

Attachment 26 – Relevant Provisions of the Planning Documents

National Policy Statement on Urban Development (NPS-UD)

Objective 1: *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

Objective 3: *Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- (a) *the area is in or near a centre zone or other area with many employment opportunities*
- (b) *the area is well-serviced by existing or planned public transport*
- (c) *there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

Objective 4: *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*

Objective 8: *New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.*

Policy 1: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: ... (f) are resilient to the likely current and future effects of climate change.*

Policy 6: *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- (a) *the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement;*
- (b) *that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
 - (i) *may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
 - (ii) *are not, of themselves, an adverse effect*
- (c) *the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- (d) *any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- (e) *the likely current and future effects of climate change.*

Policy 11: *In relation to car parking:*

- (a) *the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and*
- (b) *tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.*

New Zealand Coastal Policy Statement (NZCPS)

Objective 5: *To ensure that coastal hazard risks taking account of climate change, are managed by:*

- *locating new development away from areas prone to such risks;*
- *considering responses, including managed retreat, for existing development in this situation; and*
- *protecting or restoring natural defences to coastal hazards*

Policy 25 Subdivision, use, and development in areas of coastal hazard risk

In areas potentially affected by coastal hazards over at least the next 100 years:

- (a) *avoid increasing the risk of social, environmental and economic harm from coastal hazards;*
- (b) *avoid redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards;*
- (c) *encourage redevelopment, or change in land use, where that would reduce the risk of adverse effects from coastal hazards, including managed retreat by relocation or removal of existing structures or their abandonment in extreme circumstances, and designing for relocatability or recoverability from hazard events;*
- (d) *encourage the location of infrastructure away from areas of hazard risk where practicable;*
- (e) *discourage hard protection structures and promote the use of alternatives to them, including natural defences; and*
- (f) *consider the potential effects of tsunamis and how to avoid or mitigate them.*

Proposed Otago Regional Policy Statement (PORPS)

Objective AIR-O2 – Discharges to air

Human health, amenity and mana whenua values and the life-supporting capacity of ecosystems are protected from the adverse effects of discharges to air.

Policy AIR-P1 – Maintain good ambient air quality

Good ambient air quality is maintained across Otago by:

1. *ensuring discharges to air comply with ambient air quality limits where those limits have been set, and*

2. *where limits have not been set, only allowing discharges to air if the adverse effects on ambient air quality are no more than minor.*

Policy AIR-P3 – Providing for discharges to air

Allow discharges to air provided they do not adversely affect human health, amenity and mana whenua values and the life-supporting capacity of ecosystems.

Objective EIT-INF-04 – Provision of infrastructure

Effective, efficient and resilient infrastructure enables the people and communities of Otago to provide for their social and cultural well-being, their health and safety, and supports sustainable economic development and growth within the region within environmental limits.

Policy EIT-INF-P15 – Protecting nationally or regionally significant infrastructure

Seek to avoid the establishment of activities that may result in reverse sensitivity effects on nationally or regionally significant infrastructure, and/or where they may compromise the functional or operational needs of nationally or regionally significant infrastructure.

Policy EIT-INF-P17 – Urban growth and Infrastructure

Provide for development infrastructure and additional infrastructure required to service existing, planned and expected urban growth demands in the short, medium and long term, taking in account UFD-P1 to UFD-P10.

Objective EIT-TRAN-07 – Effective, efficient, and safe transport

Otago has an integrated air, land and sea transport network that:

1. *is effective, efficient and safe,*
2. *connects communities and their activities within Otago, with other regions, and internationally, and*
3. *is resilient to natural hazards.*

Objective EIT-TRAN-08 – Transport system

The transport system within Otago supports the movement of people, goods and services, is integrated with land use, provides a choice of transport modes and is adaptable to changes in demand.

Policy EIT-TRAN-P21 – Operation of the transport system

The efficient and effective operation of the transport system is maintained by:

1. *avoiding adverse effects of activities on the functioning of the transport system,*
2. *avoiding the impacts of incompatible activities, including those that may result in reverse sensitivity effects,*
3. *avoiding development that forecloses an opportunity to adapt, upgrade or develop the transport system to meet future transport demand,*

4. *promoting the development and use of transport hubs that enable an efficient transfer of goods for transport and distribution across different freight and people transport modes,*
5. *promoting methods that provide more efficient use of, or reduce reliance on, private motor vehicles, including ridesharing, park and ride facilities, demand management and alternative transport modes, and*
6. *encouraging a shift to using renewable energy sources.*

Objective HAZ–NH–O1 – Natural hazards

Levels of risk to people, communities and property from natural hazards within Otago do not exceed a tolerable level.

Policy HAZ–NH–P2 – Risk assessments

Assess the level of natural hazard risk by determining a range of natural hazard event scenarios and their potential consequences in accordance with the criteria set out within APP6.

Policy HAZ–NH–P3 – New activities

Once the level of natural hazard risk associated with an activity has been determined in accordance with HAZ–NH–P2, manage new activities to achieve the following outcomes:

1. *when the natural hazard risk is significant, the activity is avoided,*
2. *when the natural hazard risk is tolerable, manage the level of risk so that it does not become significant, and*
3. *when the natural hazard risk is acceptable, maintain the level of risk.*

HAZ–NH–P8 – Lifeline utilities and facilities for essential or emergency services

Locate, relocate, and design lifeline utilities and facilities for essential or emergency services to:

1. *maintain their ability to function to the fullest extent possible, during and after natural hazard events, and*
2. *take into account their operational co-dependence with other lifeline utilities and essential services to ensure their effective operation.*

Policy HAZ–NH–P10 – Coastal hazards

In addition to HAZ–NH–P1 to HAZ–NH–P9 above, on any land that is potentially affected by coastal hazards over at least the next 100 years:

1. *avoid increasing the risk of social, environmental and economic harm from coastal hazards,*
2. *ensure no land use change or redevelopment occurs that would increase the risk to people and communities from that coastal hazard,*
3. *encourage land use change or redevelopment that reduces the risk from that coastal hazard, and*

4. *ensure decision making about the nature, scale and location of activities considers the ability of Otago's people and communities to adapt to, or mitigate the effects of, sea level rise and climate change.*

Objective UFD-02 – Development of urban areas

The development and change of Otago's urban areas:

1. *improves housing choice, quality, and affordability,*
2. *allows business and other non-residential activities to meet the needs of communities in appropriate locations,*
3. *respects and wherever possible enhances the area's history, setting, and natural and built environment,*
4. *delivers good urban design outcomes, and improves liveability,*
5. *improves connectivity within urban areas, particularly by active transport and public transport,*
6. *minimises conflict between incompatible activities,*
7. *manages the exposure of risk from natural hazards in accordance with the HAZ-NH – Natural hazards section of this RPS,*
8. *results in sustainable and efficient use of water, energy, land, and infrastructure,*
9. *achieves integration of land use with existing and planned development infrastructure and additional infrastructure and facilitates the safe and efficient ongoing use of regionally significant infrastructure,*
10. *achieves consolidated, well designed and located, and sustainable development in and around existing urban areas as the primary focus for accommodating the region's urban growth and change, and*
11. *is guided by the input and involvement of mana whenua.*

Objective UFD-05 – Urban development and climate change

The impacts of climate change are responded to in the development and change of Otago's urban areas so that:

1. *the contributions of current communities and future generations to climate change impacts are reduced,*
2. *community resilience increases,*
3. *adaptation to the effects of climate change is facilitated,*
4. *energy use is minimised, and energy efficiency improves, and*
5. *establishment and use of small and community-scale distributed electricity generation is enabled.*

Operative Otago RPS (ORPS)

Objective 1.1 *Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities.*

Policy 1.1.1 Economic wellbeing

Provide for the economic wellbeing of Otago's people and communities by enabling the resilient and sustainable use and development of natural and physical resources.

Policy 1.1.2 Social and cultural wellbeing and health and safety

Provide for the social and cultural wellbeing and health and safety of Otago's people and communities when undertaking the subdivision, use, development and protection of natural and physical resources by all of the following:

- a) *Recognising and providing for Kāi Tahu values;*
- b) *Taking into account the values of other cultures;*
- c) *Taking into account the diverse needs of Otago's people and communities;*
- d) *Avoiding significant adverse effects of activities on human health;*
- e) *Promoting community resilience and the need to secure resources for the reasonable needs for human wellbeing;*
- f) *Promoting good quality and accessible infrastructure and public services.*

Objective 3.1 *The values (including intrinsic values) of ecosystems and natural resources are recognised and maintained, or enhanced where degraded*

Policy 3.1.6 Air quality

Manage air quality to achieve the following:

- a) *Maintain good ambient air quality that supports human health, or enhance air quality where it has been degraded;*
- b) *Maintain or enhance amenity values.*

Objective 4.1 *Risks that natural hazards pose to Otago's communities are minimised*

Policy 4.1.4 Assessing activities for natural hazard risk

Assess activities for natural hazard risk to people, property and communities, by considering all of the following:

- a) *The natural hazard risk identified, including residual risk;*
- b) *Any measures to avoid, remedy or mitigate those risks, including relocation and recovery methods;*
- c) *The long-term viability and affordability of those measures;*
- d) *Flow-on effects of the risk to other activities, individuals and communities;*

- e) *The availability of, and ability to provide, lifeline utilities, and essential and emergency services, during and after a natural hazard event.*

Policy 4.1.5 Natural hazard risk

Manage natural hazard risk to people, property and communities, with particular regard to all of the following:

- a) *The risk posed, considering the likelihood and consequences of natural hazard events;*
- b) *The implications of residual risk;*
- c) *The community's tolerance of that risk, now and in the future, including the community's ability and willingness to prepare for and adapt to that risk, and respond to an event;*
- d) *Sensitivity of activities to risk;*
- e) *The need to encourage system resilience;*
- f) *The social costs of recovery.*

Policy 4.1.6 Minimising increase in natural hazard risk

Minimise natural hazard risk to people, communities, property and other aspects of the environment by:

- a) *Avoiding activities that result in significant risk from natural hazard;*
- b) *Enabling activities that result in no or low residual risk from natural hazard;*
- c) *Avoiding activities that increase risk in areas potentially affected by coastal hazards over at least the next 100 years;*
- d) *Encouraging the location of infrastructure away from areas of hazard risk where practicable;*
- e) *Minimising any other risk from natural hazard.*

Policy 4.1.12 Lifeline utilities and facilities for essential or emergency services

Locate and design lifeline utilities and facilities for essential or emergency services to:

- a) *Maintain their ability to function to the fullest extent possible, during and after natural hazard events; and*
- b) *Take into account their operational co-dependence with other lifeline utilities and essential services to ensure their effective operation.*

Objective 4.3 Infrastructure is managed and developed in a sustainable way

Policy 4.3.1 Managing infrastructure activities

Recognise and provide for infrastructure by all of the following:

- a) *Protecting and providing for the functional needs of lifeline utilities and essential or emergency services;*

- b) *Increasing the ability of communities to respond and adapt to emergencies, and disruptive or natural hazard events;*
- c) *Improving efficiency of natural and physical resource use;*
- d) *Minimising adverse effects on existing land uses, and natural and physical resources;*
- e) *Managing other activities to ensure the functional needs of infrastructure are not compromised.*

Policy 4.3.5 Protecting infrastructure with national or regional significance

Protect infrastructure with national or regional significance, by all of the following:

- a) *Restricting the establishment of activities that may result in reverse sensitivity effects;*
- b) *Avoiding significant adverse effects on the functional needs of such infrastructure;*
- c) *Avoiding, remedying or mitigating other adverse effects on the functional needs of such infrastructure;*
- d) *Protecting infrastructure corridors from activities that are incompatible with the anticipated effects of that infrastructure, now and for the future.*

Objective 4.5 *Urban growth and development is well designed, occurs in a strategic and coordinated way, and integrates effectively with adjoining urban and rural environments.*

Policy 4.5.3 Urban design

Design new urban development with regard to:

- a) *A resilient, safe and healthy community;*
- b) *A built form that relates well to its surrounding environment;*
- c) *Reducing risk from natural hazards;*
- d) *Good access and connectivity within and between communities;*
- e) *A sense of cohesion and recognition of community values;*
- f) *Recognition and celebration of physical and cultural identity, and the historic heritage values of a place;*
- g) *Areas where people can live, work and play;*
- h) *A diverse range of housing, commercial, industrial and service activities;*
- i) *A diverse range of social and cultural opportunities.*

Objective 5.4 *Adverse effects of using and enjoying Otago's natural and physical resources are minimised*

Policy 5.4.1 Offensive or objectionable discharges

Manage offensive or objectionable discharges to land, water and air by:

- a) Avoiding significant adverse effects of those discharges;
- b) Avoiding significant adverse effects of discharges of human or animal waste directly, or in close proximity, to water or mahika kai sites;
- c) Avoiding, remedying or mitigating other adverse effects of those discharges.

Proposed Dunedin City Second Generation District Plan (2GP)

Network Utilities

5.7.2 Assessment of all performance standard contraventions		
Performance standard		Guidance on the assessment of resource consents
1.	All performance standards contraventions	<p><i>Potential circumstances that may support a consent application include:</i></p> <ul style="list-style-type: none">a. The degree of non-compliance with the performance standard is minor.b. The need to meet other performance standards, or <u>site</u> specific factors including topography, make meeting the standard impracticable.c. Topography or other <u>site</u> specific factors make the standard irrelevant as the adverse effects that the standard is trying to manage will not occur.d. Non-compliance with a performance standard would improve the design of network utilities in a way that would result in positive effects and better achieve the identified objectives and policies of the Plan.

5.7.4 Assessment of performance standard contraventions (setbacks from National Grid and network utilities)

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
<p>2. Setback from network utilities (<u>earthworks</u>)</p>	<p>a. Effects on health and safety</p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. The operational efficiency and effectiveness of network utilities is not compromised by development locating near these activities (Objective 5.2.2) ii. <u>Earthworks</u> are set back an adequate distance from network utilities to avoid adverse effects on the health and safety of people (Policy 5.2.2.1.c).
	<p>b. Effects on efficient and effective operation of network utilities</p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. The operational efficiency and effectiveness of network utilities is not compromised by development locating near these activities (Objective 5.2.2) ii. <u>Earthworks</u> are set back an adequate distance from network utilities to avoid: <ul style="list-style-type: none"> 1. damage to existing network utilities (Policy 5.2.2.1.a); and 2. obstruction of access to existing underground network utilities (Policy 5.2.2.1.b). <p><i>Potential circumstances that may support a consent application include:</i></p> <ul style="list-style-type: none"> iii. The network utility owner or operator has provided written approval for the proposed <u>earthworks</u>. iv. <u>Earthworks</u> comply with the NZ Electrical Code of Practice for Electrical Safe Distances 34:2001.

Transportation

6.10.2 Assessment of all performance standard contraventions		
Performance standard		Guidance on the assessment of resource consents
1.	All performance standard contraventions	<p><i>Potential circumstances that may support a consent application include:</i></p> <ol style="list-style-type: none"> The degree of non-compliance with the performance standard is minor. The need to meet other performance standards, <u>site</u> specific factors including topography, make meeting the standard impracticable. Non-compliance with a development performance standard would improve the design of the development in a way that would result in positive effects and better achieve the identified objectives and policies of the Plan. <p><i>General assessment guidance:</i></p> <ol style="list-style-type: none"> Where more than one standard is contravened, the combined effects of the contraventions should be considered.

6.10.5 Assessment of <u>parking, loading and access standards</u> performance standards contraventions		
Performance standard	Matters of discretion	Guidance on the assessment of resource consents
1. Car parking design <ul style="list-style-type: none"> • Minimum parking space dimensions (Rule 6.6.1.1) • N/A Vehicle loading design <ul style="list-style-type: none"> • N/A • Access to <u>loading areas</u> (Rule 6.6.2.5.a) 	<ol style="list-style-type: none"> Effects on the safety and efficiency of the transport network 	<p><i>Relevant objectives and policies:</i></p> <ol style="list-style-type: none"> <u>Parking areas, loading areas and vehicle accesses</u> are designed and located to: <ol style="list-style-type: none"> provide for the safe and efficient operation of both the parking or loading area and the transport network; and facilitate the safe and efficient functioning of the transport network and connectivity for all <u>travel modes</u> (Objective 6.2.4). Parking and <u>loading areas</u>, including associated manoeuvring and queuing areas, are designed to ensure:

6.10.5 Assessment of parking, loading and access standards performance standards contraventions

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		<ol style="list-style-type: none"> 1. the safety of pedestrians travelling on footpaths and travelling through <u>parking areas</u>; 2. that vehicle parking and loading will be carried out safely and efficiently; 3. that any adverse effects on the safe and efficient functioning of the transport network are avoided or, if avoidance is not practicable, are no more than minor; 4. the safe and convenient access to and from parking and <u>loading areas</u> for vehicles, emergency vehicles, pedestrians and cyclists; and 5. that mud, stone, gravel or other materials are <u>unlikely</u> to be carried onto <u>hard surface</u> public roads or footpaths (Policy 6.2.4.1). <p><i>Potential circumstances that may support a consent application include:</i></p> <ol style="list-style-type: none"> iii. For non-compliance with minimum manoeuvring space dimensions for <u>parking areas</u>, minimum queuing space for <u>parking areas</u>, access to <u>parking areas</u> or access to <u>loading areas</u> standards: <ol style="list-style-type: none"> 1. volumes of pedestrian, cycle and vehicle traffic using the frontage <u>road</u> are low and likely to remain low; and/or 2. the peak hours of use of the parking area or loading area will not coincide with peak flows or vehicle queues on the frontage <u>road</u>. iv. N/A v. N/A

6.10.5 Assessment of parking, loading and access standards performance standards contraventions

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		<ul style="list-style-type: none"> vi. For non-compliance with the minimum parking space dimensions standard: the proposed <u>parking spaces</u> are of a sufficient size to accommodate the vehicles likely to be using them. vii. N/A viii. N/A ix. For non-compliance with minimum manoeuvring space dimensions for <u>parking areas</u>, access to <u>parking areas</u> or access to <u>loading areas</u>: <ul style="list-style-type: none"> 1. drivers of reversing vehicles can both see, and be seen by, pedestrians, cyclists and drivers of other vehicles; and/or 2. visibility of, and/or visibility from, reversing vehicles will be increased by altering vegetation, fencing and/or other <u>structures</u>. x. N/A
<p>2. <u>Vehicle access</u> design and location</p> <ul style="list-style-type: none"> • N/A • Maximum width for a <u>vehicle access</u> (Rule 6.6.3.3) 	<p>a. Effects on the safety and efficiency of the transport network</p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. <u>Parking areas, loading areas and vehicle accesses</u> are designed and located to: <ul style="list-style-type: none"> 1. provide for the safe and efficient operation of both the parking or loading area and the transport network; and 2. facilitate the safe and efficient functioning of the transport network and connectivity for all <u>travel modes</u> (Objective 6.2.4).

6.10.5 Assessment of parking, loading and access standards performance standards contraventions

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		<p>ii. <u>Vehicle accesses</u> are limited in number and width, in order to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on:</p> <ol style="list-style-type: none"> 1. pedestrian and cyclist safety and ease of movement; and 2. the safety and efficiency of the multi-modal transport network (Policy 6.2.4.4). <p><i>General assessment guidance:</i></p> <p>iii. In assessing effects on pedestrian safety with ease of movement, <u>Council</u> will take into account potential changes in levels of pedestrian traffic on the frontage <u>road</u>. Estimates of future pedestrian traffic will take into account the location of the <u>road</u> in relation to the strategic pedestrian network, local centres and <u>schools</u>, and existing and permitted activities in the surrounding area that have the potential to increase pedestrian numbers with priority given to provisions for pedestrian safety and connectivity.</p> <p><i>Potential circumstances that may support a consent application include:</i></p> <p>iv. Volumes of pedestrian, cycle and vehicle traffic using the frontage <u>road</u> are low and likely to remain low.</p> <p>v. Potential adverse effects from the additional <u>vehicle crossing(s)</u> are minimal due to the physical form of the <u>road</u>, for example the presence of a solid median to prevent right hand turns.</p>

6.11.2 Assessment of restricted discretionary activities (activities located in zones)

Activity	Matters of discretion	Guidance on the assessment of resource consents
<p>1. All RD activities that are linked to Section 6.11 and that have “effects on the safety and efficiency of the transport network” as a matter of discretion, including but not limited to the activities listed below</p>	<p>a. Effects on the safety and efficiency of the transport network</p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use, development and <u>subdivision activities</u> maintain the safety and efficiency of the transport network for all <u>travel modes</u> and its affordability to the public. (Objective 6.2.3) ii. Adverse effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated (Policy 6.2.3.9.a). iii. Any associated changes to the transportation network will be affordable to the public in the long term (Policy 6.2.3.9.b). iv. NA: <ul style="list-style-type: none"> 1. The activity ensures that any overspill parking effects that could adversely affect the safety or efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated (Policy 6.2.3.4). v. For activities where no minimum vehicle loading performance standard is specified: <ul style="list-style-type: none"> 1. the activity provides adequate vehicle loading and manoeuvring space to support its operations and to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3). <p><i>General assessment guidance:</i></p> <ul style="list-style-type: none"> vi. For activities that are likely to generate trips by bicycle, <u>Council</u> will consider whether the <u>site</u> and <u>vehicle access</u> design provides for the safety of cyclists entering and exiting the <u>road</u> network. vii. N/A

6.11.2 Assessment of restricted discretionary activities (activities located in zones)

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<p><i>Potential circumstances that may support a consent application include:</i></p> <ul style="list-style-type: none"> viii. Where the activity results in the need for the parking of vehicles on-street, this is <u>unlikely</u> to result in adverse effects on the safety and/or efficiency of the transport network. ix. N/A
<p>3. All RD activities that are linked to Section 6.11, that have "effects on accessibility" as a matter of discretion and/or where no minimum mobility parking performance standards is specified including but not limited to the activities listed below</p>	<p>a. Effects on accessibility</p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use activities are accessible by a range of <u>travel modes</u>. (Objective 6.2.2). ii. Where mobility parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, the activity will provide mobility parking either on or near the <u>site</u> at an amount that is adequate to: <ul style="list-style-type: none"> 1. avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the availability of publicly available mobility parking in the vicinity of the <u>site</u> (including on-street parking and off-street facilities); and 2. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1). iii. Enable the sharing of car <u>parking areas</u> by different land use activities, where adequate accessibility for all users is maintained (Policy 6.2.2.2). iv. For activities that are likely to generate a significant number of trips by walking, cycling or public transport:

6.11.2 Assessment of restricted discretionary activities (activities located in zones)

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<ol style="list-style-type: none"> 1. activities likely to generate trips by cycling have safe access for cyclists into and through the <u>site</u> and secure cycle parking; 2. activities likely to generate trips by walking have safe access for pedestrians into and through the <u>site</u>; and 3. activities likely to generate trips by public transportation are located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the <u>site</u> (Policy 6.2.2.4). <p><i>Potential circumstances that may support a consent application include:</i></p> <ol style="list-style-type: none"> v. The mobility parking demand likely to be generated by the activity means the proposed number of mobility <u>parking spaces</u> will be sufficient.

Earthworks

8A.6.2 Assessment of all performance standard contraventions

Performance standard	Guidance on the assessment of resource consents
<ol style="list-style-type: none"> 1. All performance standard contraventions 	<p><i>Potential circumstances that may support a consent application include:</i></p> <ol style="list-style-type: none"> i. The degree of non-compliance with the performance standard is minor. <p><i>General assessment guidance:</i></p> <ol style="list-style-type: none"> ii. Where more than one standard is contravened, the combined effects of the contraventions should be considered. iii. In assessing performance standard contraventions, consideration will be given to all relevant assessment guidance in the underlying zone.

8A.6.3 Assessment of performance standard contraventions

Performance standard		Matters of discretion	Guidance on the assessment of resource consents
2.	Setback from <u>property</u> boundary, <u>buildings</u> , <u>structures</u> and cliffs	a. Effects on the stability of land, <u>buildings</u> and <u>structures</u>	<p><i>Relevant objectives and policies:</i></p> <p>i. <u>Earthworks</u> necessary for permitted or approved land use and development are enabled, while avoiding, or adequately mitigating, any adverse effects on:</p> <ol style="list-style-type: none"> 1. visual amenity and character; 2. the stability of land, buildings, and structures; and 3. surrounding properties. (Objective 8A.2.1) <p>ii. <u>Earthworks</u> and associated retaining <u>structures</u> are designed and located to avoid or minimise, as far as practicable, adverse effects on the stability of land, <u>buildings</u>, and <u>structures</u> by being set back an adequate distance from <u>property</u> boundaries, <u>buildings</u> and cliffs (Policy 8A.2.1.1.a).</p>
8.	Setback from network utilities	<p>a. Effects on health and safety</p> <p>b. Effects on efficient and effective operation of network utilities</p>	See <u>Rule 5.7</u>

8A.7.2 Assessment of restricted discretionary earthworks activities

Activity		Matters of discretion	Guidance on the assessment of resource consents
1.	<u>Earthworks - large scale</u> (all zones)	<p>a. Effects on visual amenity</p> <p>b. Effects on amenity of surrounding properties</p>	<p><i>Relevant objectives and policies:</i></p> <p>i. <u>Earthworks</u> necessary for permitted or approved land use and development are enabled, while avoiding, or adequately mitigating, any adverse effects on:</p> <ol style="list-style-type: none"> 1. visual amenity and character;

8A.7.2 Assessment of restricted discretionary earthworks activities

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<ul style="list-style-type: none"> 2. the stability of land, buildings, and structures; and 3. surrounding properties. (Objective 8A.2.1) <ul style="list-style-type: none"> i. Adverse effects on visual amenity and character will be avoided or, if avoidance is not practicable, adequately mitigated (Policy 8A.2.1.3.a). ii. Adverse effects on the amenity of surrounding properties, including from changes to drainage patterns, will be avoided or, if avoidance is not practicable, adequately mitigated (Policy 8A.2.1.3.b). <p><i>Potential circumstances that may support a consent application include:</i></p> <ul style="list-style-type: none"> iii. There is no, or only minimal, alteration to the natural landform. iv. Any cut or fill will be restored or treated to resemble natural landforms. v. The <u>earthworks</u> will not remove or affect existing vegetation or <u>landscaping</u>. <p><i>Conditions that may be imposed include:</i></p> <ul style="list-style-type: none"> vi. Measures to minimise visual effects, e.g. requirements for revegetation and/or <u>landscaping</u>. vii. Maximum slopes of cut and fill batters. viii. Measures to divert surface water and rain away from, or prevent from discharging over, batter faces and other areas of bare earth. ix. Measures to ensure there are no adverse effects from changes to drainage patterns on surrounding properties. x. Requirement to de-compact soils; to take other remedial action to ensure the natural absorption capacity of the soils is not reduced; or to use other mitigation measures to ensure

8A.7.2 Assessment of restricted discretionary earthworks activities

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<p>the overall absorption of rain water on-<u>site</u> is not diminished.</p>
	<p>c. Effects on the stability of land, <u>buildings</u>, and <u>structures</u></p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. <u>Earthworks</u> necessary for permitted or approved land use and development are enabled, while avoiding, or adequately mitigating, any adverse effects on: <ul style="list-style-type: none"> 1. visual amenity and character; 2. the stability of land, buildings, and structures; and 3. surrounding properties. (Objective 8A.2.1) ii. Adverse effects on the stability of land, <u>buildings</u>, and <u>structures</u> will be avoided or, if avoidance is not practicable, adequately mitigated (Policy 8A.2.1.3.c). <p><i>Potential circumstances that may support a consent application:</i></p> <ul style="list-style-type: none"> iii. A geotechnical report confirms the existing ground is suitably stable for the proposed works, and proposed works will not create instability risks for surrounding land, <u>buildings</u>, or <u>structures</u> (see Special Information Requirements - Rule 8A.9.1). iv. Excavation, fill and retaining <u>structures</u> will be designed, and the work undertaken, in accordance with best practice engineering standards. <p><i>Conditions that may be imposed include:</i></p> <ul style="list-style-type: none"> v. Maximum slopes of cut and fill batters. vi. Time limits for retaining wall installation to avoid leaving a cut slope unsupported for an extended period. vii. Temporary shoring requirements to maintain stability before a wall is constructed.

8A.7.2 Assessment of restricted discretionary earthworks activities

Activity		Matters of discretion	Guidance on the assessment of resource consents
			viii. Supervision and monitoring requirements for retaining wall construction and standard earthworks construction.
5.	In a hazard overlay zone: <u>Earthworks - large scale</u> (that exceed the scale threshold for a hazard overlay zone or <u>swale</u> or dune system mapped area)	a. <u>Risk</u> from natural hazards	See <u>Rule 11.5</u>

Natural Hazards

11.5.2 Assessment of all restricted discretionary activities

Activity		Matters of discretion	Guidance on the assessment of resource consents
1.	All restricted discretionary activities	a. <u>Risk</u> from natural hazards	<i>General assessment guidance:</i> i. In assessing the risks from natural hazards, <u>Council</u> will consider: <ol style="list-style-type: none"> 1. existing hazards assessment reports on the <u>DCC's</u> Hazard Information Management System; 2. the Otago Regional Council's Otago Natural Hazards Database; 3. any new hazard assessment or engineers' reports provided as part of an application; 4. <u>site</u> or area specific factors, including the elevation of the <u>site</u> or topography and geology of the area;

11.5.2 Assessment of all restricted discretionary activities

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<ul style="list-style-type: none"> 5. <u>risk</u> to activities proposed on a <u>site</u>, as well as <u>risk</u> that is created, transferred, or exacerbated on other sites; 6. cumulative effects of natural hazards, including from multiple hazards with different risks; and 7. how the <u>risk</u> from natural hazards may worsen over time due to climate change. <ul style="list-style-type: none"> ii. The creation, transference or exacerbation of <u>risk off-site</u> by the proposed activity, or future proposed activities, for example <u>risk</u> from redirected floodwaters, or <u>risk</u> from landslide on another <u>site</u> will generally not be seen as appropriate. iii. In assessing <u>risk</u>, <u>Council</u> will also consider the policies of the New Zealand Coastal Policy Statement 2010 in terms of acceptable levels of <u>risk</u>. iv. In assessing the appropriateness of mitigation measures (other than those prescribed in performance standards): <ul style="list-style-type: none"> 1. consideration will be given to its potential effectiveness, in the short to long term; 2. preference will be given to non-structural solutions, over engineering or structural solutions, where practicable; 3. mitigation measures that rely on significant capital investment or requirements for ongoing maintenance by the <u>DCC</u> or Otago Regional Council will generally not be seen as appropriate; and 4. any mitigation measures that may result in more than negligible adverse effects on <u>biodiversity values</u>, more than minor

11.5.2 Assessment of all restricted discretionary activities

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<p>effects on access to the coast, or significant effects on amenity or natural coastal sedimentation processes, will generally not be seen as appropriate.</p> <p>v. <u>Council</u> will consider the findings of any report by a suitably qualified person, where required (see Special Information Requirements - <u>Rule 11.8.1</u>).</p> <p><i>Potential circumstances that may support a consent application include:</i></p> <p>vi. The <u>risk</u> from natural hazards will be no more than low when assessed against the guidance provided in <u>Table 11.1.2A</u>.</p> <p>vii. N/A</p> <p>viii. Measures are proposed (including legal instruments), that will avoid <u>DCC</u> or the community from being subject to claims for protection, compensation, reinstatement, or rectification of <u>buildings</u> or <u>structures</u> intended for <u>natural hazards sensitive activities</u>, or natural hazards potentially sensitive activities, undertaken in hazard overlay zones.</p> <p>ix. The availability of clear, practicable and safe evacuation routes and/or alternate means of maintaining access during a natural hazard event that will be equally available to future owners, occupiers, or operators.</p>
<p>4. <u>Earthworks - large scale</u> (that exceed the scale threshold for a hazard overlay zone or <u>swale</u> or dune system mapped area).</p>	<p>a. <u>Risk</u> from natural hazards</p>	<p><i>Relevant objectives and policies:</i></p> <p>i. Land use and development is located and designed in a way that ensures that the <u>risk</u> from natural hazards, and from the potential effects of climate change on natural hazards, is no more than low, in the short to long term (Objective 11.2.1).</p> <p>ii. The <u>risk</u> from natural hazards, will be avoided, or no more than low (Policy 11.2.1.11).</p>

11.5.2 Assessment of all restricted discretionary activities

Activity	Matters of discretion	Guidance on the assessment of resource consents
		<p><i>General assessment guidance:</i></p> <p>In assessing changes in <u>risk</u>, <u>Council</u> will specifically consider:</p> <ul style="list-style-type: none"> iii. N/A iv. In a flood or <u>alluvial fan</u> overlay zone or the <u>swale</u> mapped area, whether the <u>earthworks</u> will obstruct, impede, or redirect flood water; and v. N/A.

Commercial and Mixed Use Zones

18.9.2 Assessment of all performance standard contraventions

Performance standard	Guidance on the assessment of resource consents
1.	<p>Performance standard contraventions</p> <p><i>Potential circumstances that may support a consent application include:</i></p> <ul style="list-style-type: none"> a. The degree of non-compliance with the performance standard is minor. b. Topography or other <u>site</u> specific factors make the standard irrelevant as the adverse effects that the standard is trying to manage will not occur. c. Non-compliance with a development performance standard would improve the design of the development in a way that would result in positive effects and better achieve the identified objectives and policies of the Plan. d. There are positive effects on heritage values related to better <u>site</u> design outcomes achieved through not meeting the performance standards. <p><i>General assessment criteria:</i></p> <ul style="list-style-type: none"> e. Where more than one standard is contravened, the combined effects of the contraventions should be considered. f. In balancing consideration of the objectives and policies related to the maintenance of heritage values or heritage precinct streetscape character and those related to general amenity, greater weight will usually be placed on heritage policies.

18.9.4 Assessment of development performance standard contraventions

Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	Boundary treatments and other <u>landscaping</u>	a. Effects on streetscape amenity	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) ii. Development maintains or enhances streetscape amenity by ensuring: <ul style="list-style-type: none"> 1. an attractive street interface is maintained through <u>landscaping</u> where <u>buildings</u> are not built to the street frontage (<u>Policy 18.2.3.1.a</u>); and 2. large <u>parking areas</u> which are <u>visible</u> from the street are visually broken up with internal <u>landscaping</u>, which also provides for rainwater absorption (<u>Policy 18.2.3.1.b</u>).
3.	Fence height and design	a. Effects on streetscape amenity	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) ii. <u>Fences visible</u> from public places are designed to maintain or enhance streetscape amenity (<u>Policy 18.2.3.6</u>).
6.	Height (Rule 18.6.5.2) - maximum and minimum height	a. Effects on streetscape amenity	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. The elements of the environment that contribute to residents' and visitors' aesthetic appreciation for and enjoyment of the city are protected and enhanced. These include: <ul style="list-style-type: none"> 1. important green and other open spaces, including green breaks between coastal settlements;

18.9.4 Assessment of development performance standard contraventions

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		<ul style="list-style-type: none"> 2. trees that make a significant contribution to the visual landscape and history of neighbourhoods; 3. built heritage, including nationally recognised built heritage; 4. important visual landscapes and vistas; 5. the amenity and aesthetic coherence of different environments; and 6. the compact and accessible form of Dunedin. (Objective 2.4.1) <ul style="list-style-type: none"> ii. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) iii. N/A iv. <u>Buildings</u> and <u>additions and alterations</u> as part of the Dunedin <u>Hospital</u> redevelopment maintain or enhance streetscape amenity by ensuring <u>buildings</u> and <u>structures</u> above 20m minimise as far as practicable adverse effects of shading and wind on pedestrian amenity (Policy 18.2.3.13.b)
	<p>b. Effects on views across Otago Harbour</p>	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Dunedin's Central Business District is a strong, vibrant, attractive and enjoyable space that is renowned nationally and internationally for providing the highest level of pedestrian experience that attracts visitors, residents and businesses to Dunedin. It is supported by a hierarchy of attractive urban and rural <u>centres</u>. (Objective 2.4.3)

18.9.4 Assessment of development performance standard contraventions

Performance standard		Matters of discretion	Guidance on the assessment of resource consents
			<ul style="list-style-type: none"> ii. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) iii. <u>Buildings</u> and <u>structures</u> minimise as far as practicable adverse effects on the skyline vista of the city, particularly as viewed from Dunedin's inner hill suburbs across the harbour towards the Otago Peninsula, including through the use of quality and contextually appropriate architectural design (Policy 18.2.3.11.b).
7.	Location and screening of <u>outdoor storage</u>	a. Effects on streetscape amenity	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) ii. Development maintains or enhances streetscape amenity by ensuring <u>service areas</u> and <u>outdoor storage</u> areas associated with industrial or other activities are not <u>visible</u> from <u>ground level</u> of a <u>public place</u> (Policy 18.2.3.1.c).
8.	Minimum glazing and <u>building modulation</u>	a. Effects on streetscape amenity	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) ii. Development maintains or enhances streetscape amenity by ensuring an architecturally interesting <u>façade</u> through <u>building modulation</u> and use of glazing (Policy 18.2.3.1.d).

18.9.4 Assessment of development performance standard contraventions

Performance standard		Matters of discretion	Guidance on the assessment of resource consents
10.	<u>Parking, loading and access standards</u>	<p>a. Effects on the safety and efficiency of the transport network</p> <p>b. Effects on the safety of parking and <u>loading areas</u></p>	See <u>Rule 6.10</u>

18.10.2 Assessment of restricted discretionary land use activities

Activity		Matters of discretion	Guidance on the assessment of resource consents
6.	<u>Hospital (CEC - North)</u>	<p>a. Effects on accessibility</p> <p>b. Effects on the safety and efficiency of the transport network</p>	See Rule 6.11

18.10.3 Assessment of restricted discretionary development activities

Activity	Matters of discretion	Guidance on the assessment of resource consents
2. New <u>buildings</u> and <u>structures</u> , and <u>additions</u> and <u>alterations</u> as part of the Dunedin <u>Hospital</u> redevelopment	a. Effects on streetscape and pedestrian amenity	<p><i>Relevant objectives and policies:</i></p> <ul style="list-style-type: none"> i. Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas. (Objective 18.2.3) ii. Development maintains or enhances streetscape amenity by ensuring: <ul style="list-style-type: none"> 1. an attractive street interface is maintained through <u>landscaping</u> where <u>buildings</u> are not built to the street frontage; 2. large <u>parking areas</u> which are <u>visible</u> from the street are visually broken up with internal <u>landscaping</u>, which also provides for rainwater absorption; 3. <u>service areas</u> and <u>outdoor storage areas</u> associated with industrial or other activities are not <u>visible</u> from <u>ground level</u> of a <u>public place</u>; and 4. an architecturally interesting <u>façade</u> through <u>building modulation</u> and use of glazing (Policy 18.2.3.1) iii. <u>Buildings</u> and <u>additions and alterations</u> maintain or enhance streetscape amenity by ensuring the use of verandahs where appropriate (Policy 18.2.3.13.a)

Objective 5.2.2 The operational efficiency and effectiveness of network utilities is not compromised by development locating near these activities.

Policy 5.2.2.1 Require earthworks to be set back from network utilities an adequate distance to avoid:

- a. damage to existing network utilities;
- b. obstruction of access to existing underground network utilities; and
- c. adverse effects on the health and safety of people.

Objective 6.2.2 Land use activities are accessible by a range of travel modes.

Policy 6.2.2.1 Require land use activities whose mobility parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, to provide mobility parking either on or near the site at an amount that is adequate to:

- a. avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the availability of publicly available mobility parking in the vicinity of the site (including on-street parking and off-street facilities); and
- b. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children.

Policy 6.2.2.4 Only allow activities that are likely to generate a significant number of trips by walking, cycling or public transport where:

- a. for activities likely to generate trips by cycling, there will be safe access for cyclists into and through the site and sufficient secure cycle parking;
- b. for activities likely to generate trips by walking, there will be safe access for pedestrians into and through the site; and
- c. for activities likely to generate trips by public transportation, the activity will be located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site.

Objective 6.2.3 Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel modes and its affordability to the public.

Policy 6.2.3.3 Require land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network.

Policy 6.2.3.4 Require land use activities ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated.

Policy 6.2.3.9 Only allow land use and development activities or subdivision activities that may lead to land use or development activities, where:

- a. adverse effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated; and
- b. any associated changes to the transportation network will be affordable to the public in the long term.

Objective 6.2.4 Parking areas, loading areas and vehicle accesses are designed and located to:

- a. provide for the safe and efficient operation of both the parking or loading area and the transport network; and
- b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel modes.

Policy 6.2.4.1 *Require parking and loading areas, including associated manoeuvring and queuing areas, to be designed to ensure:*

- a. *the safety of pedestrians travelling on footpaths and travelling through parking areas;*
- b. *that vehicle parking and loading will be carried out safely and efficiently;*
- c. *that any adverse effects on the safe and efficient functioning of the transport network are avoided or, if avoidance is not practicable, will be no more than minor;*
- d. *the safe and convenient access to and from parking and loading areas for vehicles, emergency vehicles, pedestrians and cyclists; and*
- e. *that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths.*

Policy 6.2.4.4 *Require vehicle accesses to be limited in number and width, in order to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on:*

- a. *pedestrian and cyclist safety and ease of movement; and*
- b. *the safety and efficiency of the multi-modal transport network.*

Objective 8A.2.1 *Earthworks necessary for permitted or approved land use and development are enabled, while avoiding, or adequately mitigating, any adverse effects on:*

- a. *visual amenity and character;*
- b. *the stability of land, buildings, and structures; and*
- c. *surrounding properties.*

Policy 8A.2.1.1 *Require earthworks, and associated retaining structures, to be designed and located to avoid or minimise, as far as practicable, adverse effects on the stability of land, buildings, and structures by:*

- a. *being set back an adequate distance from property boundaries, buildings, structures and cliffs; and*
- b. *using a batter gradient that will be stable over time.*

Policy 8A.2.1.3 *Only allow earthworks that exceed the scale thresholds (earthworks - large scale) and any associated retaining structures, where the following effects will be avoided or, if avoidance is not practicable, adequately mitigated:*

- a. *adverse effects on visual amenity and character;*
- b. *adverse effects on the amenity of surrounding properties, including from changes to drainage patterns; and*
- c. *adverse effects on the stability of land, buildings, and structures.*

Objective 11.2.1 Land use and development is located and designed in a way that ensures that the risk from natural hazards, and from the potential effects of climate change on natural hazards, is no more than low, in the short to long term.

Policy 11.2.1.11 In all hazard overlay zones, the swale mapped area, and the dune system mapped area, only allow earthworks - large scale where:

- a. the risk from natural hazards will be avoided, or is no more than low;
- b. they will not have adverse effects on land instability nor create, exacerbate, or transfer risk from natural hazards;
- c. they will not have adverse effects on the stability or buffering capacity of dune systems; and
- d. they will not obstruct or impede flood water, unless part of approved natural hazard mitigation activities.

Objective 18.2.1 Dunedin has a well-structured and economically and socially successful range of commercial and mixed use environments based on:

- a. the CBD, which is the focus for employment, retail, entertainment, leisure, visitor accommodation, and arts and culture activities;
- b. vibrant and viable principal centre, suburban and rural centre zones, which provide hubs for social and economic activity for rural, suburban and principal communities;
- c. Neighbourhood Centre Zone, which provides for the day to day needs of local areas, with the Neighbourhood Destination Centre Zone also servicing visitor needs, and the Neighbourhood Convenience Centre Zone also servicing the needs of passing motorists;
- d. a range of mixed use zones (WP, PPH, SSYP and HE zones) around the edge of the CBD, which provide for a compatible mix of inner-city living, commercial, and light industrial activities;
- e. an area south of the CBD (CEC – South Zone) and an area which adjoins the principal centre zone in South Dunedin (SDLF Zone) and extends along the western side of Andersons Bay Road, which provides for high trip generators, large format general retail and bulky goods retail which are likely to be incompatible with the amenity expectations of the CBD or adjoining principal centre zone and which may require larger sites than available in the CBD or adjoining centre;
- f. an area to the north-east of the CBD (CEC – North Zone), similar to the CEC - South but also containing a mix of activities which support the adjoining CBD and Hospital zones;
- g. an area around Andersons Bay Road (TR Zone), which provides for trade related retail and specific categories of high trip generators, which are likely to be incompatible with the amenity expectations of the CBD; and
- h. an area adjoining Birch, Kitchener, Wharf and Fryatt Streets and the coast (HE Zone) which provides for the continuation of the existing environment characterised by industrial activity, while allowing for a transition toward a vibrant and attractive place to live, work and visit by also providing for conference, meeting and function, entertainment and exhibition, restaurant, visitor accommodation, training and education and residential activities.

Policy 18.2.1.10 Provide for hospital activity in the CEC - North Zone, to allow for the relocation of Dunedin Hospital into this zone.

Objective 18.2.3 Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas.

Policy 18.2.3.1 Require development to maintain or enhance streetscape amenity in all commercial and mixed use zones, by ensuring:

- a. an attractive street interface is maintained through landscaping where buildings are not built to the street frontage;
- b. large parking areas which are visible from the street are visually broken up with internal landscaping, which also provides for rainwater absorption;
- c. service areas and outdoor storage areas associated with industrial or other activities are not visible from ground level of a public place; and
- d. an architecturally interesting façade through building modulation and use of glazing.

Policy 18.2.3.6 Require fences visible from public places to be designed to maintain or enhance streetscape amenity.

Policy 18.2.3.11 Require new buildings and structures to be of a height that:

- a. reflects the general heights of the block; and
- b. minimises as far as practicable adverse effects on the skyline vista of the city, particularly as viewed from Dunedin's inner hill suburbs across the upper harbour toward the Otago Peninsula, including through the use of quality and contextually appropriate architectural design.

Policy 18.2.3.13 Require buildings and additions and alterations, as part of the Dunedin Hospital redevelopment to maintain or enhance streetscape amenity by ensuring:

- a. the use of verandahs where appropriate; and
- b. buildings and structures above 20m minimise as far as practicable adverse effects of shading and wind on pedestrian amenity.