

From: [Athol Parks](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Tuesday, 15 August 2017 11:02:56 p.m.

Submitter details

Name

Athol Parks

Organisation

City Walks

Postal address

[REDACTED]

Contact phone number

[REDACTED]

[REDACTED]

I would like my contact details to be withheld.

Yes

Submission details

Your position

I oppose this application

Do you wish to speak in support of your submission at a hearing

No

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

Yes

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

The suitability of a bus hub in this location.

My submission is

I'm not sure we need a bus hub. I think the planned location is foolish, because 1) Great King Street is already congested, 2) it's tricky for large buses to access, 3) there seems to be an agenda to get buses out of the Octagon and George Street, and to a lesser extent Princes and King Edward Streets - yet these are the very places where bus users (many of whom have limited mobility) need to go. And we want people to access these spaces so that the spaces remain, or again become, vibrant and attractive main streets. There are means available to discourage private cars from clogging these streets, if necessary. It's my view that public transport in Dunedin should be the responsibility of the DCC, and that it should be considered in concert with broader city planning initiatives (city 'look and feel', parking, cycleways etc.). A better long-term option might be to have two de facto hubs: one in the Exchange/ Market Reserve area and one in North Dunedin, the two connected by an attractive, efficient, regular, user-friendly and free tram or bus service.

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

I seek that the ORC be denied permission to site a bus hub in the proposed location.

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

From: [Bruce Collier](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Thursday, 17 August 2017 03:24:34 p.m.

Submitter details

Name

Bruce Collier

Organisation

Postal address

[REDACTED]

Contact phone number

[REDACTED]

Email address

[REDACTED]

I would like my contact details to be withheld.

Yes

Submission details

Your position

I oppose this application

Do you wish to speak in support of your submission at a hearing

No

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

No

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

All sites covered by application

My submission is

The proposed "Bus Hub", basically a series of open shelters, does a great disservice to the city and I would describe it in one word as "pathetic". I submit that the requested designation NOT be made, and that those responsible for the bus service (whether ORC, DCC or joint authority) be required to give more consideration to climate/weather factors, and to heritage values within the city. A bus hub in Dunedin needs to be more in the style of a small-scale airport terminal - covered, heated, concessions such as a cafe, amenities such as toilets, clear and accurate information such as arrival and departure boards. The gaudy painted pavement appears to be a (failed) attempt at "pop" culture and is not in keeping with the architecture and heritage values of the city.

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

Decline application and require more consideration of unique Dunedin requirements.

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

Can u please send a copy to ORC for me

243



SUBMISSION FORM 21

Submission on publicly notified requirement for designation notice of which served under Section 94(1).

Sections 168A, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

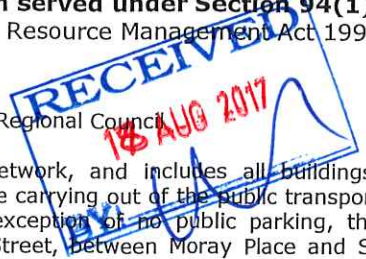
To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number: DIS-2017-1

Site Address: Great King Street

For a designation to: A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

Applicant: Otago Regional Council



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

Your Full Name: DESMOND GRAEME MCINTOSH

Address for Service (Postal Address): 27 FORRESTER AVE, LIBERTON, PINE HILL, DUNEDIN

Post Code: 9010

Telephone: 0277 828 900 Email Address: _____

☐ I would like my contact details to be withheld.

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.

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:

Design, plan, positioning, Safety, Traffic movement, Timetables, Bus routes
Delay Hub for 12 mths & develop the Best Bus System in N.Z.
ORC should buy Southern Break Bldg as Cafe, Toilets, Storage Capacity &

My submission is [include the reasons for your views]: Lease upstairs to Bus Co's for Toilets, Lost &

Refer to maps 1 & 2 Property, Money Counting & Drivers Comforts
Uphill buses should go down Stuart St onto slipway (MAP 2a)
then to Gt King St then back round to Filluel St (MAP 2b) &
back up Stuart St. This solves clogging up, people getting to Library,
Civic Centre, Toilets, Octagon esp. handicapped etc.
Community House driveway should be left open with Veranda
alongside of bldg with provision for current fire escape. Drive in out
of Farmers that end as safer & clear of obstructions. Arrange lease
with Parpark of Farmers for C/House workers. Have Uni buses go to

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

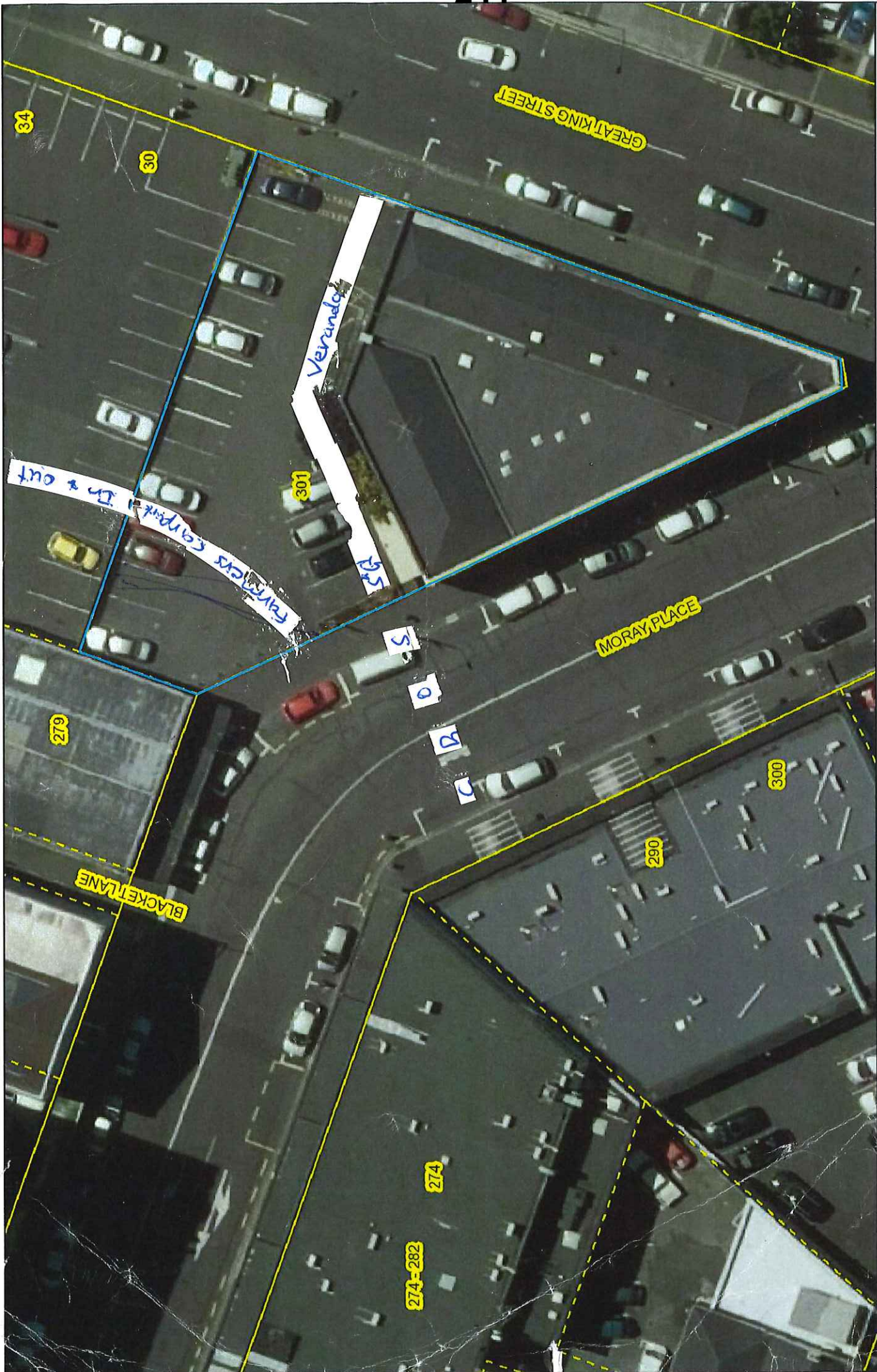
They submit my designs ask for traffic flow down Frederick
reports as upper Moray less congested esp for St. Draft of bus
future. Have bus hub split as per Maps 1 & 2 attached timetable to public
Delay all changes for 12 mths for better outcome before finalising

Signature of submitter: _____ Date: _____

(or person authorised to sign on behalf of submitter)

Notes to Submitter: If u need more detail please contact me as limited time
Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017** at 5pm. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz
Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz
Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, including publication on the Council website. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

A Disabled people not opposing as sick of ORC Brick walling as we
i.e. check submissions since 2014 & how few agreed. this to date all are.



Scale at A4:
1:365
02/08/2017 01:30:09 PM

PARCEL LINES CAN VARY FROM
LEGAL PARCEL BOUNDARIES
This map is for illustration purposes only
and is not accurate to surveying, engineering
or cartographic standards. Every effort
has been made to ensure correctness and
timeliness of the information presented.

2013 Urban and rural photography January /
February 2013. Dunedin City Council
CC BY 3.0 NZ
2006/2007 Urban photography March 2007,
copyright NZAM, Rural photography March
2005, copyright Terralink International Ltd.



Map. 1.

Photographic Map

кар. 2.

From: [Paula Myers](#)
To: [Resource Consent Submissions](#)
Subject: FW: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Wednesday, 16 August 2017 08:14:44 a.m.

From: Paula Myers
Sent: Tuesday, 1 August 2017 12:08 p.m.
To: Central City Plan
Subject: FW: DIS-2017-1 - Central City Bus Hub Form 21 submission

From: David Phillips [<mailto:diphillips@xtra.co.nz>]
Sent: Tuesday, 1 August 2017 11:45 a.m.
To: Planning
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission

Submitter details

Name

David Phillips

Organisation

Postal address

43 Marion St Macandrew Bay Dunedin 9014

Contact phone number

027 3690626

Email address

diphillips@xtra.co.nz

I would like my contact details to be withheld.

No

Submission details

Your position

I support this application

Do you wish to speak in support of your submission at a hearing

No

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

Yes

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

the Bus Hub is actually a very short-term solution [-----the bus stands need to be replaced by 2 enclosed warm shelters with self auto glass doors ;comfortable seating,internet/wifi access and adjourning monitored toilets

My submission is

II think the present plan will not encourage an increase in bus patronage for residents;it has no security and is a poor solution.

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

that a modern user-friendly bus hub is built that we can all be proud of and so 'grow' our bus patronage.

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

From: [Diane Yeldon](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Thursday, 10 August 2017 12:58:40 p.m.

Submitter details

Name

Diane Yeldon

Organisation

Postal address

[REDACTED]

Contact phone number

[REDACTED]

Email address

[REDACTED]

I would like my contact details to be withheld.

Yes

Submission details

Your position

I support this application

Do you wish to speak in support of your submission at a hearing

No

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

No

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

All

My submission is

This will improve public transport in Dunedin

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

Recommend in support

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

From: [Lesley Paris](#)
To: [Planning](#)
Cc: [Alan Shanks](#)
Subject: Dunedin Community House Submission for Bus Hub (DIS-2017-1)
Date: Friday, 18 August 2017 04:52:29 p.m.
Attachments: [DCH Submission Bus Hub 18 Aug 2017.pdf](#)
[Attachment to DCH Submission Form 21 - Bus Hub.pdf](#)

Please find attached the Dunedin Community House submission on the Bus Hub (DIS-2017-1) consisting of:

- Submission Form 21
- DCH Attachment to Submission.

Many thanks

Lesley



Lesley Paris

General Manager

Otago Access Radio 105.4FM

p: 03 471 6161

a: 301 Moray Place, Dunedin 9016

w: www.oar.org.nz e: manager@oar.org.nz



WINNER - 2017 Trustpower Dunedin Community Arts and Culture Award



**DUNEDIN CITY
COUNCIL**
Kaunihera-a-rūhe o Ōtepoti

SUBMISSION FORM 21

Submission on publicly notified requirement for designation
notice of which served under Section 94(1).

Sections 168A, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number: DIS-2017-1

Applicant: Otago Regional Council

Site Address: Great King Street

For a designation to:

A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

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

Your Full Name: The Dunedin Community House Incorporated CC 27888

Address for Service (Postal Address): 301 Moray Place, Dunedin

Post Code: 9016

Telephone: 63 471 6150

Email Address: alan@connectsouth.org.nz

☐ I would like my contact details to be withheld.

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.

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:

1. Noise
2. Emissions
3. Car Parks
4. Privacy

My submission is (Include the reasons for your views):

on attached form.

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

We seek a determination that consent to this application be conditional upon negotiated resolution between ORC and DCH to each of the four outstanding issues detailed in this submission. Thank you.

Signature of submitter:

Lesley Paris - Acting Chair, Management Committee
Dunedin Community House Date: 18 August 2017
(for person authorised to sign on behalf of submitter)

Notes to Submitter:

Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017 at 5pm**. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz

Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, including publication on the Council website. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

Attachment to Submission Form 21

Submission on publicly notified requirement for designation notice of which served under Resource Management Act 1991

Submission by: The Dunedin Community House Incorporated CC27888 (DCH)

Address: 301 Moray Place, Dunedin 9016

In principle we support the initiative to create a bus hub on Great King Street, and acknowledge the benefits this centralised service will deliver to the wider Dunedin community.

We have been negotiating in good faith with the ORC and have reached agreement with them to work together on the four primary concerns that impact the 18 community organisations who are tenants of DCH, and our many public clients.

We seek a determination that consent to this application be conditional upon negotiated resolution to each of the following issues:

Noise

The east side of our building faces proposed new bus bays. There are meeting rooms on both levels of DCH along this face and one of our tenants, Otago Access Radio (OAR), operates a radio service with the broadcasting studio and a production room on that face.

ORC has agreed to mitigate the impact of the new noise created to a level acceptable to their experts. The detail has not yet been agreed and we reserve the option of retaining our own expert in this area.

We would like you to require us to reach agreement before consent is granted.

Emissions

Currently tenants on the east side of the building can open their windows to allow fresh air to flow. Once bus bays are placed outside the building, tenants will not be able to open windows without comprising sound and air quality. Air conditioning will be required to meet building standards.

Our current air intake is on the east side of the building; this needs to be changed. The ORC has agreed to move the air intake and to mitigate the impact of the fumes created to a level acceptable to their experts. The detail has not yet been agreed and we reserve the option of retaining our own expert in this area.

We would like you to require us to reach agreement before consent is granted.

Car Parks

We will lose up to five car parks in this process. This will compromise service delivery for clients of the community organisations affected. ORC and the DCC have agreed that they should compensate us for the losses. To date no agreement has been reached on the nature and extent of any compensation.

We would like you to require us to reach agreement before consent is granted.

Privacy

Passengers waiting on the buses will be able to see into the east side meeting rooms. These rooms are used to conduct business of a sensitive nature with clients of support services. ORC has agreed to work with us on mitigating the loss of privacy but there has been no agreement on the form of those mitigation measures.

We would like you to require us to reach agreement on this matter before consent is granted.

Dunedin Community House Tenants:

Alzheimers New Zealand, Associated New Zealand ME Society (ANZMES), Asthma Society, Brain Injury New Zealand, Carers Society, Citizens Advice Bureau, Connect South, Disability Information Service, Dunedin Budget Advisory Service, Epilepsy New Zealand, ME Information and Support Services (MEISS), Otago Access Radio, Otago Farmers Market, Problem Gambling Foundation of New Zealand, Shakti Community Council, SPELD, Stroke Foundation, Volunteering Otago.



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, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number: DIS-2017-1

Site Address: Great King Street

For a designation to:

Applicant: Otago Regional Council

A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

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

Your Full Name: GRAHAM CALDER

Address: [REDACTED] VE [REDACTED]

Post Code: 9010

Telephone: [REDACTED] Email Address: [REDACTED]

☒ I would like my contact details to be withheld.

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.

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:

BUS HUB.
BUS ROUTES
BUS FARES.

My submission is [include the reasons for your views]:

HUB SO FAR I AM NOT AWARE OF WHAT THE PLANNED TIMETABLES AND ROUTES ARE AFTER THE PROPOSED ESTABLISHMENT OF A BUS HUB. I DON'T THINK IT IS NECESSARY TO HAVE A BUS HUB.
REASON: IF THE INTENTIONS ARE TO KEEP THE BUSES AWAY FROM THE OCTAGON AND ALONG GEORGE THIS WILL BE A BIG MISTAKE. MOST OF THE PASSENGERS THAT I KNOW ALWAYS GET OFF AT A GEORGE ST STOP. I USE NO19 AND FIND THE PRESENT SERVICE EXCEPT NOW IT DOESN'T GO ALONG ARTHUR/RUSSELL ST. 1/3 OF THE PASSENGERS USED TO GET ON/OFF THERE. ALSO THE NO19 NOW RUNS ON AN HOURLY SERVICE - USED TO BE 1/2 HR (MUCH BETTER)

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

Signature of submitter: [Signature]

Date: 14/8/17

(or person authorised to sign on behalf of submitter)

Notes to Submitter:

Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017 at 5pm**. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz

Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, **including publication on the Council website**. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

BUS ROUTES

253

REVERT NO 19 BACK TO PREVIOUS ROUTE i.e. INCLUDE ARTHUR/RUSSELL STREETS.

REASON: - APPROX $\frac{1}{3}$ OF PASSENGERS USED THE SERVICE FROM THIS AREA.

THIS WAS MY OWN OBSERVATION AND INFORMATION FROM DRIVERS

- CHANGING ROUTE ENMINATED EASIER ACCESS TO EXCHANGE AREA.

- REVERT BUS TIMETABLE BACK TO $\frac{1}{2}$ HR SERVICE.

BUS FARES

ALTHOUGH I HAVE A GOLD CARD, I HAVE NOTICED THAT FARES ARE REASONABLY EXPENSIVE FOR FAMILIES WITH CHILDREN. TOO MANY

ZONES

BECAUSE THE REGIONAL COUNCIL HAVE ONLY BEEN DRIP FEEDING INFORMATION, I FIND IT DIFFICULT TO MAKE A MEANINGFUL CONTRIBUTION TO THE BUS SERVICE PLANS.

THE SYSTEM MUST BE USER FRIENDLY.



From: [Geraldine Tait](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Thursday, 17 August 2017 10:52:48 p.m.

Submitter details

Name

Geraldine Tait

Organisation

Postal address

33 Reservoir Road RD 1 Waikouaiti Otago 9471

Contact phone number

034822517

Email address

gstait@clear.net.nz

I would like my contact details to be withheld.

No

Submission details

Your position

I oppose this application

Do you wish to speak in support of your submission at a hearing

Yes

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

No

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

Moving of bus services from present location to Great King Street. Design location and adequacy of bus shelters. Lack of long term vision which will improve bus services and encourage people to use busses.

My submission is

The whole proposal to move the existing bus stops from the main streets of Dunedin to Great king Street has not been well thought out. What is the long term vision? Who will benefit and how will some bus users be disadvantaged. Maybe a better idea would be to remove the cars from the centre of town but allow the busses to still pass through as they have done with trams in parts of Melbourne. The only good thing, may be that it will be easier for people who use busses infrequently to find the correct service. No changes should be made until the on-time information screens are up and running. Presently in the centre of town there are large verandas which provide shelter for passengers waiting for busses, at certain times such as after school and around 5pm there can be very large numbers of people waiting at the stops near the Octagon. The proposed bus stops will be totally inadequate to shelter this number of people. The so called bus Hub should be offering a new improved service but it will in fact be further to walk for some people, less

shelter, less safe as Great King Street can be quieter and less well lit than central Dunedin later in the day. Other cities provide indoor bus stations with cafes, comfortable seats, security guards and staffed information counters. None of this is proposed here. It is in the interest of the city council and the whole of Dunedin to have an improved bus service and one that is welcoming and practical for users. Think about the level of funding and infrastructure that is going toward improved safety for cyclists how many people in Dunedin ride bikes compared to those who use busses. Bus users include children, elderly and disabled people who has special requirements for ease of use, safety and comfort. None of what is on offer is a step forward it could be seen as an attempt to get large noisy busses out of the middle of town away from the bars and cafes and also so there is more room for cars. It is the responsibility of the DCC to ask is this proposal fit for purpose? Is there a hidden agenda in moving the bus stops away from the centre of town. The council changed its policy on parking services a few years ago one of the reasons was to encourage people not to bring cars into the centre of the city, prices were increased, times shortened and the area with meters was increased so that commuters would consider using the bus service. The carrot and stick approach can be used to change behaviour, the stick was that it became more difficult to find a park but I'm not sure anything in the bus hub proposal can be considered a carrot. On-time information will be very helpful but the ORC are not offering this immediately. Wifi on busses may interest some people but a more sophisticated online timetable information service similar to the one in Christchurch would be far more valuable for making using the bus service easier. I was hugely disappointed to see that all the ORC offers is their present printed timetable which appears in miniature on a phone screen, completely useless for elderly or sight impaired people. I believe that the DCC has the power to decide that this proposal does not meet the social, economic or wider environmental outcomes which are essential for an efficient, user friendly and accessible bus facility. It has the potential to make the bus service less practical and efficient and has little to offer bus users. Many people may not be aware of the down sides of this proposal until it is built and the existing stops disappear. Bus users are often not a vocal group, the council needs to step back and look at the big picture here.

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

To the decline the present proposal until a hub which provides much better shelter and services is on offer.

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

From: [Jane O'Dea](#)
To: [Planning](#)
Cc: megan.justice@mitchelldaysh.co.nz
Subject: DIS-2017-1 - Central City Bus Hub
Date: Friday, 18 August 2017 02:04:59 p.m.
Attachments: [HNZPT submission on Dunedin Bus Hub NOR 18-8-2017.pdf](#)

Please find attached Heritage New Zealand's submission on the Central City Bus Hub notice of requirement.

Regards

Jane

Jane O'Dea | Heritage Advisor (Planning) | Heritage New Zealand *Pouhere Taonga* | PO Box 5467, Dunedin 9058 | Ph: (64 3) 477 9871 | DDI: 470 2366 | Visit www.heritage.org.nz and learn more about New Zealand's heritage places

Tairangahia a tua whakarere; Tatakihia nga reanga o amuri ake nei
Honouring the past; Inspiring the future

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it. Please notify the sender and delete the message in its entirety.



18 August 2017

Dunedin City Council
PO Box 5045
Dunedin 9058

Dear Sir/Madam

**SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA ON A NOTICE OF REQUIREMENT FOR A
NEW DESIGNATION FROM OTAGO REGIONAL COUNCIL: DUNEDIN CENTRAL CITY BUS HUB**

To: Dunedin City Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage.

2. This is a submission on a notice of requirement for a new designation by the Otago Regional Council to:

Provide for the establishment, operation, maintenance and upgrading of the Central City Bus Hub for Dunedin public transport service purposes, and to provide for any site works, buildings or structures, integral and ancillary to the Dunedin public transport system as outlined in the application documents.

3. The specific parts of the notice of requirement that Heritage New Zealand's submission relates to are:

- Potential effects on historic heritage - particularly on archaeological values, and the Community House (Stephens Inks) building which is entered on the New Zealand Heritage List as a category 2 historic place.

4. Heritage New Zealand's submission is:

- Neutral, provided potential effects on historic heritage are appropriately managed.

5. The reasons for Heritage New Zealand's position are outlined in the following paragraphs.

6. In terms of the regulatory context with regards to the heritage values of the subject site, there are a number of matters which should be taken into consideration as part of the application, as set out below:

New Zealand Heritage List Rārangi Kōrero

Community House, which adjoins the proposed designation and would be affected by a proposed two bay cantilever bus shelter, is a Category 2 historic place (ref. 2219).

Dunedin City Operative District Plan and 2GP

- Community House is scheduled as a protected heritage item in the operative and proposed District Plans – B411 Stephen Inks Building ‘facades to Moray Place and Great King St.’
- 93 St Andrew Street/73 Great King St is scheduled as a protected heritage item in the operative and proposed District Plans - B545 ‘building façade above verandah’ (operative District Plan); ‘Façades to Great King Street and St Andrew Street above verandah, including fenestration, steel window joinery, mouldings and architectural detail including relief lettering’ (2GP).
- Part of the site is within operative District Plan Townscape and Heritage Precinct TH09 – George St Commercial Heritage Precinct.
- Proposed designation is within an ‘Archaeological Alert Layer’ mapped area in the 2GP, denoting the likely presence of subsurface archaeological material.

7. Previous Heritage New Zealand advice on proposed Bus Hub

- Heritage New Zealand provided the following feedback to the Otago Regional Council on 19 December 2016:

Heritage New Zealand is supportive of the proposed bus hub in principle however there is one aspect of the proposal which is of concern and should be reconsidered.

Heritage New Zealand notes that it is proposed to install a double bus shelter directly outside Dunedin Community House which is located on the corner of Moray Place and Great King St. This building is entered on the New Zealand Heritage List as a category 2 historic place. The building's significance is also recognised in the Dunedin City District Plan and 2GP, wherein the building's facades to Moray Place and Great King St are protected. Although the proposed bus shelter would not constitute a physical alteration to the building because it would not be attached to the building, Heritage New Zealand considers the proposed bus shelter to be inconsistent with the intent of the district plan protection which is clearly aimed at managing effects on the external appearance of this part of the building. Heritage New Zealand therefore requests that serious consideration be given to reorganising the arrangement of bus shelters and spaces on this side of the street so as to avoid the Dunedin Community House building.

In addition to the adverse effects on the appearance of the building, the proposal also has the potential to adversely affect the viability of the building - particularly that part closest to the proposed bus shelter which will experience increased noise and a reduction in outlook and amenity. The siting of the bus shelter in such close proximity to the building would also make maintenance of this part of the building difficult.

Where it is necessary for a bus stop to be sited in close proximity to a heritage building, a more bespoke approach should be taken which either eliminates the bus shelter; or through design and repositioning significantly reduces its visual aesthetic and economic impacts.

Heritage New Zealand would be very happy to undertake a site visit to discuss these matters with ORC staff and any other interested parties.

If there are any earthworks associated with the proposed landscaping or installation of the bus shelters an archaeological authority may be required under the Heritage New Zealand Pouhere Taonga Act 2014. The contact person from Heritage New Zealand in regards to this process is Matt Schmidt, 03 4779871, mschmidt@heritage.org.nz.

- Heritage New Zealand's feedback in relation to the potential impacts of the proposed bus shelter on the Community House building have not been addressed by any design amendments, and accordingly this advice still stands.
- It is however noted that the application states (at page 12): *Should the full canopy design be pursued in the roadway adjacent to this building, the requiring authority will consult with Heritage New Zealand over the design of this structure where it is in proximity to the heritage building.*
- Heritage New Zealand looks forward to further consultation in regards to the design of the proposed bus shelter. However we would like to reiterate that the siting of such a structure is of just as much concern to Heritage New Zealand in terms of how this will impact on future maintenance of the building.
- Whilst Heritage New Zealand's preference would be to avoid structures being sited in front of recognised heritage buildings, it is understood that this may not always be possible. In such circumstances Heritage New Zealand considers that there are reasonable alternatives to the siting of a bus shelter in very close proximity to the building. For example the most obvious option to mitigate the adverse effects would be to shift the bus shelter towards the curb and turn it to face inwards (so that the shelter wall sits on the kerb alignment with the hood extending over the footpath) in a similar manner to some other bus shelters around the city. See attached photograph of bus shelter near 664 George St (a 2GP 'character contributing building') as an example. This approach has the benefit of avoiding future building maintenance issues, and avoids obscuring views along the building façade. Given that there are other examples of this arrangement throughout the City, this is not considered to be unachievable.
- Based on the above Heritage New Zealand requests that the following be made a condition of the designation:

Where any new structure such as public toilets, bus shelters and kiosks are to be located adjacent to any heritage item as scheduled in this Plan, the structure shall be sited as so as to be recessed from the street frontage of the heritage building (if located in vacant space next to a heritage building), or if located in the roadway in front of a scheduled building, shall be sited as close to the kerb as practicable and be oriented to face inwards towards the building if necessary to provide adequate space for pedestrians, rather than placed up against or very close to the building.

8. Heritage New Zealand Pouhere Taonga Act 2014 – Archaeological site protection

- The proposed designation site is in an area of Dunedin that was subject to early reclamation and settlement. There is therefore the possibility of archaeological material being uncovered during earthworks for the proposed facilities.
- The Heritage New Zealand Pouhere Taonga Act 2014 makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site

without the prior authority of Heritage New Zealand. This is the case regardless of whether the land on which the site is located is designated, or the activity is permitted under the District or Regional Plan, or a resource or building consent has been granted.

- The application proposes a condition concerning the management of accidental discoveries of archaeological material. Whilst this accidental discovery condition is welcome, Heritage New Zealand would not like this condition to be taken to infer that compliance with it will satisfy the requirements of the Heritage New Zealand Act Pouhere Taonga Act 2014.
- Because there is reasonable cause to suspect the presence of archaeological material in and around the subject site, any ground disturbance associated with the proposed bus hub - for example landscaping, installation of bus shelters, kiosks and public toilets, is likely to require an archaeological authority pursuant to the Heritage New Zealand Pouhere Taonga 2014. The need for an authority will depend on the depth and extent of ground disturbance proposed. When an archaeological authority is in place the conditions of the authority will override the accidental discovery condition in the designation condition.
- Based on the above, Heritage New Zealand requests that proposed condition 2 as set out in Annexure 3 of the application be amended as underlined below:

If an unidentified archaeological site is located during works, then the find shall be managed in accordance with the conditions of the relevant archaeological authority as granted by Heritage New Zealand Pouhere Taonga. Alternatively if the works did not require archaeological authority pursuant to the Heritage New Zealand Pouhere Taonga Act 2014 then:

a) Work shall cease immediately at that place and within 20m around the site . . .

9. **Heritage New Zealand seeks the following decision:**

That should the Council be minded to approve the notice of requirement, that:

- The decision be informed by the above advice in relation to the siting of a bus shelter for Bus Bay 1 in proximity to the Heritage New Zealand category 2 Community House (Stephens Ink) building.
- That a condition be imposed as follows:

Where any new structure such as public toilets, bus shelters and kiosks are to be located adjacent to any heritage item as scheduled in this Plan, the structure shall be sited as so as to be recessed from the street frontage of the heritage building (if located in vacant space next to a heritage building), or if located in the roadway in front of a scheduled building, shall be sited as close to the kerb as practicable and be oriented to face inwards towards the building if necessary to provide adequate space for pedestrians, rather than placed up against or very close to the building.

- That proposed condition 2 of Annexure 3 of the application be adopted subject to the amendments set out below:

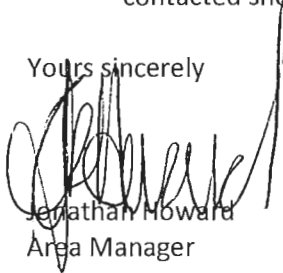
If an unidentified archaeological site is located during works, then the find shall be managed in accordance with the conditions of the relevant archaeological authority as granted by Heritage

New Zealand Pouhere Taonga. Alternatively if the works did not require archaeological authority pursuant to the Heritage New Zealand Pouhere Taonga Act 2014 then:

a) Work shall cease immediately at that place and within 20m around the site . . .

10. Heritage New Zealand does not wish to be heard in support of this submission but is happy to be contacted should there be any questions in relation to this submission.

Yours sincerely



Jonathan Howard
Area Manager

Address for service:

C/- Jane O'Dea, Heritage Advisor – Planning
Heritage New Zealand
PO Box 5467
Dunedin 9058
jodea@heritage.org.nz

Attachment 1: Bus shelter at 664 George St, Dunedin, 17-8-2017



RECEIVED

03 AUG 2017

BY: 

DUNEDIN CITY COUNCIL
Kaunihera-a-rohe o Otago

SUBMISSION FORM 21

Submission on publicly notified requirement for designation
notice of which served under Section 94(1).

Sections 168A, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number: DIS-2017-1

Applicant: Otago Regional Council

Site Address:

For a designation to:

Great King Street

A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

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

Your Full Name: IAN WILLIAMS

Address for Service (Postal Address): 16 ADDERLEY TCE

RAVENSBORNE 9022 DUNEDIN

Post Code:

Telephone: 4710608

Email Address: wordking@kinect.co.nz

☐ I would like my contact details to be withheld.

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

I: ~~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.

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:

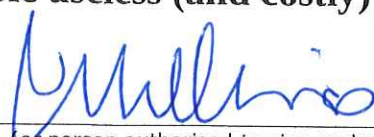
The location of the Bus Hub

My submission is [include the reasons for your views]:

I can't imagine a worse location than that proposed by the proponents of this venture. Chaos, congestion beyond the imagination - there can be no other outcome given the size of the buses that will use it and the space limitations of the site. True, other N.Z. cities have bus hubs, I've lived in most of them: Auckland, Wellington, Christchurch - all have dedicated sites, either custom-built, or blessed with naturally wide street areas. Wellington's station location comes to mind, though it also has a dedicated bus hub in Courtney Place, about four times the width of King Street. If you want proof of the unsuitability of the site, simply mosey north along King Street and check the peak hour near chaos outside New World, and not a bus in sight.

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

Abandon the whole useless (and costly) enterprise. Let common sense prevail.

Signature of submitter: 

Date: 29/7/17

(or person authorised to sign on behalf of submitter)

Notes to Submitter:

Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017 at 5pm**. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz

Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, **including publication on the Council website**. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

From: [Jennifer Bradshaw](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Friday, 18 August 2017 03:40:41 p.m.

Submitter details

Name

Jennifer Bradshaw

Organisation

Self and husband, BJ Cameron

Postal address

218 Forbury Rd St Clair Dunedin 9012

Contact phone number

03 455 5877

Email address

bradshaw@xtra.co.nz

I would like my contact details to be withheld.

No

Submission details

Your position

I oppose this application

Do you wish to speak in support of your submission at a hearing

Yes

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

No

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

The proposal in its entirety

My submission is

Disdvantages the elderly and disabled. Is against the District Plan of making the city inclusive for everyone, Access to the library, service center and octagon are so impaired as to make this discriminatory

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

That it be declined

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

From: [Jenny Coatham](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Friday, 18 August 2017 04:59:54 p.m.
Attachments: [Bus-Hub-Submission-.pdf](#)

Submitter details

Name

Jenny Coatham

Organisation

Generation Zero

Postal address

9/63 Opoho Road Dunedin Dunedin 9010

Contact phone number

0274881222

Email address

jenny@generationzero.org.nz

I would like my contact details to be withheld.

No

Submission details

Your position

I support this application

Do you wish to speak in support of your submission at a hearing

Yes

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

No

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

The design, location, and introduction of the proposed Bus Hub

My submission is

Urban design principles Effective transit systems require critical infrastructure to support elements within the streetscape that provide for universal access, improve efficiency, and increase legibility and comfort. We believe the concept of the bus hub to provide one aspect of the critical infrastructure required to improve public transport within the city (and to give effect to the principles of the Spatial Plan and the Integrated City Transport Plan). If Dunedin is to become 'a great small city' and we are to achieve the strategic objectives set by the Dunedin City Council and the Otago Regional Council, we need to improve the accessibility and desirability of public transport by building supporting infrastructure which takes into account modern urban design principles (requiring a shift away from the current car dominated paradigm of the city's urban planning. Bus Hub design Bus stops play a critical role in the accessibility and desirability of the public transport network; they provide the users first and last impressions of the service. Transit

stops should be a clearly marked area which indicates where a bus will stop for passengers, in order for the stop to meet this standard it should include: Wayfinding information -- such as clear signs, route numbers and names, schedules and maps including destinations. We support the labelling of the stops with letters as this decreases confusion and clearly indicates to users the way to go. Seating and shelter -- seating for waiting passengers should be available at all times in order to increase the accessibility of transit systems for elderly people, there should be space for people with prams and those who are in wheelchairs, waiting passengers should be sheltered from the weather and be ensured safety whilst waiting for their bus. Clear paths -- clear pedestrian and vehicle paths should be maintained to ensure universal access to the Bus Hub and to improve accessibility within the area. Paths should be also be visible, we therefore support the lighting of the Bus Hub. We also support the raised curb which allows for a more accessible path onto, and off of, waiting buses. We support the Bus Hub as we believe that, to varying degrees, it provides wayfinding information, seating and shelter and clear paths. This will, we believe increase the accessibility and desirability of public transport use in Dunedin. We support the introduction of interactive timetable displays and real-time information as to the arrival of buses. However, this information should still be communicated with clarity -- there should be functionality to the appearance of the design, it should be intuitive and easy to follow and comprehend for all people including those with visual impairments. The bus hub however lack adequate protection from the weather. Generation Zero would support an increase in shelter at the Bus Hub. To the extent that it would ensure uninterrupted protection from rain and wind, and would provide warmth in the cold winter months. Bus Hub Location Generation Zero Dunedin is aware of the opposition to the proposed location, we do however accept that there needs to be a central transit hub in the heart of the city. We believe that the surrounding retail area, Octagon, and George Street should remain accessible from the Bus Hub. This may require protection from the weather as well as the provision of wayfinding information.

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

That the Bus Hub should be implemented but that changes to design including increased accessibility and the availability of shelter be taken into account when finalising the design and presenting future designs.

Supporting documentation

Bus-Hub-Submission-.pdf, type application/pdf, 100.5 KB (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes



Generation Zero

To whom it may concern,

Generation Zero support the introduction of the proposed Bus Hub in principle. We however have some reservations regarding the design of the Bus Hub and have a number of recommendations as listed below:

Urban design principles

Effective transit systems require critical infrastructure to support elements within the streetscape that provide for universal access, improve efficiency, and increase legibility and comfort. We believe the concept of the bus hub to provide one aspect of the critical infrastructure required to improve public transport within the city (and to give effect to the principles of the Spatial Plan and the Integrated City Transport Plan). If Dunedin is to become 'a great small city' and we are to achieve the strategic objectives set by the Dunedin City Council and the Otago Regional Council, we need to improve the accessibility and desirability of public transport by building supporting infrastructure which takes into account modern urban design principles (requiring a shift away from the current car dominated paradigm of the city's urban planning).

Bus Hub design

Bus stops play a critical role in the accessibility and desirability of the public transport network; they provide the users first and last impressions of the service. Transit stops should be a clearly marked area which indicates where a bus will stop for passengers, in order for the stop to meet this standard it should include:

1. Wayfinding information -- such as clear signs, route numbers and names, schedules and maps including destinations. We support the labelling of the stops with letters as this decreases confusion and clearly indicates to users the way to go.
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3. Clear paths -- clear pedestrian and vehicle paths should be maintained to ensure universal access to the Bus Hub and to improve accessibility within the area. Paths should be also be visible, we therefore support the lighting of the Bus Hub. We also

From: [LIZ ANGELO](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Thursday, 17 August 2017 09:07:45 a.m.
Attachments: [Hub-Sub-16817.odt](#)
[Hub-Sub-16817.doc](#)

Submitter details

Name

LIZ ANGELO

Organisation

Postal address

[REDACTED]

Contact phone number

[REDACTED]

Email address

[REDACTED]

I would like my contact details to be withheld.

Yes

Submission details

Your position

I oppose this application

Do you wish to speak in support of your submission at a hearing

Yes

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

Yes

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

I object to all.

My submission is

See attachment

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

That this ORC project be halted and put in the hands of the DCC City planners due to its potential to destroy Dunedin's inner city historic character.

Supporting documentation

Hub-Sub-16817.odt, type application/vnd.oasis.opendocument.text, 12.8 KB (file name - attached)

Supporting documentation

Hub-Sub-16817.doc, type application/msword, 9.5 KB (file name - attached)

I have read and understand the Privacy statement

Yes

Proposed Bus Hub for Dunedin

Submission from Liz Angelo

Bus User

16th August 2017

Co-founder of 'City Rise Up'

I am appalled by the idea of this city street being converted to a Bus Hub in this manner. It should be stopped and passed to the Dunedin City Development Team & heritage planners

Visual

- * It looks like Disneyland 'drop and plop' in a city renowned for its gracious architecture.
- * It is basically a series of glass shelters along an existing road and some bright paint
- * Highly coloured tar seal or paving materials are not in keeping with Dunedin
- * Shelters should not cover one side of Community House.
- * Community House was built in 1908 for an ink businessman Mr Meeks, later Stephens Inks
- * This hub design will have an impact that is so out of character for Dunedin.
- * It needs the input of DCC urban designers and heritage planners.
- * This project should be re-thought completely by our DCC heritage planners

Practical

- * As a frequent bus user I would find it cold, noisy and polluting spending time there.
- * Hub is no improvement on the current wait in George St. with it's cold southerly blasts and large polluting buses.
- * The recent ORC bus changes have reduced or eliminated buses for many users.
- * The result is less bus use, more car use - a bus plan failure and missed opportunity.
- * A comfortable, warm bus hub would incentivise bus use.
- * We should aim to make bus use 'cool'- not so hard surely in a student city.

Design

- * Dunedin needs a heated building.
- * Essential that the hub have electric charge points in anticipation of electric buses
- * Smaller, frequent, electric shuttle buses are the future.
- * Hub should take ALL buses- private and commercial. (Intercity, cruise-ship, airport buses)

Research

- * The ORC have not supplied figures on how many bus users we have or future projections.
- * How can one plan without these figures?
- * **Bus users and drivers** have **not** been quizzed, but affected businesses have.
- * Bus centres around the world should be researched by internet - success and failures noted.

Comment

* **Stop this bus hub project**

- * This is cheap rushed job that does not fulfill requirements
- * The bus hub should be community driven and seen as a valuable community asset.
- * It will be with us for many years to come.
- * A heritage city project should be designed by heritage planners not the ORC

Solution

- * Strengthen DCC-ORC collaboration or let the DCC manage it completely
 - * This is not just about buses- it is about people and traffic movement in a heritage city.
- The Dunedin City Development Team must be involved.- **urgently**.

Liz Angelo

16th August 2017

Proposed Bus Hub for Dunedin
Angelo

16th August 2017
Up'

Submission from Liz

Bus User
Co-founder of 'City Rise

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- * This is cheap rushed job that does not fulfill requirements
- * The bus hub should be community driven and seen as a valuable community asset.
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Solution

*Strengthen DCC-ORC collaboration or let the DCC manage it completely

*This is not just about buses- it is about people and traffic movement in a heritage city.
The Dunedin City Development Team must be involved.- **urgently**.

Liz Angelo

16th August 2017

From: [Lyndon Weggery](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Wednesday, 26 July 2017 12:03:19 p.m.

Submitter details

Name

Lyndon Weggery

Organisation

private

Postal address

56 Middleton Rd Dunedin,N.Z. Dunedin,N.Z. 9012

Contact phone number

(03) 4876008, 021487608

Email address

LWeggery@hotmail.com

I would like my contact details to be withheld.

No

Submission details

Your position

I oppose this application

Do you wish to speak in support of your submission at a hearing

Yes

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

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

All the area as legally defined in the Public Notice.

My submission is

I am totally opposed to the siting of this Bus Hub in Gt King St as it will adversely affect local residents/ratepayer as motorists in carrying out their lawful business in this part of the CBD. There has been no consultation with the DCC who have their own proposals for the neighbouring CBD and the result is potentially a limited access for vehicles in the wider area, not to mention the valuable loss of carparks. No consideration has been given by ORC to alternatives e.g. The Exchange. This whole proposal needs to be better co-ordinated between ORC and DCC before any final decision is made.

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

That this application be declined.

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes



DUNEDIN CITY
COUNCIL
Kaunihera-a-rohe o Otago

SUBMISSION FORM 21

Submission on publicly notified requirement for designation
notice of which served under Section 94(1).

Sections 168A, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number:

DIS-2017-1

Applicant: Otago Regional Council

Site Address:

Great King Street

For a designation to:

A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

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

Your Full Name: Michael Smith

Address for Service (Postal Address):

Post Code:

Telephone:

Email Address:

☒ I would like my contact details to be withheld.

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.

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:

The submission is concerned with the full notice of requirement.
(refer to pages attached; pages 1-12)

My submission is [include the reasons for your views]:

(refer to pages attached; pages 1-12)



18 AUG 2017

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

I seek the Council recommend to the requiring authority
that it withdraw the requirement.

Signature of submitter:

(or person authorised to sign on behalf of submitter)

Date:

18/8/2017

Notes to Submitter:

Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017** at 5pm. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz

Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, **including publication on the Council website**. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

Relevant Provisions of a National Policy Statement

The proposal is not of significance and/or importance as to be directed by any National Policy Statement.

It is emphasised that the road and road reserve subject to the application is land in the district (Dunedin City) vetted with the Dunedin City Council.

The Dunedin City Council alongside provisions in the District Plan has developed a Transportation Strategy specifically addressing road and transportation management and issues. Furthermore it has been stated by the Council in the operative District Plan and is a regulatory function of the Council to manage the local roading network.

The provision of Bylaws to control activities on roads as required by the Local Government Act also effectively assist with development and management of activities on the roads. This has been included in the operative District Plan with reference to the managing of commercial activities on legal roads and bus stops which is relevant to this application.

The activity proposed by the Regional Council does not warrant being considered for a designation and is an attempt to over ride planning rules and regulations in the Dunedin District Plan, the proposed 2nd Generation District Plan, as well as the authority of the Dunedin District Council to regulate and manage the roading network consistent with the Transport Strategy and as also authorised by Local Government statute to manage transportation and roading through Bylaws.

Regional Policy Statement

The applicant highlights relevant policies in the Regional Policy Statement that include the following:

- Encourage development that maximises the use of existing infrastructure
- Aim to maintain, and where practicable, enhance the quality of life for people and communities within Otago's environment, with reference to:

Amenity.

The proposal is contrary to these policies. It is also contrary to the means of achieving the sustainable use of exiting infrastructure as explained by the Otago Regional Council in the RPS.

Proposed Regional Policy Statement

The applicant highlights relevant objectives and policies in the Regional Policy Statement that include the following:

- That good quality infrastructure and services meet community needs
- To manage infrastructure activities, to:

Improve efficiency of use of natural resources (Policy 4.3.1 (c))

Increase the ability of communities to respond and adapt to emergencies, and disruptive or natural hazard events (Policy 4.3.1(f))

Protect the functioning of lifeline utilities and essential or emergency services 4.3.1 (g)).

The proposal is contrary to the above. The proposed restriction of traffic movements from Great King Street turning right towards the Central City, Octagon and hill suburbs and residential areas onto Moray Place is un-acceptable.

This represents a partial road closure from the Hospital, Dunedin Central Police Station, a major supermarket, and from other retail activities and the tertiary sector onto a significant and important feeder road that is Moray Place from Great King Street in the centre of Dunedin City.

Furthermore it is highly likely that permitting the Otago Regional Council to designate the important section of this road in the Central City to what amounts to a line up of bus stops is likely to result in future action by the Otago Regional Council to carry out a road stopping to public vehicles.

- Enabling energy efficient transport by ensuring transportation infrastructure in urban areas has good connectivity, by (b) placing a high priority on walking, cycling and public transport where appropriate, maximising pedestrian and cycling network connectivity, and integration with public transport; and (c) enabling the development and upgrading of transport infrastructure and associated facilities that.... foster the uptake of new technologies for more efficient energy uses, and renewable and lower emission fuels (Policy 4.4.6):

The above is incredibly broad. While the aim of the new bus stops and ancillary activities may achieve some of the above, the reality of the proposal is a reduction of accessibility and connectivity to central city areas by the re-routing of most bus services.

No patronage surveys or modelling, clarity of redirected services in terms of site plans accompany this application.

The proposal not only reduces connectivity to many central city and hill areas but also reduces multi-modal connections to other services such as taxi stands and would make access to key central areas less accessible for the elderly, impaired and disabled.

The applicant states; Most notably, Policy 4.4.6 seeks to:

Policy 4.4.6 seeks to:

a) Ensuring that transport infrastructure in urban areas has good connectivity, both within new urban areas between new and existing urban areas:

b) Ensuring that transport infrastructure in urban areas has good connectivity, both within new urban areas and between new and existing urban areas, by all of the following:

- i. Placing a high priority on walking, cycling and public transport, where appropriate;
- ii. Maximising pedestrian and cycling networks connectivity, and integration with public transport.
- iii. Having high design standards for pedestrian and cyclists safety and amenity;

The objectives and policies highlighted above and regarding infrastructure upgrades and regarding newer technologies and fuel efficiencies should be considered a given.

This is all clearly supported, however the previous comments outlined above also apply.

The applicant states that increasing public transport patronage is anticipated, and other changes to the public transport system will result in greater efficiencies in the use of the road network and of natural resources.

Increasing patronage should be a pre-requisite of upgrading and modernising bus services irrespective of this re-routing of bus services proposal.

There has been no surveys and or modelling and/or community consultation on the actual proposed location (other than general support from some submissions in principle on Draft Regional Council Transport Plans promoting the development of a comprehensive multi-modal type bus interchange in the central city) the nature, location and type of extended bus stops along Great King Street can not be identified as being an outcome of community support and/or the outcome of support of bus patrons.

The proposal as outlined diverts many previous direct bus services through the central City. It also disrupts and compromises part of the roading network, specifically, Princes Street/ Moray Place vicinity and Moray Place vital roading network from Great King Street and Moray Place to other areas of Dunedin City.

The applicant also refers to the following:

Objective 4.2.1 seeks to ensure the amenity values of Dunedin, while ensuring that significant natural and physical resources are appropriately protected (Objective 4.2.4).

The Otago Regional Council as covered in this application is arbitrary and inconsistent. The application states that the removal of bus stops from Princess, Octagon and George Street will improve amenity. It is then quite contrary to this, concluded in the application that the proposal that would include the installation of 13 bus bays and ancillary shelters and structures on the road reserve and surrounding area would improve amenity.

Otago Regional Council Draft Regional Land Transport Strategy 2011

It is noted that in the draft regional land Transport Strategy the Otago Regional Council, stated that: “a centralised terminal is possibly not warranted as numerous services provide easy access through the Octagon in Dunedin.”

Draft Otago Regional Council Public Transport Plan 2012/ Otago Southland Regional Transport Plans 2015-2021

It is noted in support of the Council’s intention to improve the public transport services; as part of the redefining the network to better suit peoples travel needs the Council did moot the idea of making the hubbing network work better in developing the Transport Plan.

It is acknowledged that the Council has highlighted difficulties when the Octagon is partially or fully closed which occurs many times a year.

List of significant projects in Otago

In terms of the current Transport Plan the Otago Regional Council has tabled responsibility for a Central City Transport Hub as the organisation responsible as the Dunedin City Council. This is clearly in-correct.

This contradicts references as to the project continuing from the Regional Land Transport Plan – Appendix C..

Not a Significant Project

It has also listed the project in a band (band 1 of the highest priority, band 5 of the lowest priority) as band 4.

The nature of the proposed line of on street bus stops, (the complete lack any integrated enclosed site appropriate multi-modal modern/ unique integrated terminal and/or bus exchange building at an appropriate site) as well as the adverse impacts on the roading network and amenity as well as other factors identified above should result in the Regional Council withdrawing the requirement.

In effect the proposal represents a series of on street bus stops, where the Council would not own or occupy site. The bus providers are public companies. The road reserve is vetted with and managed by the Dunedin City Council and other areas subject to the proposal are in private ownership.

It is highlighted in the application that in its entirety the proposal would be assessed as a non complying activity. The applicant also, clearly has concerns regarding the proposal as characterised as a Bus Hub as not complying with the 2nd Generation District Plan.

Whilst bus stops and shelters may be considered as permitted activities, it is clear that it has not been anticipated where provisions have been included in the District Plan (i.e the operative not Proposed) to address a proposal where bus stops would line up and occupy a central and strategic street, resulting in multiple separate off street bus stops in a line and accompanying mass of associated bus shelters, furniture and ancillary activities.

The spacing and shelter along Princess Street, the Octagon and George Street has not required this and therefore there has been no degradation of amenity values.

It is not the role of the Otago Regional Council to manage and effectively control, overriding important planning rules an important central City roads to accommodate on street bus stops.

The Dunedin City council has a vested interest and responsibilities in terms of both the District Plan and Local Government Act to better manage the roads and activities affecting district and central/city roads.

Dunedin City District Plan

In it entirety that applicant states that the proposed activity because of site considerations in some respects are permitted, restricted discretionary, controlled and non- complying.

In this regard therefore the unusual and not anticipated proposal that affectively groups bus shelters and ancillary activities in a long line along Great King Street, including Moray Place, on the road reserve and private properties and partially within the Townscape zone could be assessed, notwithstanding the notice of requirement as a non complying activity.

Objective 9.2.1

Provide for businesses, recreational, social, cultural, religious and commercial activity in the Central Activity Zones and enhance the amenity there to make them pleasant for people.

The proposal is contrary to this objective.

Objective 9.2.6

Avoid conflict between pedestrian and vehicle use in the Activity zones.

The proposal is contrary to this objective.

Policy 9.3.3

Enhance amenity values in the Central Activity Zone

The proposal is contrary to this policy.

Objective 13.2.1

Ensure that the important values and characteristics of the natural features and areas which provide the setting for the urban area are protected.

The proposal is contrary to this objective.

Objective 13.2.2

Ensure that the relationship between open space and buildings in the central City precinct are protected.

The proposal is contrary to this objective.

Objective 13.2.4

Ensure that buildings and places that contribute to the townscape character are recognised and maintained.

The proposal is contrary to this objective.

Objective 13.2.6

Ensure that development (including alterations and additions to buildings) does not affect the character and amenity of central City precincts.

The proposal is contrary to this objective.

Policy 13.3.2

Conserve and enhance the distinctive street and open space layout of central City precincts.

The proposal is contrary to this policy.

Policy 13.3.12

Enhance safety in public areas for people

The Dunedin City Council states objects placed on the footpath, i.e, items of street furniture and aspects of the built environment itself need to be minimised.

The proposal is contrary to this policy.

Objective 20.2.4

Maintain and enhance a safe, efficient and effective transport network.

While elements of the proposal may be safe, despite clearly creating potential conflict with pedestrians and potential hazard in terms of traffic manoeuvring, site lines and flow most notably in the vicinity of the entry and exit points with a major pedestrian and vehicle generating activity at the supermarket and surrounding intersection, engineering and traffic management will attempt to mitigate adverse potential impacts on safety.

The efficient and effective transport network is not maintained or enhanced.

On all of the matters identified above, the proposal is contrary to this objective.

Policy 20.3.4

Ensure traffic generating activities do not adversely affect the safe, efficient and effective operation of the roading network.

The proposal is contrary to this policy.

Proposed Second Generation District Plan

The proposal, notwithstanding the notice of requirement has significant impact on the environment as it would be defined as a Passenger Transport Hub and would be assessed as a Discretionary Activity.

The proposal would be assessed as non-complying where buildings and structures do not provide 3 meters of unobstructed area for pedestrian movement, as is the case with this proposal.

Consultation and Site Appropriateness

The above comments also apply. Furthermore as stated there has been no comprehensive bus surveys/ bus patronage modelling and or consultation or buy in regarding the proposed relocation of bus routes and services to the site.

Consultation on Draft Otago Regional Council Transportation Strategy documents and Plans was supported and encouraging however, were only at a level where a central City Bus Hub could be supported in principle and at a conceptual stage and not site specific.

The inclusion of a central Bus Hub in the Otago Southland Regional Land Transport Plan 2015 has little relevance to the proposal as a form of consultation as it merely represents an intention to develop a central Bus hub. It had no detail of proposed works, activities or site specific options or proposals.

It is not clear at what stage the consultation process began with adjacent landowners and occupiers.

It should be noted on the basis of this application and notice of requirement, the only reference to proposed physical works and therefore environmental impact of construction is not in the Assessment of Effects but letters to adjacent landowners/occupiers.

The applicant cites an Otago Daily Times (ODT) press release as a form of consultation.

Inviting the public on Bus Hub design on the basis a site has been adopted and chosen is not consultation.

The site proposed and nature of the proposed bus stops is not suitable. The comments from the previous section also apply.

Assessment of Effects

As outlined in the submission above and further into the submission it is clear the application has only included a limited assessment of effects.

This is characterised where the only reference to site works would appear to be where the Council is informing affected landowners and occupiers of the proposal.

It has adopted an approach that it will re-align all Dunedin City bus services and construct multiple adjoining bus bays and occupy the road reserve and adjoining properties (where negotiated) irrespective of adverse impacts, transforming a vitally important central City Street (Great King Street) removing its existing function in the network with the important connection and flow through Moray Place as well as degrading the amenity of the central City area.

It should also be noted that the Second Generation District Plan has characterised and listed this type activity on the basis of its effects on the environment and the scale of the activity characterising such an activity with more than 4 bus bays as a Passenger Transport Hub.

The above and other adverse impacts are highlighted in this submission.

Dunedin City Council Transportation Strategy (Roads Levels of Service)

The Dunedin City Council in formulating the Transportation Strategy has identified the Moray Place/Princes Street intersection and Great King/St Andrew St intersection at morning peak levels as historically operating at service levels E. While this may have improved it is still found that because of the traffic flows in these areas the egress and access at these intersections are often problematic and would be compounded further with diversion of bus services.

Changes to the Roads and City Centre Roading Efficiency and Impact

It is stated that with the exception of parking, and priority for Public Transport Buses the Bus Hub will not preclude the normal functioning of the affected road as a public road as a public road which is within the Bus Hub designation footprint.

This statement, and its affect on Great King Street and Moray Place is generally misleading and undermines the assessment and affect of this proposal on the roading network.

The applicant proposes to ban left hand turning from a significant traffic generator (supermarket) onto Great King Street.

Furthermore of major adverse impact is the proposal to ban right hand turning from Great King Street on to Moray Place (refer also to previous comments in the submission).

The proposal could be considered as a road stopping and re-alignment in a critically important part of the road network in central Dunedin City.

The conclusions of the traffic assessments in the application as well as the accompanying conclusions that removing buses from Princess Street, the Octagon and George Street improves amenity conversely the introduction of multiple bus stops, bus shelters and ancillary activities in Great King will “enhance the amenity value of the designation site area” is not credible and are not accurate real world assessments of effects of this proposal.

The application is in complete in terms of the assessment of the effects of traffic. There is no substantial evidence that car usage will result in car usage in the area. More importantly, the reports provide no clear and concise details of the proposed individual bus routes and/or collective details of the proposed re-direction of bus routes to the proposed site.

There is a general reference to a morning and afternoon period (not detailed) which states 33 buses will travel north via the proposed hub and 38 will travel south.

The arrival and departure times, bus leeway and details of bus queing and impact on possible conflict with other vehicles at key intersections on Princess Street, Moray Place and St Andrew Street have also not been adequately assessed in terms of the increasing bus frequencies of service and the attempt to re-direct and deviate all Dunedin public transport services to this site.

The application and assessments have not been extensively rigorous and it would appear the level of detail and care in producing the reports have lacked accuracy and conciseness as demonstrated by the acceptance in the Assessment and Mitigation Investigation for data collection and model development that a lack of care in the report and accepted by the Regional Council states that morning counts covered the morning 700 a.m – 9.00 p.m.

This typifies much of the selective and lack of rigorous assessment of the proposal in its entirety. It indicates that the applicant/ Regional Council has an approach that we will place a designation over the site and re-route bus services with extensive on street Bus parking regardless of impact.

The application has included reports covering the physical aspects of the transportation infrastructure, proposed vehicle lay-outs, intersection improvements at Great King Street/Moray Place and St Andrew Street/Great King Street. Engineering solutions can always accommodate modified land use. While the level of service was assessed (over an unknown duration for surrounding intersections), it was determined that buses could physically make the turning intersection at surrounding intersections and that changes in traffic volumes at each key intersection would be small the potential impact of restricting traffic movements along Great King Street and Moray Place has not been assessed or addressed adequately for this proposal or in this application.

The removal of access and performance, efficiency and effectiveness and convenience of access from the tertiary, Hospital, retail, Dunedin Central Police Station from Great King Street onto Moray Place (a key central city strategic, complimentary and feeder road) towards the City centre, upper Moray Place, Stuart Street, York Place, Filleul Street, (Library, Townhall) and hill suburbs and residential areas and beyond is un-acceptable.

Alternative Proposals – Resource Management Status

The fact that the Otago Regional Council cites references to the bus hub in the Otago Regional Council's Public Transport Plan has no regulatory or planning status. This means the proposal to develop a bus hub at the present time, at the proposed location and as a series of activities as described would not have to be consented as a Plan Change, a Resource Consent or accepted as a Notice of Requirement.

The fact that the New Zealand Transport Authority would not fund an off street bus hub at this time, provides no basis for the current proposal to override Resource Management rules and regulations to be included in the District Plan/ Second Generation District Plan

The on going improvement of bus services, route improvements, adoption of new technologies is supported. The ultimate development of a suitable location for an integrated enclosed multi-modal bus interchange would also be supported.

Consideration of Alternative Sites/ Appropriateness of Site/Designation

The applicant quite rightly has identified sites and notes constraints for the development of a bus hub in the central City.

As previously outlined in the submission there are a series of adverse impacts associated with this proposal. The proposal is also not consistent with the objectives and policies of the District Plan, because of the significant scale of the bus re-routing, the impact specifically on the directional flow and function of Great King Street and Moray Place, that is, the permanent and long term adverse impact on the roading network and amenity values in the central city.

The site and configuration and the impact on the roading network is not acceptable.

While various Transport documents and plan (refer references earlier in the submission) have stated the need to improve Dunedin Public Transport services (which is supported) and the development of a central hub (which is also supported), the nature of the proposed on mass bus parks called a hub and the sudden urgency by the Otago Regional Council to push ahead with the proposal at this site, do not provide the justification for adoption of this proposal on Great King Street or the designation.

(Refer also to previous comments in the submission, regarding the road, planning regulations and the role of the territorial authority/ Dunedin City Council)

From: [Nicola Petrie](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Friday, 18 August 2017 12:29:41 p.m.

Submitter details

Name

Nicola Petrie

Organisation

n/a

Postal address

[REDACTED]

Contact phone number

[REDACTED]

Email address

[REDACTED]

I would like my contact details to be withheld.

Yes

Submission details

Your position

I support this application

Do you wish to speak in support of your submission at a hearing

No

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

Yes

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

Supporting the concept

My submission is

I believe Dunedin's traffic has increased dramatically in last 5-10 years, I regularly visit and whilst living there was frustrated by the public transport system. This type of hub used to enable sustainable transport is essential to ensuring that Dunedin continues to thrive without endangering massive traffic jams. I am particularly keen to see cycling being incorporated so people can ideally use this hub and then cycle to further away making it more appealing to an ever wider range of people. I am concerned about pedestrians coming of buses so a mid-block crossing as mentioned in the application would help alleviate some of this. I believe the loss of car parks would hit hardest in that December month when everyone is xmas shopping but perhaps a discounted bus pass during that time would encourage people to use the public transport system instead of their own vehicle. I applaud ORC for making positive steps towards achieving a more sustainable-liveable city status.

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

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

From: [MOORE, Sue-Ellen](#)
To: [Planning](#)
Subject: Bus Hub Submission
Date: Friday, 18 August 2017 04:53:36 p.m.
Attachments: [BUS HUB SUBMISSION_2017-08-18_16-51-28-005_smfr28.pdf](#)

1 page included
For your consideration

Sue-ellen Moore
Area Executive Officer | Otago Coastal | New Zealand Police
P +64 3 471 4837 Ext: 33037 | Mobile: +64 21 931 385 | E sue-ellen.moore@police.govt.nz
Dunedin Central Police Station, 25 Great King Street, Dunedin, Private Bag 1924, Dunedin 9054,
www.police.govt.nz

-----Original Message-----

From: sue-ellen.moore@police.govt.nz [<mailto:sue-ellen.moore@police.govt.nz>]
Sent: Friday, 18 August 2017 4:52 p.m.
To: MOORE, Sue-Ellen <Sue-Ellen.Moore@police.govt.nz>
Subject: Scan from YSoft SafeQ

Scan for the user Sue-Ellen Moore (smfr28) from the device P0600098

=====

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**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, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number:

DIS-2017-1

Applicant: Otago Regional Council

Site Address:

Great King Street

For a designation to:

A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

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

Your Full Name: Sucellen Moore - Area Executive Officer NZPolice

Address for Service (Postal Address): 25 Great King Street Dunedin Central
Dunedin Post Code: 9016

Telephone:

Email Address: Sucellen.moore@police.govt.nz

☐ I would like my contact details to be withheld.

I: Support / Neutral / Oppose this Application

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

☒ If others make a similar submission, I will consider presenting a joint case with them 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:

Congestion - the mixture of pedestrians, buses and emergency vehicles is a concern particularly around the egress. The concern is over both the safety of passengers - not to stand around the patrol vehicle egress as well as our vehicles exiting onto Great King St attending an incident in congestion

My submission is [Include the reasons for your views]:

How does the council propose to discourage passengers from standing around the patrol vehicle egress as they could place themselves in danger as well as delaying vehicle egress.
To mitigate this risk a dedicated lane, or control system similar to that by the fire service, would ensure the safety of all and vehicles could be instructed to egress only onto Cumberland St.

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

To investigate the possibility of placing a new traffic control system on Cumberland St by NZPolice to ensure the total safety of our community.

Signature of submitter:

(or person authorised to sign on behalf of submitter)

Date: 18 August

Notes to Submitter:

Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017 at 5pm**. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz

Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, including publication on the Council website. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

From: [Darryl Millar](#)
To: [Planning](#)
Cc: [John Scheele](#)
Subject: ORC Bus Hub Designation - Submission of Ngai Tahu Justice Holdings
Date: Friday, 18 August 2017 01:11:23 p.m.
Attachments: [image001.png](#)
[Ngai Tahu Justice Holdings Submission DIS-2017-1 18 August 2017.pdf](#)

Please find attached a submission by Ngai Tahu Justice Holdings Limited

Regards



Darryl Millar
Director

Resource Management Group
Level 4 69 Cambridge Terrace
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Christchurch 8140

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SUBMISSION ON NOTIFIED REQUIREMENT FOR DESIGNATION

Otago Regional Council
Central City Bus Hub
Great King Street
NoR DIS-2017-1

TO	Dunedin City Council PO Box 5054 Dunedin <i>By email: planning@dcc.govt.nz</i>
SUBMISSION ON:	A Notice of Requirement by the Otago Regional Council for a Bus Hub Designation at Great King Street, Dunedin
SUBMISSION BY:	Ngāi Tahu Justice Holdings Limited
TRADE COMPETITION STATEMENT:	Ngāi Tahu Justice Holdings Limited could not gain an advantage in trade competition through this submission and is not a trade competitor for the purposes of section 308B of the RMA.
SUBMITTER ADDRESS:	PO 130060 Armagh Christchurch <i><u>Please note the different address for service below</u></i>

INTRODUCTION

1. This submission is made by Ngāi Tahu Justice Holdings Limited.
2. Ngāi Tahu Justice Holdings Limited makes submissions in opposition to the proposal to designate Great King Street for a central city bus hub (the Hub).

STATEMENT OF INTEREST AND BACKGROUND

3. Ngāi Tahu Justice Holdings Limited is a subsidiary of Ngāi Tahu Property Limited and is the owner of the Dunedin Police Station building located at 25 Great King Street. The building and its site immediately adjoin the land proposed to be designated by the Otago Regional Council.
4. Ngāi Tahu Property Limited is a professionally managed business with a proud commercial history. Established in 1994, Ngāi Tahu Property is one of the largest property developers in the South Island with a range of successful residential and commercial developments.

5. As a long-term property investor and developer, Ngāi Tahu Property has a solid reputation borne from the smart use of resources, appropriate commercial activities and forward-thinking initiatives. Being accountable, responsive and driven are the attributes that make a difference to the way business is conducted. There is a focus on finding solutions that complement social and traditional values and that work in a highly competitive environment.
6. As a permanent player with a significant footprint in the South Island, and as owner of the site and building adjoining the proposed designation, Ngāi Tahu Justice Holdings Limited has a direct interest in this proposal.
7. While not opposed to the designation in principle, Ngāi Tahu Justice Holdings Limited is concerned that the hub may have adverse impacts on site operations and will raise potential safety and security issues. Ngāi Tahu Justice Holdings Limited is also concerned that if the designation is confirmed, that the current statutory processes under section 176A of the RMA limit their ability to participate in the consideration of any future changes that may be proposed. This matter relates directly to access and egress arrangements, which are critical to the functioning of the police station site. Within this context the submission of Ngāi Tahu Justice Holdings Limited extends to the designation as a whole, but considers that the issues can be addressed by way of conditions which are discussed below.

THE SUBMISSION OF NGAI TAHU JUSTICE HOLDINGS LIMITED

8. Ngāi Tahu Justice Holdings Limited makes the following submissions:

Submission point 1 – Access to the Police Station

9. The site is occupied by the New Zealand Police (the Police). The Police use the Great King Street vehicle crossing for access and egress.
10. The Notice of Requirement addresses this matter¹ by stating that access to the Police Station will be maintained. This will be achieved via the construction of kerb build-outs that are anticipated to maintain adequate visibility to enable vehicles to exit the site. The plans accompanying the Notice of Requirement indicate that the kerb build outs will include landscaping.
11. Ngāi Tahu Justice Holdings Limited supports this general arrangement, including the proposed landscaping. They wish to ensure, however, that the plant species chosen are such that at maturity they do not obscure visibility for drivers of vehicles exiting the site, particularly in emergency response situations. A similar concern exists with the prospect that, in the future, structures associated with the Hub may be located adjacent to the vehicle crossing. This has the potential to reduce visibility and consequently increases risk to pedestrians. Access to the site via Great King Street remains a critical issue for Police.

Submission point 2 – Security

12. Concerns remain that low level criminal activity may increase in the area. The criminal activity may include graffiti, vandalism or other damage to buildings and structures.

¹ Refer to the consultation letter to Ngai Tahu Justice Holdings Ltd dated 30 May 2017 attached to Annexure 7 of the Notice of Requirement documents

13. While Ngāi Tahu Justice Holdings Limited understands that CCTV is intended to be installed to assist with this issue, this is not confirmed in the Notice of Requirement. Ngāi Tahu Justice Holdings Limited is strongly of the view that the installation of CCTV surveillance, and access by the Police to CCTV footage, will be a strong deterrent to criminal activity and is a matter of public safety.

Submission point 3 – Scope of the Notice of Requirement

14. Ngāi Tahu Justice Holdings Limited remains concerned that, should the designation be confirmed, the current statutory process² will limit their ability to participate in the consideration of any future changes that may be proposed. This matter relates not only to access to the Police site, but also to any future proposals to increase the frequency and quantum of bus movements within Great King Street. The Notice of Requirement includes transportation assessments that outline the estimated number of bus movements and their anticipated impact on the adjoining road network, including the level of service at intersections. Any future changes to the proposal, either in the form of additional structures or increases in bus traffic, have the potential to have adverse operational impacts on the Police. Within this context, a requirement for consultation with Police and Ngāi Tahu Justice Holdings Limited should be included as a condition of the designation.

NGAI TAHU JUSTICE HOLDINGS SEEKS THE FOLLOWING RELIEF

15. To address the above submission points, the following conditions are recommended:
- Any landscaping located within the kerb build-outs either side of the New Zealand Police Station vehicle crossing onto Great King Street shall be maintained at a height of no greater than 1 metre, or in such a manner as to maintain driver visibility for vehicles exiting the site.
 - No building or structure shall be erected that will restrict the visibility of vehicles entering or exiting the New Zealand Police Station.
 - CCTV shall be installed to monitor public activity within the area proposed to be designated. Access to the CCTV footage shall be provided to the New Zealand Police upon their request.
 - Ngai Tahu Justice Holdings Limited (or subsequent legal entity) and New Zealand Police shall be consulted as part of any Outline Plan lodged under section 176A of the RMA, or any future change in the operational characteristics of the Hub. The outcome of consultation shall form part of the Outline Plan, including the identification of measures designed to avoid, remedy or mitigate adverse effects identified through consultation.
16. There may be other methods of achieving the relief sought.

HEARING

17. Ngāi Tahu Justice Holdings Limited wishes to be heard in support of its submission. If others make similar submissions Ngāi Tahu Justice Holdings Limited may be prepared to consider presenting a joint case with them at any hearing.

SIGNED for and on behalf of

² Under s.176A of the Resource Management Act



.....
John Scheele

Authorised agent for and on behalf of Ngāi Tahu Justice Holdings Limited

Dated: 18 August 2017

Address for service of Submitter:

Ngāi Tahu Justice Holdings Limited
C/- Resource Management Group Limited
PO Box 908
Christchurch Box Lobby
CHRISTCHURCH 8140

Contact person: John Scheele
Telephone: (03) 961 0498

Email: john@rmgroup.co.nz



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COUNCIL
Kaunihara-a-rohe o Otago

SUBMISSION FORM 21

Submission on publicly notified requirement for designation
notice of which served under Section 94(1).

Sections 168A, 169, 181, 189A, 190 and 192(f), Resource Management Act 1991

To: Dunedin City Council, PO Box 5045, DUNEDIN

Notice of Requirement Number:

DIS-2017-1

Applicant: Otago Regional Council

Site Address:

Great King Street

For a designation to:

A Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

17 AUG 2017

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

Your Full Name: Phillip Lloyd Day

Address for Service (Postal Address):

Post Code:

Telephone:

Email Address:

☒ I would like my contact details to be withheld.

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.

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:

ALL of it

My submission is [include the reasons for your views]:

refer sheet

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

Call off hearing until all information is supplied ie Usage and Past & current use. Where are people going know only know.

Signature of submitter:

(or person authorised to sign on behalf of submitter)

Date: 16/8/2017

Notes to Submitter:

Closing Date: The closing date for serving submissions on the Dunedin City Council is Friday, **18 August 2017 at 5pm**. A copy of your submission must be served on the applicant as soon as reasonably practicable after the service of your submission on the Dunedin City Council. The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz

Electronic Submissions: A signature is not required if you make your submission by electronic means. Submissions can be made online at <http://www.dunedin.govt.nz/rma> or sent by email to planning@dcc.govt.nz

Privacy: Please note that submissions are public. Your name, contact details and submission will be included in papers that are available to the media and the public, including publication on the Council website. You may request your contact details be withheld. Your submission will only be used for the purpose of the notified notice of requirement process.

Submission Form For DIS-2017-1

Dunedin City Council/ Otago Regional Council

My Submission is that this consent application, is thrown out or postpone on the grounds that there is not one report on the current or future use of this Bus Hub.

Where is the report on Bus usage for the last 5 years?

Where is the report on where people are going, and what for?

Where is the report for new bus routes?

Where is the report on using smaller electric buses?

Where the report on the effects of new transport options i.e. electric bikes, driverless cars, cheap taxis (Uber)

I have been trying too get this information, but have hit a wall with this type of report, only conclusion is it does not read well.

The loss of central city car parking is one of the biggest threats to the well being of Dunedin, and on just that grounds the consent should be refused, Will talk more on this matter.

The Beca report reads just like a normal who pays the bill report, nice words and drawings.

It says people will walk or cycle too the hub but provides know current figures or why would this happen. States in their traffic report there were no cycles , or not going that way. Talk on this later if any current reports can be found.

No facts on how you increase usage by 44%< does that mean there is only 400 people using the bus now?

We can not allow this to destroy a part of town that is already in decline, why was there not a report on the empty shops on Moray Pl and the effect of removing more current car parks.

Regards

Phillip Day



From: [Peter Dowden](#)
To: [Planning](#)
Subject: DIS-2017-1 - Central City Bus Hub Form 21 submission
Date: Monday, 14 August 2017 07:05:26 p.m.

Submitter details

Name

Peter Dowden

Organisation

Bus Users Support Group Otepoti Dunedin

Postal address

12 Woodhaugh St Woodhaugh Dunedin 9010

Contact phone number

021 137 2129

Email address

busgodunedin@gmail.com

I would like my contact details to be withheld.

No

Submission details

Your position

I support this application

Do you wish to speak in support of your submission at a hearing

Yes

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

Yes

The specific parts of the notice of requirement that this submission relates to are:
as described in document herewith

My submission is

as described in document herewith

I seek the following recommendation or decision from the Dunedin City Council:
as described in document herewith

Supporting documentation

No file uploaded (file name - attached)

Supporting documentation

No file uploaded (file name - attached)

I have read and understand the Privacy statement

Yes

Submission on Otago Regional Council's application to DCC to build the bus hub

From Bus Go Dunedin Wiki

(Final version of our submission agreed 7 August 2017)

Contents

1. Submission on Otago Regional Council's application to DCC to build the bus hub
 1. Health, safety and amenity
 1. Lack of weather protection
 2. Lack of pedestrian safety
 2. Efficiency

Submission on Otago Regional Council's application to DCC to build the bus hub

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

Name: Peter Dowden Role: co-president Organisation: Bus Users Support Group Ōtepoti Dunedin

Submission details:

- We support this application
- We wish to speak in support of our submission at a hearing
- If others make a similar submission, we will consider presenting a joint case with them at a hearing

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

- the proposed design

Our submission is below We seek the following recommendation or decision from the Dunedin City Council as described below

- We have read and understand the Privacy statement

Bus Go Dunedin is proud to support the Otago Regional Council's Public notice of requirement for a designation application to build a bus hub.

We believe the intention to build a bus hub is consistent with the Resource Management Act 1991 section 5 "to promote the sustainable management of natural and physical resources."

Our support is conditional on some details of the applicant's project which appear to fail to meet the requirements of the Act. Our concerns relate to health, safety and amenity and to efficiency.

Health, safety and amenity

Lack of weather protection

The lack of protection from rain for passengers walking to and from the main city retail area, and

transferring between bus stops at the hub as proposed represents a downgrade of facilities, as all current principal bus stops in the city centre are linked from George St and/or to one another by uninterrupted veranda cover apart from street crossings.

Lack of pedestrian safety

The majority of passengers departing from the bus hub will do so on to southbound buses departing from the eastern side of Great King St, which will require a crossing of the road for all people originating from the Octagon, Library or George St areas. This flow of pedestrians is poorly provided for in the design, with the sharply-angled shape of Community House deflecting the flow of pedestrians away from the hub. These people heading to the opposite side of the hub are then provided with a street crossing which also heads away from their desire line. People who spot their bus ready to depart on the far side of the hub are likely to wander across the street, in conflict with turning buses arriving and departing the hub at the Moray Pl intersection. The hub development includes the blocking of a popular pedestrian route over publicly-owned land behind Community House, when this route could provide a safer route to the heart of the Hub, with its own mid-block street crossing located where buses are travelling in a straight line, not turning.

Granting the applicant's notice of requirement for a designation may therefore be unlawful as it would breach Section 5 (2) of the Act: *"sustainable management means managing the use, [and] development ... of ... physical resources in a way, ... which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety."*

The new hub may be unlawful if it provides a lower standard of amenity than existing bus stops. This would breach section 7 of the Act, which states: *"all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to ... (c) the maintenance and enhancement of amenity values."*

To fully comply with sections 5 and 7 of the Act, Bus Go Dunedin requests that the application be declined unless it provides for the health and safety and amenity of users with the following:

- continuous rain protection along both sides of the street, linking all bus stops to one another, and to George St
- a safe, direct route to and from the hub for pedestrians, located far from turning buses

Efficiency

Once again to quote the Resource Management Act 1991's purpose, section 5 *"to promote the sustainable management of natural and physical resources."* and section 7 *"persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to— ... (b) the efficient use and development of natural and physical resources"*

Bus Go Dunedin has researched the behaviour of bus operations in the city centre. At principal "timing point" stops, we note that buses spend far more time simply waiting than they do loading or unloading passengers. At another important city stop, in George St outside Farmers department store (not a timing point), we have spent long periods closely observing the uninterrupted arrival, loading/unloading and swift departure of a steady stream of buses. All but one of Dunedin's bus routes serving the city centre use this present stop, which has room for two buses (or three at a squeeze). The fact that this stop is able to accommodate almost all present Dunedin bus traffic (in one direction) should provide an alternative model for the Hub design.

Here is a link to a timelapse video of the Farmers stop. The continuous arrival and departure of buses at this non-timing stop can be clearly understood: <https://www.youtube.com/watch?v=fuYcBYBIJfQ>

Bus Go Dunedin is aware of opposition to the hub. We have no desire to see bus passengers benefit at the great expense of retailers, motorists or visitors to the Police Station, and we support the concerns of many opponents to the hub proposal. As advocates for passengers we take no comfort from non-users of the bus service getting a harder time visiting the city.

Bus Go Dunedin, while supporting this application, would agree to a reduction to about half its size of the hub design, if such a request is made by any objector, thereby providing for efficient use and development of physical resources as required by the Act.

This will provide transferring passengers a much easier transfer and will allow a far more efficient and continuous use of the hub by buses. The hub would only consume half the number of on-street parking spaces. In our submission to the Otago Regional Council on its hub design consultation (December 2016) we outlined how such a reduced-size hub could operate: http://busgodunedin.wikia.com/wiki/Submission_to_Otago_Regional_Council_on_the_bus_hub_design

Retrieved from "http://busgodunedin.wikia.com/wiki/Submission_on_Otago_Regional_Council%27s_application_to_DCC_to_build_the_bus_hub?oldid=4345"

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From: [Jo Kingi](#)
To: [Planning](#)
Subject: Submission on a Publicly Notified Requirement for Designation Notice for Bus Hub - Jo Kingi
Date: Thursday, 17 August 2017 11:10:33 a.m.
Attachments: [Submission on a Publicly Notified Requirement for Designation Notice for Bus Hub 170817.pdf](#)

Hi

Please find attached Submission on a Publicly Notified Requirement for Designation Notice for Bus Hub.

Regards

Jo

Jo Kingi | Advisor - Health Promotion Maori, Public Health Services | Public Health South, Southern DHB
Private Bag 1921, Dunedin 9054, New Zealand | mobile: 0272152777 office: 03 476 9824 | Jo.Kingi@southerndhb.govt.nz

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SUBMISSION ON A PUBLICLY NOTIFIED REQUIREMENT FOR DESIGNATION NOTICE SERVED UNDER SECTION 94(1), 168A, 169, 181, 189A, 190 AND 192(f) OF THE RESOURCE MANAGEMENT ACT 1991

To: Dunedin City Council

Name of submitter: Public Health South

This is a submission on a notice of requirement from Dunedin City Council for a designation (the notice of requirement) DIS – 2017 -1 Central City Bus hub.

This requirement is for: a Central City Bus hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council.

The sites to which the requirement applies are as follows:

- Great King Street Road Reserve, between Moray Place and St Andrew Street, Dunedin;
- Moray Place Road Reserve (part of);
- 12.4m² (approx.) within 157 St Andrew Street, legally described as Lot 1 DP 486801;
- Two areas within the Countdown car park adjoining Great King Street – one comprising 58.8m² and the second comprising 50.4m² (approx.) legally described as Lots 2 and 3, DP 6552 and Section 29, Town of Dunedin.
- 19.5m² (approx.) within the Countdown car park adjoining Moray Place, legally described as part Sections 27 and 28, Block XVI, Town Survey District;
- 63m² (approx.) within the Community House car park at 301 Moray Place, legally described as part Town Section 26, Block XVI, Town of Dunedin; and
- 60.8m² (approx.) within the Wilsons car park at 30-36 Great King Street, legally described as Lot 2 DP 338932.

We are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991. This submitter is willing to consider participation in any pre-hearing conferences, or mediation.

The specific parts of the notice of requirement that our submission relates to are all of the requirements for a central city bus hub for Dunedin's transport network, and include:

- Support for the construction on the above sites for the purpose of a central city bus hub for Dunedin's transport network, and includes all buildings, structure and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council.

Our submission is:

Southern District Health Board (Southern DHB) presents this submission through its Public Health Service. This Service is the principal source of expert advice within Southern DHB regarding matters concerning Public Health. Southern DHB has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. Additionally there is a responsibility to promote the reduction of adverse social and environmental effects on the health of people and communities.

This submission provides general and specific comments on the publicly notified requirement for designation notice.

General Comments

Dunedin Bus Interchange (Hub) on Great King Street - A Good Idea

In 2014 Public Health South/Southern District Health Board recognised a need for a centralised bus interchange (Hub) in our small, but growing city.

We agree that the bus hub needs to be within close walking distance to the key activities and services within the city centre.

We appreciate the Dunedin City Council (DCC) and New Zealand Transport Agency (NZTA) have assessed several city centre locations and have identified Great King Street as the best location for the bus hub because:

- It is close to the central business and shopping precinct.
- Security is elevated as it is next to the police station.
- It provides good access to the public hospital.
- The road is wide enough to accommodate the bays and future extensions and facilities.
- There will be minimal disruption from road closures during events.
- It is simple to re-route the bus services.
- Opportunities are created for future network growth and development.

The Regional Public Transport Plan (RPTP) and the Otago Regional Council (ORC) focus is on providing an affordable and well-connected public transport network. The proposed bus hub will be a streamlined and consistent service that provides a bus interchange that integrates a connection between people and public transport.

Having a bus hub in the proposed location will enable easy transfer between services, ease traffic congestion in the central business district/main streets and reduce carbon emissions.

The location also enables all bus services to arrive and depart from one central location so people can find their bus quickly and easily, and connect with alternative transport.

Specific Comments

Transport Information

Ideally transport information at the bus hub would include:

- Interactive 'real time' timetable displays.
- Maps of local and regional areas.
- Maps of routes, locations and serviced areas.
- Large print information and hearing augmentation loop technology.

We suggest that the ORC consider developing a Smart Phone Application (APP) to allow bus users to access information about bus movements wherever they are. This would allow people who live in rural areas, suburbs or in central Dunedin to access up-to-date information about bus movements making it easier to plan trips and use public transport.

Amenities

Amenities that are important, aside from the toilets, CCTV, lighting, seating and shelter (that will be provided), could also include the following:

GoCard Sale and Top-Up facility

We support the inclusion of Go Card sales and a Top-Up Kiosk so that people can purchase tickets as necessary, making it easier to travel. We also suggest that the ORC make provision for topping up Go Cards online as the current need to carry cash for topping up cards can be a barrier to their use.

Drinking Fountain

We recommend that the ORC install a drinking fountain/water bottle filler. Clean drinking water is recommended as the best beverage choice for adults and children. Installing a drinking fountain would increase the availability of drinking water making it easier for the public to consume more. The provision of a water fountain could also help reduce litter as people would have less need to purchase and use drinks in disposable containers.

Breastfeeding Friendly Seating and Space

Public Health South recommends the inclusion of a breastfeeding friendly seating and space. There are many documented benefits of breastfeeding including better health, increased intelligence and probable protection against being overweight for babies, and cancer prevention for mothers.

Baby Nappy Changing Area

We support the provision of a baby nappy changing area within the bus hub toilet area.

Smokefree Designation

We strongly encourage the ORC to make the entire bus hub precinct smokefree to protect the health of those using the area and continue installing smokefree signage on the buses.

Quality Paving, Landscaping and Materials

We support the use of grey stone pavers in the bus hub that is endorsed by differently abled and visually impaired citizens.

Cycling/Pedestrian Safety

We encourage the ORC to consider the NZTA recommendations and measures to ensure that pedestrians and cyclists remain safe when they are travelling through the proposed bus hub area. We note that pedestrians have priority movement at conflict points with vehicles. We support this but would like to see further efforts to give pedestrians priority within the bus hub. For instance we would like to see the installation of traffic signals at the two pedestrian crossings to make it easier for people to cross safely and to discourage vehicles from entering the bus hub unless absolutely necessary. We encourage cycling as a preferred transport mode as it is a good form of physical activity. For this reason we support the provision of cycle parking at the bus hub as we anticipate that this will encourage people to use their bicycles for part of a long journey and then switch to public transport for the remainder.

Discourage Installation of Food and Drink Vending Machines

In Otago and Southland nearly two in every three adults and one in three children are either overweight or obese. We strongly discourage the installation of vending machines in the bus hub since the food and drinks dispensed from these machines are generally high in sugar, fat or salt. The consumption of too much energy dense food and drink has been associated with weight gain. The presence of retail food outlets in or near the hub will enable travellers to purchase a variety of foods and beverages should they want something to eat or drink.

We seek the following recommendation or decision from the territorial authority:

- That the bus hub needs to be within close walking distance to the key activities and services within the city centre, therefore Great King Street is the best bus hub location.
- That construction on the described sites for the purpose of a Central City Bus hub for Dunedin's transport network (including all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council) commence as soon as possible.

Public Health South is neutral with respect to the above notice of requirement for designation.

This submitter wishes to be heard in support of this submission, but is not prepared to be heard jointly with any other submitter. This submitter is willing to consider participation in any pre-hearing conferences, or mediation.



Jo Kingi
(for and on behalf of Public Health South)

Dated at 17 Thursday August Dunedin 2017

Address for service of submitter:

Public Health South
Private Bag 1921
Dunedin
Telephone: 03 4769895
Fax/email: jo.kingi@southerndhb.govt.nz
Contact person: Jo Kingi (Health Promotion Advisor)

From: [Paula Myers](#)
To: [Resource Consent Submissions](#)
Subject: FW: Bus Hub - University submission
Date: Wednesday, 16 August 2017 02:38:39 p.m.
Attachments: [Dunedin Central City Bus Hub designation submission, University of Otago - signed.pdf](#)

From: Murray Brass [mailto:murray.brass@otago.ac.nz]
Sent: Wednesday, 16 August 2017 2:36 p.m.
To: Planning
Cc: Megan Justice
Subject: Bus Hub - University submission

Hello

Attached please find the University of Otago's submission on this notice of requirement. I'll drop the hard copy in to Council in the next few days.

If you have any queries please contact me.

Regards, Murray



Murray Brass | NZPI
Resource Planner / Policy Advisor

Campus Development Division
Operations Group
University of Otago | *Te Whare Wananga o Otago*
PO Box 56, Dunedin 9054
New Zealand | *Aotearoa*

Tel: +64 3 479 8024
Mobile: +64 27 713 5799
Website www.otago.ac.nz/propertyservices

Form 21

Submission on publicly notified requirement for designation

Sections 168A, 169, 181, 189A, 190, and 195A, Resource Management Act 1991

To: **Dunedin City Council, PO Box 5045, Dunedin**
Notice of Requirement number: **DIS-2017-1**
Site address: **Great King Street, Dunedin**

Name of submitter: **University of Otago**

This is a submission on a notice of requirement from the Otago Regional Council for a designation for a Central City Bus Hub for Dunedin's transport network, and includes all buildings, structures and associated facilities and activities for the carrying out of the public transport system by the Otago Regional Council. With the exception of no public parking, the designation will not prevent the use of Great King Street, between Moray Place and St Andrew Street, being used as a public road.

We **support** this notice of requirement.

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

The entire proposal.

Our submission is:

The University of Otago supports around 3,800 full time staff and 20,000 students, and is a significant contributor to the economy and vitality of Dunedin. The University is also a significant generator of commuter activity, and is committed to the reduction of private vehicle traffic associated with staff and students, to alleviate congestion, encourage healthier lifestyles and more affordable transport options, and to reduce the University's overall impact on the environment. Use of buses is an important part of this.

A 2014 travel survey of the Dunedin campus found that only 4% of students and 6% of staff commuted to University by bus, while 10% and 70% respectively travelled by car. This demonstrates that there is significant scope to increase the use of public transport. However, the current routes, timetabling, information and fares do not encourage this, and the University has regularly submitted to the Otago Regional Council, and on the Regional Land Transport Plan, seeking improvements.

The proposed new Central City Bus Hub is a key part of now making significant improvements to public transport in Dunedin. For the University, it will mean that instead of a large number of separate routes going through the campus to various destinations, there will be a high-frequency service to the Hub, with connections there to the entire city. Improvements this will allow include:

- The new timetables and routes will make bus use simpler and easier, and therefore more attractive (especially to new and casual users), so should increase patronage;
- The new routes will provide better connections to all parts of the city, which should also increase patronage;
- There will be fewer buses travelling through the campus, reducing congestion and improving traffic safety;
- The removal of 'timing stops' will avoid buses idling for long periods, which creates air pollution and noise;
- There will be no overlaps where two or more buses arrive at the same stop, which creates congestion and safety risks.

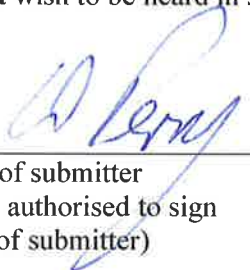
The changes will also support the University's own commitments, made in its Sustainability Strategic Framework 2017-2021 adopted earlier this year, to reduce transport-related greenhouse gas emissions, and to encourage sustainable transport.

Given these improvements within the campus area and the wider city, the proposal will increase the positive environmental effects of public transport by providing a more efficient transport system, and enabling people to provide for their social and economic wellbeing and their safety. The proposal will also reduce the adverse effects that arise from inefficiencies in the current system, and the impacts of high car use.

The University therefore supports the proposal, and considers that it should be approved.

We seek the following recommendation or decision from the Dunedin City Council:
To confirm the requirement.

We **do not** wish to be heard in support of our submission.



Signature of submitter
(or person authorised to sign
on behalf of submitter)

16 - 8 - 17.

Date

Address for service of submitter:
Telephone:
Fax/email:
Contact person:

PO Box 56, Dunedin 9054
03 479 8024
murray.brass@otago.ac.nz
Murray Brass, Resource Planner / Policy Advisor
Campus Development Division

The applicant's address for service is Otago Regional Council C/- Mitchell Daysh Limited, PO Box 489, Dunedin 9016, Attn: Megan Justice or email: megan.justice@mitchelldaysh.co.nz