



DUNEDIN CITY
COUNCIL
Kaunihera-a-rohe o Otepoti

SUBMISSION FORM 21

**Submission on publicly notified requirement for designation
notice of which served under Section 94(1).**
Sections 168A of the Resource Management Act 1991

A/6

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number: DIS-2013-1

Applicant: Dunedin City Council

Site Address:

Designation 1: Link Anzac Avenue (D465) with Ravensbourne Road (D845) to the south of Parry Street West.

Designation 2: Access Road which will provide access from the Designation 1 area to the site at 80 Anzac Avenue.

For a designation to:

The Notice of Requirement seeks to designate two areas of land

RECEIVED

23 AUG 2013

I/We wish to lodge a submission on the above notice of requirement:

Your Full Name: Paul Douglas

Address for Service (Postal Address): PO Box 553

DUNEDIN 9054

23 AUG 2013

Telephone: 022 608 1677

Facsimile:

Email Address: blkdoug@hotmail.com

I: ~~Support~~/Neutral/~~Oppose~~ this Application

I: ~~Do~~/Do Not wish to be heard in support of this submission at a hearing

~~If others make a similar submission, I will consider presenting a joint case with them at a hearing.~~

(Delete the above statement if you would not consider presenting a joint case at a hearing)

Please use the back of this form or attach other pages as required

The specific parts of the notice of requirement that this submission relates to are:

Resource Consent for 2 roading designations

1

2

their necessity & appropriateness wrt to wider view & future

My submission is:

Consideration needs to be given to Dunedin's nearby roading network. This means looking further away from just the site of Doug Hall's and 80 Anzac Ave. I believe the access and roading and land-use of land in the vicinity of that site (& specifically the Frederick/Anzac Ave intersection), and nearby intersections - in the near future will be critical to the success of resolving other problems. I give a more detailed description of my proposals for solutions with a plan on pages 1/6 to 6/6 of that submitted with this form.

I seek the following recommendation or decision from the Dunedin City Council:

DCC buy the relevant land & if it can't be acquired by negotiation to take the land under the Public Works Act - as an essential public work, & make a Statement of its Strategic importance, which negates the need for the roading & access designations

Signature of submitter: P. Douglas

(or person authorised to sign on behalf of submitter)

Date: 23 AUG 2013.

Note to Submitter: The closing date for serving submissions on the Dunedin City Council is Friday, **30th August 2013** at 5pm.

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be sent by email to planning@dcc.govt.nz

Please note that submissions are public. Your name and submission will be included in papers that are available to the media and the public. Your submission will only be used for the purpose of the notice of requirement process.

This is a detailed street map of the University Heights area in Cleveland, Ohio. The map shows a grid of streets including Broad Rd, Huron Ave, and various local streets like Arthur St, Smith St, and George St. Key landmarks such as the University of Cleveland, Huron Park, and several hospitals are marked. A route is highlighted with a thick black line and arrows, starting from the bottom left and moving towards the top right, passing through several streets and landmarks.

Proposed new Roundabout at Albany & Anzac corner - a strategically critical intersection in the future

Proposed new Roundabout at Frederick & Anzac corner - a strategically critical intersection in the future

Traffic lights at St Andrew & Anzac corner

Anzac Ave 2-way traffic to vicinity of Railway Station

Proposed new alignment past Railway Station

(Modified using Micro-soft Word tool.)
By Paul Douglas

2 August
2013.

Key ☐ UNDERGROUND Realignment } By Otago
Museums

☐ OVERGROUND Realignment

→ Traffic Direction for new Highway Flow

Barrier

→ Traffic Direction for other traffic

Proposed Aerial-Route changes + Intersection changes

- These suggestions are intended to be part of my submission to the DCC - for their 2nd Generation District Plan public consultation (which closes 13 Sept just after the consultation for the Doug Hall v DCC Rooding Designations in the vicinity of SH88 near the corner of Frederick St & Anzac Ave near the Hocken library). When lodged today (23 Aug) I was 4 days out of time (too late) for this info to be considered by Sarah Connolly for the draft DCC City Transport Strategy.
- I've made these proposals considering changes to the future traffic flows on State Highway 1 which I see as being critically important in the near future between Queens Gardens and the Otago Museum. My proposals are an attempt to resolve more-or-less 3 or 4 problems with the roading system at once. These are:

- i) Access to Dunedin Hospital (from Cumberland St)
 - involves the cycle-way issue & the fact people will always stop just outside the main access
 - traffic would be 'calmed' in this area by this proposal
- ii) Otago Universities 10 year plan wants the State Highway to be realigned (No.1 on their Campus Plan list)
 - this proposal involves changing the flow of Highway traffic north from Queens Gardens to pass the old Prison & travel north via Castle St, then initially travel through land by the Otago Museum on the surface then link onto Great King St as now.
 - at a suitable time (when affordable) this proposal suggests the small portion near the Otago Museum could be put underground, (constructed similarly to recent SH1 works done near Victoria Park in AK)
 - This would improve pedestrian flow/safety going from the University to town.
 - It may also free-up land being Malcolm St by closing that part of road & dedicating it to Otago University. The University may then be able to utilise the block between the Cook & the University/Student Health building.

iii) Sorting out the re-routing of Highway traffic flowing/travelling south.

- this proposal involves redirecting this flow from by the corner of the University's Central library down Albany St
- it would probably best go to the Anzac/Albany corner, then pass the Hocken library onto SH88, to the corner of Anzac/Frederick, onto 2way traffic from Anzac/Frederick along Anzac to the Railway Station, through the land (west of the historic Railway Station building entrance and west of that access used by buses + taxis at present) currently being the Railway Station gardens, & link up to the Highway near the Josephine-train building passing by the Toitu Museum, linking to the current alignment travelling South.
- for a short portion (south of Stuart St) the Highway traffic flow would be 2-way, past the old prison to the Leviathan Hotel.
Traffic from Queens Garden travelling north would be prevented from going up Cumberland & be redirected to Castle St.

iv) Sorting out the Frederick St & Anzac Ave intersection.

- This proposal suggests having a new roundabout there rather than the traffic lights which have been installed there.
- this is a strategically critical intersection in the future
- What happens in the future at this intersection and land and access routes in the close vicinity of this intersection in the future (or near future) will likely have a high impact on the success or failure of resolving other problems (as discussed under points i), ii) & iii) above concerning the Southern DHB and Otago University)

4/6

My proposals also consider the problem which has existed since around the time of the construction for the Rugby World Cup in 2011 - and specifically land currently owned by Doug Hall for his truck yard & business, involving new designations for roading in the vicinity of his land + The Frederick/Anzac/Ward St onramp area.

I believe that by far the best solution for the DCC and Doug Hall (and others - being the public & road users in this area) would involve the following:

- v) The DCC should purchase the relevant site owned by Doug Hall for a price close to that recently offered by the DCC to him, or for a price he wants, or an average of those.
 - If agreement can't be reached within a set-agreed timeframe of say 1 year, then I think the land should be acquired under the Public Works Act 1981 (because of the strategic importance of it with respect to the nearby roading & with respect to resolving the afore-mentioned problems) as an essential public work. That is how to resolve this long-standing issue.
 - If that's done, then the designation process may not be necessary.
- vi) - Alternatively, I suggest it may be possible (by negotiation) for Doug Hall to gain ownership of the site to his east - on SH88. If that was possible (but I haven't investigated who owns that land + I don't know if that owner would want to sell that land to Doug Hall) it may then also be possible to include a conditional clause that Doug Hall buying the land to his east would be conditional on being allowed physical access to SH88 - for his trucks, from the NZTA. However, they may not allow that.
 - If the NZTA don't allow that then the DCC should purchase the relevant site as I discussed in point v)
 - I'm not sure if the designation I goes far enough - 120-130m from the Frederick intersection. Another 50m further may be required if my point vi) eventuates.

- vii) Further to my points v) and vi) above, I think my proposals should find one of those to be a solution.
- If the solution is along the lines of my point v), I think something needs to be done to prevent any future owner of that site having physical access by vehicles onto the adjoining roads. For this, there are the tools of "restrictive covenants" as a mechanism to control this, or perhaps the land could be "dedicated" as a "recreational reserve" or the planners could do something similar to that.
 - If the solution is along the lines of my point vi), I think something would still need to be done to prevent any future owner of that site having physical access by vehicles as discussed above.
 - If the ultimate solution isn't ~~either~~ along the lines of my suggestions of my point v) or vi), then I think there will be a high likelihood of there being a very serious accident in the vicinity of the exit from the current (Doug Hall's trucking business) site & where that connects to the Ward St onramp & the Frederick St & Anzac St corner. I say that based on having been a regular user of the footpath in that area (as a pedestrian) negotiating my way to + from the Hocken library for the past 3 years or so. The traffic doesn't slow to the 30km limit as required by the roading signs, and the sight lines are very short because of corners & time is short. Dust & dirt are another problem especially if windy because of the nature of Doug Hall's business. The problems are worse at peak hour traffic (around 830-9am and from 430-5pm)
 - If agreement can't be reached between DCC + Doug Hall + any other relevant party, I would support the proposed designations and suggest the roading situation - layout + street furniture be made as it is now but permanent, and keep the traffic lights off. Based on the fact the access + intersection & barriers work as they are.
 - see p6/6 for other notes & considerations

viii) Other notes & considerations (generally from north to south)

- The new alignment suggested on the land just south of the Otago Museum would likely be clear of the access to the Museum & clear of the newly renovated old Post office + pathway near that. Initially that alignment is intended to be on the surface, but eventually it could go underground, freeing up University pedestrians from negotiating at least 1 direction of SH1 road traffic. There could be both an overground & an underground alignment in that area, side by side, or above & below each other, around 200-300m in length.
- The redirected SH1 traffic going south would be redirected to turn left down Albany. Rather than take that traffic all the way to the Anzac intersection, relevant authorities in consultation with the public may prefer an alternative - to take that traffic a little way down Albany St, then down Leith St instead, then onto Anzac Ave.
- Similarly, preference may be to take the traffic past the Railway Station slightly differently - rather than travelling along Anzac Ave straight through the Railway Station garden to link up with the current flow, to go around the Railway Station garden.
- There should be ample & adequate room for to have 4 (3m wide lanes) between the Toitu Museum & the Old Prison corner. I suggest a fixed barrier would be best to divide traffic travelling north with traffic travelling south in that vicinity. An alternative could be to have a 'moveable' barrier there to give flexibility so as at any time there could be a different no. of lanes travelling north or south.

Thank you for considering my submission.

P. Douglas (BSurv) + researcher

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