

Waka Kotahi NZ Transport Agency Reference: Council-2022-0997

12 May 2023

Central Otago District Council  
PO Box 122  
Alexandra

Attention: Hearing Administrator

Sent via: [districtplan@codc.govt.nz](mailto:districtplan@codc.govt.nz)

Dear Hearings Panel/Hearing Administrator,

**Waka Kotahi NZ Transport Agency (Submitter 9) – Letter to be tabled for Plan Change 19, Stage 2 - Zoning Requests**

Waka Kotahi made a submission and further submission on the Central Otago District Council's (CODC) 'Plan Change 19' (PC19). In respect to the rezoning proposed by CODC in the notified version of the plan change, through its submission Waka Kotahi supported the rezoning of rural land to residential zoning, as those areas are located adjacent to existing residential development and are largely representative of the areas identified through the Vincent and Cromwell Spatial Plans. Waka Kotahi also submitted in support of two areas of rezoning proposed in PC19 that are not identified in the Vincent and Cromwell Spatial Plans, as discussed at paragraphs 9 and 10 of our submission.

Waka Kotahi made a further submission in opposition to re-zoning sought by seven other submitters (The Van Der Velden Family Trust (#69); Wooing Tree Development Partnerships Limited (#79); A F King and Sons Ltd (#83); Wakefield Estates (#138); Thyme Care Properties Ltd (#145); Pisa Moorings Developments Ltd & Pisa Village Developments Ltd (#146); and Rocky Glen Ltd c/- Lewis McGregor (#159)) on the basis that, with the exception of Wooing Tree's submission, the rezoning sought by those other parties is unanticipated by the plan change and the effects of the multi-lot development that could occur if the Council accepts the submission, has not been accounted for in infrastructure planning. In respect to Wooing Tree's submission, Waka Kotahi opposed this rezoning on the basis that there is an existing consent and associated conditions that specifically address the effects of the development in this area. The consent specifically restricted the scope of commercial activities and in particular included consent conditions on commercial signage to avoid driver distraction on SH8B and SH6. If these lots were rezoned commercial as proposed in the Wooing Tree submission, the new zone performance standards may be more permissive than the consent conditions potentially introducing safety concerns.

Waka Kotahi has now reviewed the s42A report prepared by Liz White for 'Stage 2 – Zoning Requests'. Upon review of the recommendations in that report, the water and wastewater servicing matters report by Julie Muir, and further consideration of relevant submission points it is considered that many of the concerns raised in our submissions have been addressed. On this basis, Waka Kotahi advises they no longer intend to appear at the Stage 2 Hearing and instead requests that this letter be tabled for the Hearing Panel's consideration.

Brief comments on the s42A planner's recommendations on the re-zoning proposals sought by other submitters, as well as changes recommended by the s42A author to areas identified for re-zoning as part of the notified plan change, are set out below.

**Changes recommended by the s42A author to areas identified for re-zoning as part of the notified plan change**

In paragraph 24 of the s42A report, Ms White indicates that in two instances, landowners (submitters #33 and #124) submitted seeking that their properties retain Rural Resource zoning, and therefore to not be re-zoned residential as proposed by PC19. The s42A planner recommends no change to the zoning of these properties. Waka Kotahi submitted in support of the re-zoning proposed by PC19, however, it is not opposed to these two properties retaining their existing zoning.

### **Rezoning sought by submitters #69, #79, #138, #145 and #159**

The s42A report author has recommended that the existing zoning of the sites covered in those submissions be retained, and therefore that the re-zoning proposed by these submitters be rejected by the Hearing Panel. Waka Kotahi supports the s42A report recommendation for each of these sites, as it aligns with the relief/decision sought by Waka Kotahi in its further submission.

### **Rezoning sought by submitter A F King and Sons Ltd (#83)**

The s42A report author has recommended that the extent of the residential zoning provided in Lowburn is retained as notified, and therefore that the re-zoning proposed by this submitter be rejected by the Hearing Panel. Waka Kotahi supports the recommendation made by the s42A author, as it aligns with the relief/decision sought by Waka Kotahi in its further submission. I note that in paragraph 227 of the s42A report, the author has noted that, should the Hearing Panel consider it is appropriate to provide for some additional growth at Lowburn, that a landscape assessment confirming the appropriateness of the rezoning would be required for AF King and Sons Ltd site. We consider that, if the Hearing Panel is minded to support the re-zoning proposed by this submitter, that an Integrated Transport Assessment should also be provided to identify the traffic effects on the state highway network arising from this proposal and any upgrades that would be required to be undertaken by the applicant to the local road intersection with the state highway to safely accommodate the increased volume of traffic using the intersection as a result of the proposed re-zoning.

### **Rezoning sought by submitter Pisa Moorings Developments Ltd & Pisa Village Developments Ltd (#146)**

The s42A report author has recommended that a Future Growth Overlay (FGO) is applied to this submitters site, supporting future residential development of the site subject to the provision of water and wastewater infrastructure. Specific recommendations are detailed at paragraphs 251 to 258 of the s42A report, which include, among other recommendations, that a Commercial Precinct/commercial zoning (as sought by the submitter) be reconsidered when the recommended FGO is removed or when the Business provisions of the District Plan are reviewed; and that the Structure Plan appended to the submission is inserted into the District Plan, subject to specified updates first being made to it, including a notation regarding a state highway noise attenuation buffer.

Through its further submission, Waka Kotahi opposed this submission. Upon further reflection, we would not continue to oppose it provided the actual and potential effects of the proposal on the safe and efficient functioning of the state highway network are appropriately managed. We note that Standards are proposed through the PC19 provisions that require new residential buildings located within 80m of the sealed edge of the state highway are designed and constructed to meet prescribed internal noise performance standards. The noise attenuation buffer, noted on the Structure Plan, is intended to manage noise effects from state highway traffic on the proposed development.

In respect to the existing access to the wider Pisa Moorings site from State Highway 6, the traffic assessment undertaken by Jason Bartlett concludes that the existing highway intersection configuration can accommodate the volume of traffic expected to be generated by the re-zoning. As noted in the Waka Kotahi submission it is considered that the impact of the proposed rezoning on the access to the site needs to be informed by a Safe System assessment and any upgrade required to be undertaken as part of the development. Given the timeframe of post 2029 to address infrastructure deficiencies as identified in Julie Muir's evidence, it is considered that further assessment of the potential transport impacts at the time development progresses is warranted. Consideration of including this assessment requirement through the FGO mechanism proposed for the site could also be warranted.

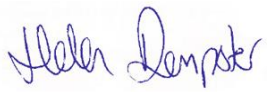
The s42A author has noted, at paragraph 246, that the matter of the appropriateness of the formation standard of the highway intersection to accommodate the increased volume of vehicle movements associated with the proposed rezoning can be further considered at the time of subdivision and appropriate conditions imposed, with potential input from Waka Kotahi. As discussed above, given the likely extended timeframe for development based on the infrastructure constraints, Waka Kotahi consider that further transport assessment is likely to be required to determine if any improvements are needed. As the road controlling authority for the state highway network and a key stakeholder in any works that may be required as part of the development, Waka Kotahi consider it is essential they are consulted on subsequent subdivision and land use applications for this site.

### **Conclusion**

Waka Kotahi supports the recommendations in the s42A report for 'Stage 2 – Zoning Requests' as they relate to matters upon which Waka Kotahi has submitted and further submitted, subject to the comments provided above.

Should the Hearings Panel have any queries regarding the above or wish to discuss matters further, please feel free to contact Helen Dempster via email at [helen.dempster@nzta.govt.nz](mailto:helen.dempster@nzta.govt.nz).

Yours sincerely



Helen Dempster  
Senior Planner – Poutiaki Taiao / Environmental Planning  
Waka Kotahi NZ Transport Agency  
*Pursuant to authority delegated by NZ Transport Agency*