; and
- better achieve the above objective and policy.

### Scope of variation

Amend the zoning of part of 397 Highgate (3 sites on the corner of Highgate and Oban Street) and part of 399 Highgate, Dunedin.

### Proposed amendment

Amend the boundary of the Schools Zone at 397 Highgate to include 3 sites on the corner of Highgate and Oban Street, Dunedin and a small portion of driveway at 399 Highgate, adjacent to 421, Highgate.



**Figure 12** Rezoning part of 397 and 399 Highgate, Dunedin from General Residential 1 Zone to Schools Zone (Left: current map; Right: proposed map).

## 59 Manchester Street, Kaikorai Valley (change 1.69)

### Problem

The property at 59 Manchester Street, Kaikorai Valley has a split zoning. There is a thin strip of Hill Slopes Rural zoned land that should have been included in the General Residential 1 Zone with the remainder of the site. Split zoning does not allow for efficient use of the entire site for residential development.

### S32 Analysis of options

The relevant objective when considering zoning new residential land is Objective 2.6.2:

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

Policy 2.6.2.1 outlines the criteria to be considered when rezoning land. These include:

- a need for additional land
- the rezoning is unlikely to lead to pressure for unfunded infrastructure
- the area is suitable for development and close to services
- the zoning is appropriate in terms of other Plan objectives.

Rezoning the Rural Hill Slopes part of the site to General Residential 1 will allow a small increase in development potential. Considering the policy criteria, there is a need for additional residential land. The rezoning may result in a small increased demand on infrastructure; however, DCC 3 Waters has confirmed that there are no concerns about the proposed zone change. The area is suitable for development and is appropriate in terms of the Plan's objectives.

The small potential increase in demand for infrastructure is outweighed by the benefit of having the site in one zone type.

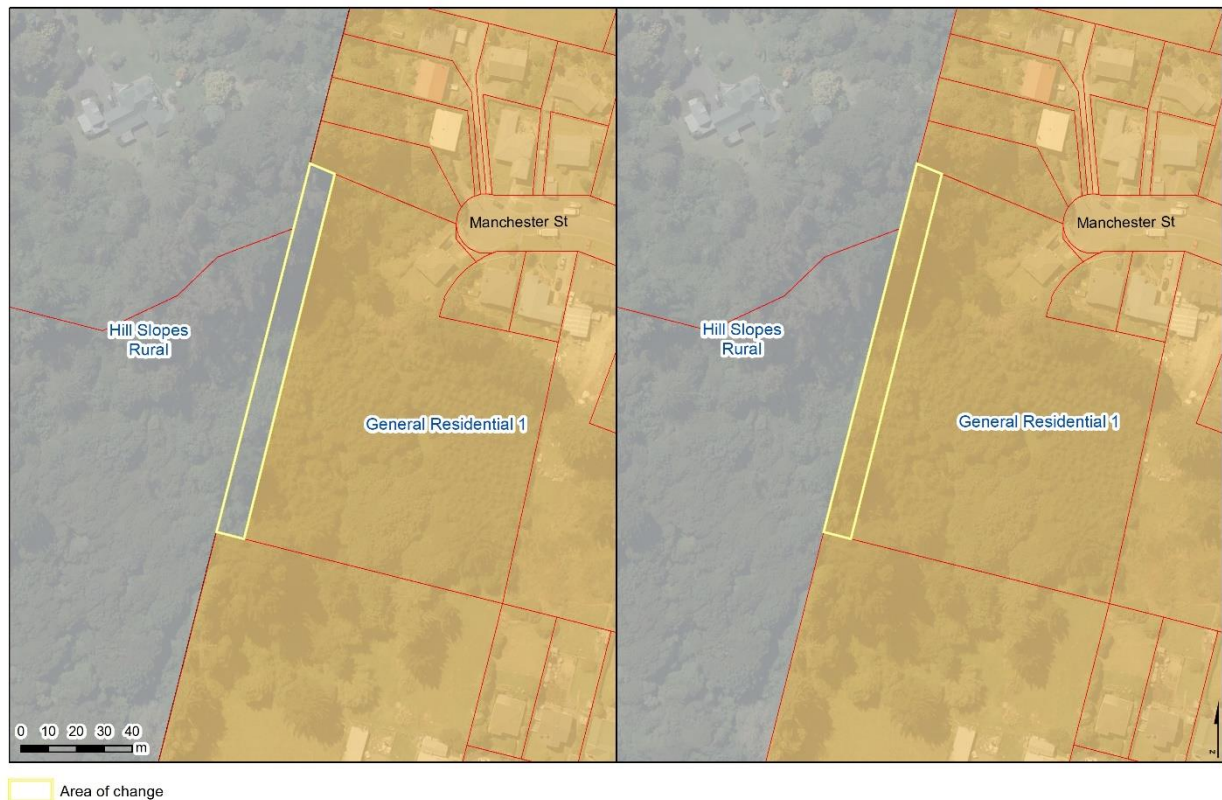
### Scope of variation

Amend the zoning of part of 59 Manchester Street, Kaikorai Valley.

### Proposed amendment

Rezone the Hill Slopes Rural Zone part of 59 Manchester Street to make the whole property General Residential 1 Zone.





**Figure 13:** Rezoning part of 59 Manchester Street, Kaikorai Valley from Hill Slopes Rural Zone to General Residential 1 Zone.

## 26 Ings Avenue, St Clair (1.70)

### Problem

The property at 26 Ings Avenue, St Clair has a split zoning, with the bulk of the property being in the General Residential 2 Zone and part of the property being in the General Residential 1 Zone. Split zonings over properties can create problems as to which rules apply, and on a residential site such as this it is appropriate for the whole site to have a consistent zoning.

The General Residential 2 part of the site has a South Dunedin Mapped Area applied to it. This enables development to be built closer to the boundaries of the site than in the General Residential 2 Zone in other parts of Dunedin.

### S32 Analysis of options

The relevant objective when considering zoning new residential land is Objective 2.6.2:

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

Policy 2.6.2.3 outlines the criteria to be considered when rezoning land to a medium density zoning. These include:

- the area is suitable for residential development under Policy 2.6.2.1
- the rezoning is unlikely to lead to pressure for unfunded infrastructure

- the zoning is appropriate in terms of other Plan objectives, including the need for a range of housing choices and being close to centres and serviced by public transport
- the area is suitable for medium density development considering market desirability for smaller households, sunlight access and likelihood of redevelopment

Objective 2.2.4 is:

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

Policy 2.2.4.1 prioritises the efficient use of existing urban land for urban expansion by identifying land that could be more efficiently used for medium density housing, in accordance with Policy 2.6.2.3.

The site has been identified as suitable for medium density development, having been partly zoned GR2. Rezoning the GR1 part of the site to GR2 will allow a small increase in development potential (the additional area is approximately 150m<sup>2</sup>, allowing three habitable rooms). DCC 3 waters has advised that it has no concerns in terms of the increase in development potential but note that the property is in an area subject to flooding. Minimum floor levels will apply to new residential development through the building consent process.

As the rezoning meets the Plan's criteria and will result the benefit of having the site in one zone, rezoning is the most appropriate way to achieve the Plan's objectives.

#### **Scope of variation**

The zoning of 26 Ings Avenue.

#### **Preferred option**

Rezone that part of 26 Ings Avenue that is adjacent to the south-eastern wall of the house be rezoned from General Residential 1 Zone to General Residential 2 Zone. It is not proposed to rezone the driveway.

As a consequential change, expand the South Dunedin Mapped Area to cover the full site.

#### **Proposed amendment**

The amendments are shown below.



**Figure 14:** Rezoning part of 26 Ings Avenue, St Clair from General Residential 1 Zone to General Residential 2 Zone (Left: current map; Right: proposed map).





**Figure 15:** Amending the South Dunedin Mapped Area to apply to the whole of 26 Ings Avenue, St Clair in line with rezoning amendment (Left: current map; Right: proposed map)

## 17 Carnforth Street and 45 Boundary Road, Green Island (change 1.71)

### Problem

These adjoining sites are used for industrial purposes; 17 Carnforth Street, Green Island is zoned Industrial and 45 Boundary Road, Green Island is zoned Rural Hill Slopes Zone. They are currently being amalgamated. Split zoning does not allow for efficient (ongoing) industrial use.

### S32 Analysis of options

The relevant 2GP objective is Objective 2.3.1 (Land and facilities important for economic productivity and social well-being):

*Land and facilities 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 are:*

1. *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, able to operate efficiently and effectively.*

This is implemented through Policy 2.3.1.4:

*Identify land strategically important for industrial activities, including near the Harbour and key transport routes, and use industrial zoning and rules to protect industrial activities from incompatible or competing land uses in these areas, in particular retail (other than yard-based retail) and residential activities.*

As the part of 45 Boundary Road in question is already used for industrial purposes rezoning this site will:

- ensure that the site can be used in the most efficient way possible; and
- better achieve the above objective and policy.



Regarding high class soils, Policy 2.3.1.10 outlines the criteria for identifying high class soils and including them in the high class soils mapped area. However, the part of 45 Boundary Road that is subject to the high class soils mapped area is already partially developed and that part which is not is too small to be put to efficient rural use.

DCC 3 waters has no concerns about the proposed rezoning.

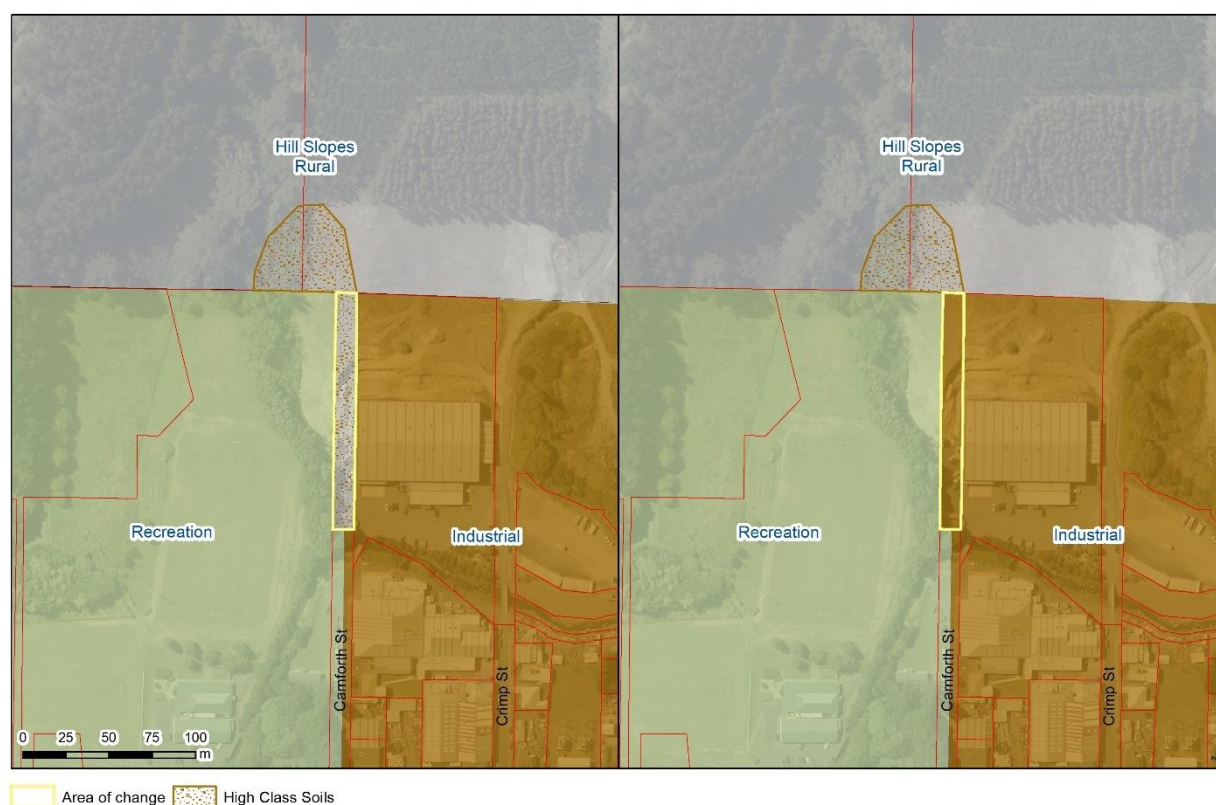
The benefits of including part of 45 Boundary Road in the Industrial Zone and removing the high class soils mapped area outweigh the costs of inefficient use and development of this site.

### Scope of variation

Amend the zoning of part of 45 Boundary Road, Green Island. Remove the High Class Soils Mapped Area from part of 45 Boundary Road, Green Island

### Proposed amendment

Rezoning the part of 45 Boundary Road that is being amalgamated with 17 Carnforth Street from Hill Slopes Rural Zone to Industrial Zone and remove the High Class Soils Mapped Area from that part of 45 Boundary Road.



**Figure 16:** Rezoning part of 45 Boundary Road, Green Island from Hill Slopes Rural Zone to Industrial Zone and removing the High Class Soils Mapped Area from that part of 45 Boundary Road (Left: current map; Right: proposed map).

## Lot 88 Kane Street, Green Island and part of 45 Boundary Road, Green Island (change 1.72)

### Problem

Lot 88 Kane Street, Green Island and part of 45 Boundary Road, Green Island are isolated areas of Hill Slopes Rural Zone. They are surrounded by Industrial zoned land, or Industrial Transition Overlay Zone. The sites are too small to be used effectively for rural uses. The current zoning does not allow for more efficient use for industrial purposes, in association with adjoining land.

### S32 Analysis of options

The relevant 2GP objective is Objective 2.3.1 (Land and facilities important for economic productivity and social well-being):

*Land and facilities 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 are:*

- 1. 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, able to operate efficiently and effectively.*

This is implemented through Policy 2.3.1.4:

*Identify land strategically important for industrial activities, including near the Harbour and key transport routes, and use industrial zoning and rules to protect industrial activities from incompatible or competing land uses in these areas, in particular retail (other than yard-based retail) and residential activities.*

In this instance Industrial Transition Overlay Zone is proposed due to water and waste network and roading constraints. The relevant objective is Objective 12.2.3:

*Land within the Industrial Transition Overlay Zone is able to be released and developed in a coordinated way as industrial zoned land when there is a need for additional land to accommodate growth.*

This policy is implemented through Policy 12.2.3.1 which details the process for land to transition from rural zoned land to industrial zoned land where an agreement between the DCC and the developer is in place regarding infrastructure provision. DCC 3 waters has no concerns about the proposed overlay.

The sites in question are currently zoned Rural Hill Slopes and surrounded by Industrial and Industrial Transition Overlay zoned land. The sites are too small to be put to efficient rural use. Applying an Industrial Transition Overlay Zone will ensure that the sites can be used in the most efficient way possible and better achieve the above objectives and policies, whilst acknowledging the infrastructure constraints.

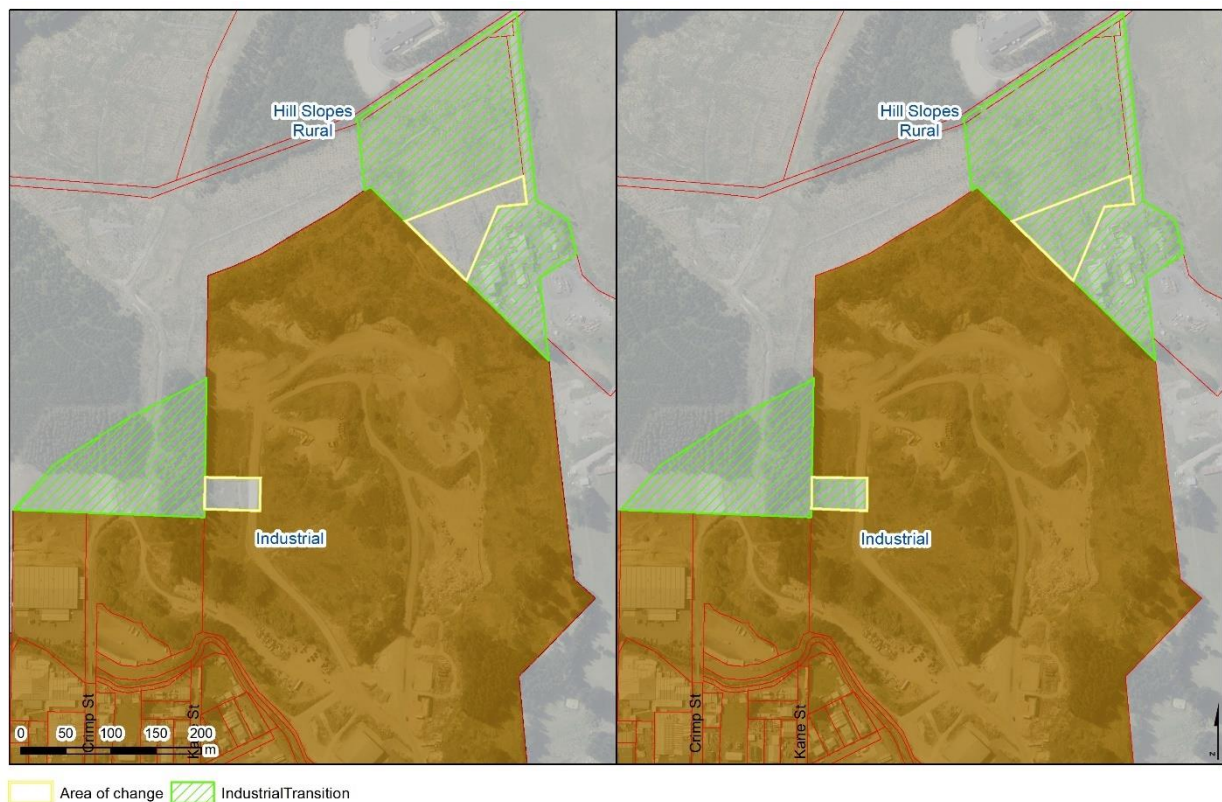
### Scope of variation

Amend the zoning of Lot 88 Kane Street and part of 45 Boundary Road, Green Island.

### Proposed amendment

Rezoned Lot 88 Kane Street and Part of 45 Boundary Road, Green Island as Industrial Transition Overlay Zone.

Industrial Transition Overlay Zone is proposed rather than Industrial Zone due to water and waste network and roading constraints. The Industrial Transition Overlay Zone will allow DCC to address these issues and if necessary, require development which intensifies the industrial usage of the site to potentially pay for, or partially pay for, the upgrade of services.



**Figure 17:** Rezoning Lot 88 Kane Street, Green Island and part of 45 Boundary Road, Green Island from Hill Slopes Rural Zone to Industrial Transition Overlay Zone (Left: current map; Right: proposed map).

### Carnforth Street, Green Island (change 1.73)

#### Problem

Carnforth Street (Main South Road to Neill Street intersection) in Green Island has been classified as Motorway in the Road Classification Hierarchy Mapped Area as shown on the 2GP map. However, Carnforth Street traverses below the Dunedin Southern Motorway and is not part of the motorway. The 2016 Transport Classification Report prepared for the 2GP indicated that Carnforth Street was to maintain the equivalent classification it had in the Operative District Plan Road Hierarchy. Accordingly, this section of Carnforth Street was mapped in Attachment 5 to that report as a Collector. There is a minor mapping error and is considered a clarification rather than a substantive change.

#### Scope of variation

Road classification hierarchy for that part of Carnforth Street that links Neill Street to Main South Road.

#### Preferred option

It is proposed to amend the classification of Carnforth Street (Main South Road to Neill Street intersection) from 'Motorway' to 'Collector Road'. Council's Transport Group agrees with the proposed change to this section of Carnforth Street from Motorway to Collector Road (see Transport Evidence: [www.dunedin.govt.nz/2GP-variation-1-minor-amendments](http://www.dunedin.govt.nz/2GP-variation-1-minor-amendments)).





**Figure 18:** Amending the road hierarchy of Carnforth Street, Green Island from Motorway to Collector Road in the Road Classification Hierarchy Mapped Area (Left: current map; Right: proposed map).



