

BEFORE THE CENTRAL OTAGO DISTRICT COUNCIL

IN THE MATTER

of the Resource Management Act 1991

And

IN THE MATTER

of Plan Change 19

Evidence of Matthew John Suddaby, Surveying Consultant, on behalf of Submitters:

137 Bob Perriam
138 Wakefield Estates Limited

**C. Hughes and Associates Limited
Surveying and Resource Management
Central Otago**

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Introduction

1. My name is Matthew Suddaby and I am a Surveying Consultant, based in Wanaka. I have over 20 years of experience in surveying and resource management since graduating from the University of Otago with a Bachelor of Surveying Degree.
2. I am a Director of C. Hughes & Associates Ltd. In addition to subdivision developments in the Queenstown Lakes District, I have been involved with resource management applications in the Central Otago, Westland and Mackenzie Districts.
3. I am a Registered Professional Surveyor and am a member of the Consultants Division of Survey and Spatial NZ. I have presented expert evidence to the CODC, QLDC and Environment Court.
4. I have read the Code of Conduct for Expert Witnesses set out in the Environment Court Consolidated Practice Note and agree to comply with it. This evidence is within my area of expertise and I confirm I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed herein.

Scope of Evidence

5. I represent submissions made by my client, Mr Bob Perriam and Wakefield Estates Limited in relation to the Plan Change 19 Residential Zoning provisions.
6. This evidence relates to two different submissions, over two separate parcels of land. The first is Lot 1 DP 373227 (Refer figure 1). The second submission relates to Lot 100 DP 433991. (Refer figure 2).
7. Mr Perriam is a director of Wakefield Estates Limited and resides at Lot 1 DP 373227.

Lot 1 DP 373227

8. Lot 1 DP 373227 currently has a split zoning. Under the Operative District Plan (ODP) this is classified as being in both the Residential Resource Area 3 (RRA 3) and Rural Resource Area (RU) as per Planning Map 29. This mixed zoning is an anomaly in the District Plan.
9. There is a historic woolshed contained within the RRA3 land, a hobby vineyard straddles the zoning of RRA3 and Rural, as does a newly consented dwelling. We believe the built form and land use of the site shares more similarities to surrounding RRA 3 properties.

10. Figure 1 shows the extent of Lot 1 DP 373227. Part of the land is zoned as Large Lot (P1), while the balance is Rural (green). We believe the entirety should be Large Lot (P1). The current zone boundary follows no topographical features and does not accurately reflect land use.
11. The area of rural zoned land does not contain any highly productive soils.
12. A mapping correction as proposed would align the zoning with the Cromwell Spatial Plan.
13. The split zoning across this small property maintains unnecessary complications for planning applications. We believe that the correction to the zoning will align the zoning in this area and correct a historic anomaly.
14. Paragraph 230 of the Section 42A report recommends that the entirety of Lot 1 DP 373227 is zoned LLRZ (Precinct 1) and I support this.

Lot 100 DP 433991

Property description

15. Lot 100 DP 433991 is a 19.4515ha property located on the corner of State Highway 6 and Clarke Road. The property is severed by a Council owned parcel (Lot 8 DP 433991), which contains a Council tank farm and access track.
16. The land consists of a 100-120m wide gently sloping terrace adjacent to Clark Road and State Highway 6, before it rises steeply to the west.
17. Residential and light commercial use has been established on the property by RC160354. This consents a 10 building / 60 person village for seasonal workers accommodation.
18. Placement of clean earth fill excavated from the Perriam Cove marina has occurred on a portion of the land. Details of this fill have been recorded by geotechnical engineers and while remediation work would be required, this is not a technically complex task and does not preclude future building.
19. The land does not have any productive agricultural or horticultural value whatsoever.
20. A 250mm Council owned water main is located along the property's eastern (Stage Highway 6) boundary.
21. A 200mm Council wastewater line is located on the eastern side of the State Highway 6 corridor.

22. Historic gold workings exist on the property. These are located higher, to the west of the land proposed for residential use. These workings consist of former sluiced areas and tailings fans.

Proposed zoning

23. Large lot residential zoning is proposed for the property. This would comprise a strip of Large Lot Residential (2000m²) land adjacent to the highway, with the balance of the land leading back to the base of the hill being zoned as Large Lot (P1) (1000m²).
24. A single road to vest would provide access to the new allotments. This access would come off Clarke Road, which is a public (currently unsealed) road. A 30m building setback from the Highway boundary is also suggested.
25. Proposed zoning is shown on Figure 3.
26. A concept lot layout utilising this zoning is shown on Figure 4.

Section 42A report

27. I disagree with the Section 42A report author who does not support the large lot residential zoning for this property and recommends that the Rural zoning of this land is retained.
28. The report writer is concerned that residential development will spill to the west, rather than being constrained by the State Highway. This is incorrect, as residential and light commercial development has been consented and is occurring on this property. While this is at a lower density to that proposed, a level of consent domestication already exists on the site. Further, the s.42A report writer does not take into account the topography and the proposed buffer strip which will mitigate visual and acoustic effects from the highway.
29. The s.42A report and Waka Kotahi express concerns around traffic effects of the proposed zoning. The intersection of the State Highway, Pisa Moorings Road and Clarke Road is existing, with a right turn bay for vehicles turning off the highway into Pisa Moorings Road. Neither the report writer nor Waka Kotahi have acknowledged the fact that the applicant owns land on three of the four corners of this intersection (the fourth corner is Local Purpose Reserve). Should this land be rezoned, then the appropriate traffic reports would be prepared and if necessary, additional land could be vested in order to upgrade this existing intersection to improve its safety.
30. At this time no specialist traffic report has been commissioned, however given the existing nature of the intersection, and the landholdings of the applicant, it is far from fanciful to expect that an appropriate engineering solution could be designed for this intersection, and this should not be a reason to decline the proposal.

31. The Section 42A report has not acknowledged the positive attributes of this site and I wish to reiterate these.
- The land is currently unproductive rural land. The land is unirrigated, and the soils are very poor.
 - This parcel of land has excellent access to urban services. Electricity, fibre, water and wastewater are all readily available. This reduces development costs and improves land affordability.
 - The property has clear topographical boundaries which gives Council control in managing future zone expansion.
 - The proposed zoning of this land would be part of a combined response to the community's demand for residential land, and the ready availability of services would ensure that these sections would have a relatively low development cost.
32. The s.42A report writer has questioned whether alternative sites for residential expansion may be more appropriate. Many of the attributes listed above are unique and the combination does not exist elsewhere in the District.
33. The Council is faced with the challenge of providing for residential growth in its District. Central government has provided additional direction to Councils, requiring them to improve housing affordability by supporting competitive land and development markets. The rezoning of a wide variety of blocks of land goes a long way to ensuring that there will be diversity in suitable land for residential use.

Conclusion

34. Correcting the zoning of Lot 1 DP 373227 to LLRZ (Precinct 1), rather than having a split zoning best reflects the land use of the property, and matches with surrounding land uses.
35. Lot 100 DP 433991 is ideally located to be rezoned for residential use. It has no value as farmland, and it can be easily connected to Council's urban infrastructure. It is adjacent to existing similar residential zoned land, some domestication is already consented for the site, and it has clear topographical boundaries.
36. Questions have been raised regarding traffic, however the intersection is existing, and the land surrounding the intersection is in the ownership of the applicant, so widening could be provided for if necessary.
37. The rezoning of this area of land would be part of a multi-pronged solution to address housing affordability and to increase the supply of a variety of residential properties in the District.



M Suddaby
Dated: 14 May 2023



Figure 1. Proposed correction to District Plan Maps in vicinity of Lot 1 DP 373227.

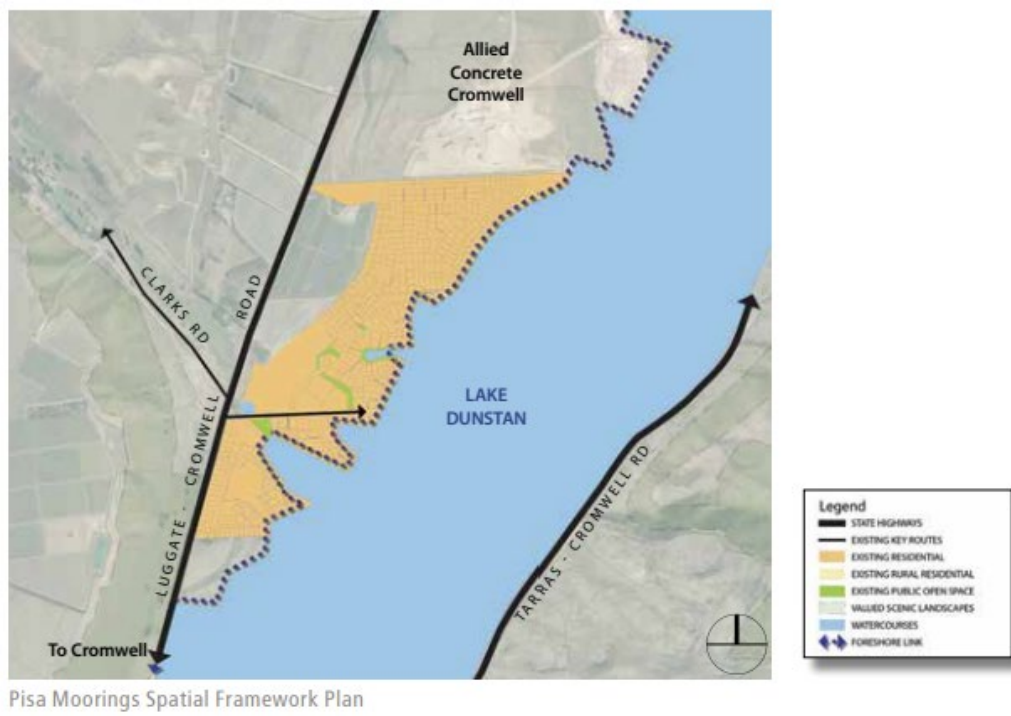


Figure 2 Cromwell Spatial Plan 2019



Figure 3. Proposed extension to District Plan Maps in vicinity of Clark Road, Pisa Moorings.



Figure 4. Proposed concept lot layout, Lot 100 DP 433991