

Before the Independent Hearing Panel appointed by the
Queenstown Lakes District Council

Under the Resource Management Act 1991 (**RMA**)
In the matter of the Te Pūtahi Ladies Mile Plan Variation in accordance with
section 80B and 80C, and Part 5 of Schedule 1 of the Resource
Management Act 1991.

Statement of Evidence of

Blair Jeffrey Devlin

on behalf of Jo & Matt Dobb (OS37)

19 October 2023

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INTRODUCTION

- 1 My full name is Blair Jeffrey Devlin. I hold the position of Senior Planner / Director at Vivian and Espie Limited (Vivian+Espie), a Queenstown based resource management and landscape planning consultancy. I have been in this position since September 2018.
- 2 I hold the qualifications of Bachelor of Arts (Geography) and Masters of Regional and Resource Planning (Distinction), both from the University of Otago. I have been a Full Member of the New Zealand Planning Institute since March 2006.
- 3 I have over 22 years' experience as a planner. This experience comprises thirteen years in local government in the United Kingdom and New Zealand (Dunedin City Council and the Queenstown Lakes District Council). I have worked in Central Government for approximately two years as a policy analyst at the Ministry for the Environment. I have worked as a senior consultant planner for over seven years at private consultancies based in Queenstown. I have practised in the Queenstown Lakes district since 2007.
- 4 Prior to my current role with Vivian+Espie, I was employed by the Queenstown Lakes District Council (Council or QLDC) as Manager of Planning Practice. I have also held the role of Acting Planning Policy Manager, Resource Consents Manager, and prior to that, as a Senior Policy Planner during my employment at the Council between 2011 and 2018.

BACKGROUND AND INVOLVEMENT WITH THE LADIES MILE

- 5 Of relevance to this brief of evidence is my background and experience with regard to matters on the Ladies Mile.
- 6 While working at QLDC as Manager of Planning Practice, I was involved in implementing the Housing Accords and Special Housing Areas Act (**HAASHA**). The Council's Lead Policy guided requests for Special Housing Areas (**SHA**). In 2016, the Queenstown Country Club (**QCC**) was approved as a SHA.
- 7 In the resolution approving the QCC SHA, Council sought to provide for a comprehensive approach to the Ladies Mile. In three subsequent agenda items¹ Council considered and added the Ladies Mile area into its Lead Policy for SHAs, and identified it as a Category 2 area where SHAs were

¹ 23 June 2017, 17 August 2017, 26 October 2017

anticipated, subject to further assessment of the design proposed against the Lead Policy.

- 8 In 2019, on behalf of QLDC, I processed two requests for SHAs on the Ladies Mile (Laurel Hills and Flints Park) and took several agenda items up to Full Council for consideration. These requests for SHAs, along with a third called Glenpanel, ultimately were not recommended by the Council to the Minister to be SHAs.
- 9 I also worked in a QLDC team preparing business case applications to the Housing Infrastructure Fund (**HIF**) to provide funding for infrastructure to service the Ladies Mile area. The HIF applications were approved by the Government.
- 10 I have also prepared and obtained resource consent for various applicants on the Ladies Mile as described below:
 - (a) on behalf of Koko Ridge Ltd to subdivide into 11 allotments (RM2111276) under the PDP Large Lot Residential (AA) zoning. Koko ridge is located to the south of State Highway 6.
 - (b) On behalf of Caithness Developmetns Ltd to subdivide the Kelly property (RM210760) into seven lots in accordance with the Large Lot Residential (A) zoning. The Kelly property is located on the corner of Stalker Road and State Highway 6.
 - (c) On behalf of Shotover Country Ltd, to subdivide a site on the corner of Stalker Road and State Highway 6 into 21 lots, with 18 being residential allotments (RM220624). Consent was granted in July 2023.
 - (d) On behalf of Milstead Trust / Glenpanel LP I obtained consent to use the historic Glenpanel Homestead as a café / art gallery with associated access from the State Highway.

BACKGROUND AND INVOLVEMENT WITH THIS SUBMISSION

- 11 I prepared the submission on behalf of Jo and Matt Dobb (**OS37**).
- 12 Jo and Matt live at 13 Ada Place – they are local residents and are not property developers. The upper terrace part of their site is physically disconnected from their residence on the lower part of the site by the embankment, and they see the value in utilising the upper terrace of their site for housing, as part of a comprehensive approach to the Ladies Mile rezoning.

CODE OF CONDUCT

- 13 Whilst this is not an Environment Court hearing, I confirm I have read and agree to comply with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. This evidence is within my area of expertise, except where I state that I am relying on material produced by another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

SCOPE OF EVIDENCE

- 14 My evidence covers the following matters:
- (a) Submission summary
 - (b) S42A report – Scope
 - (c) Planning matters
 - (d) Landscape evidence
 - (e) Urban Design
 - (f) Access and Transport
 - (g) Noise / Acoustic
 - (h) Infrastructure and servicing
 - (i) Natural hazards

SUBMISSION SUMMARY

- 15 The submitter owns 13 Ada Place, Lake Hayes, Queenstown (Lot 275 DP 333981). This property extends onto the upper terrace of the Ladies Mile and measures 9903m².

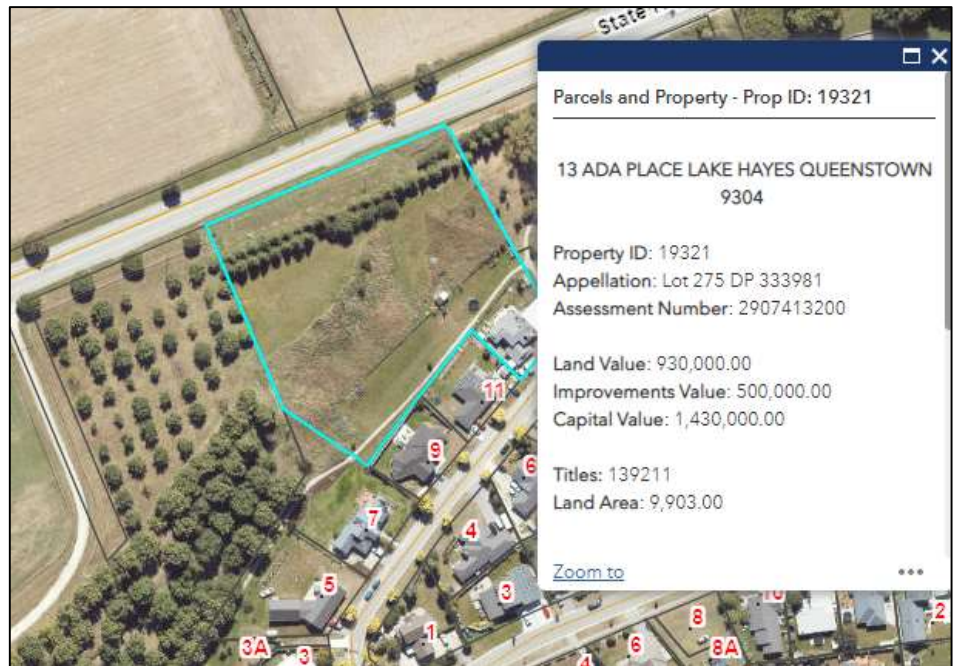


Figure 1: Site Location (blue outline) – Aerial Photography

- 16 The site has a residential unit located on it, accessed off Ada Place in Lake Hayes Estate. It is a split level site, with a flat upper terrace adjoining State Highway 6, and a flat lower terrace adjoining Ada Place, with an embankment between the two levels.
- 17 The focus of this evidence is on the upper terrace area on the Ladies Mile, as shown below:



Figure 2: Upper terrace area (4200m² approx.)

- 18 The entire site is currently zoned Rural under the Proposed District Plan, with a transmission line notation running parallel to the State Highway:



Figure 3: PDP zoning (Rural Zone)

- 19 The site is located directly adjacent to the plan change area, as shown on the planning map extracts below:

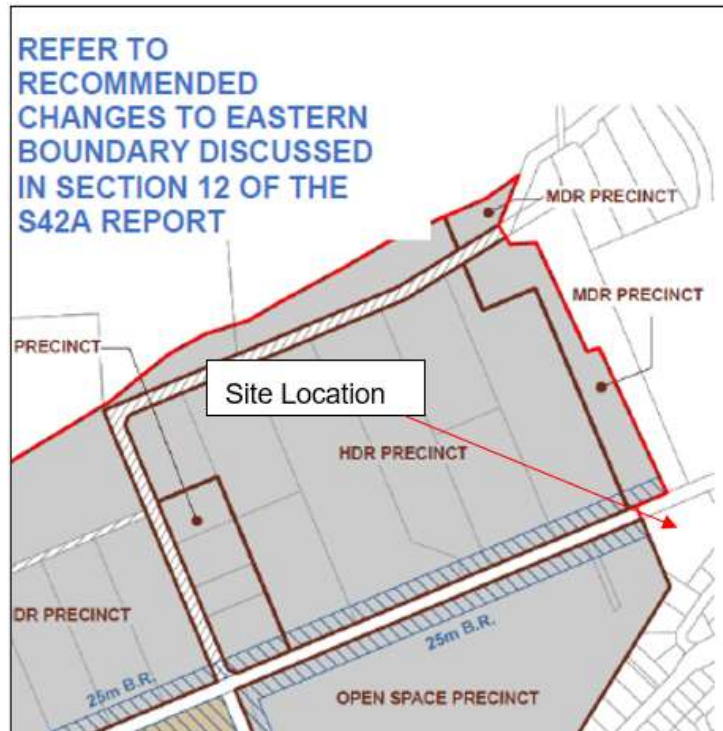


Figure 4 – s42A report TPLMZ Zoning map

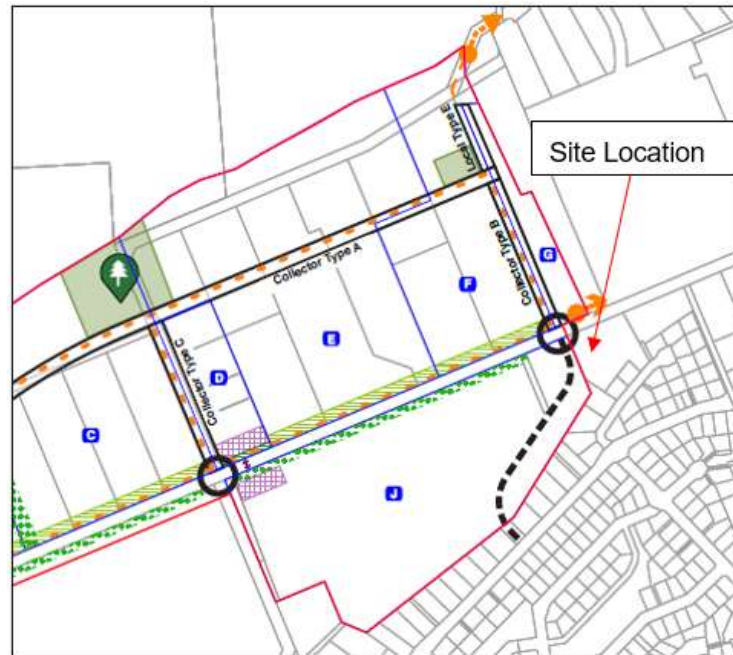


Figure 5 – s42A Structure Plan General



Figure 6 – s42A Structure Plan – Building Heights

- 20 The submission requested that the upper terrace of the site be considered for rezoning as part of the TPLMZ plan change to EITHER
- Te Putahi Ladies Mile Zone (Medium Density Precinct), to align with the northern side of the Ladies Mile OR
 - Low Density Suburban Residential zone, to align with Lake Hayes Estate or the Queenstown Country Club.

- 21 Or an alternative zoning configuration that achieves a similar outcome.
- 22 The expected yield under either a TPLMZ MDR Precinct zoning is approximately four residential units, similar to that shown on the northern side of the Ladies Mile in the indicative master plan. Under the LDSR zoning, the likely yield is two residential units.

S42A REPORT – SCOPE

- 23 I have considered the s42A report. I am surprised that the report considers the rezoning request to be out of scope given that the upper terrace of the site is clearly shown on the map in the s32 report as being within the plan change area. This was set out in the submission however has not been acknowledged in the s42A report. The map from the s32 report that includes the upper terrace is shown below:

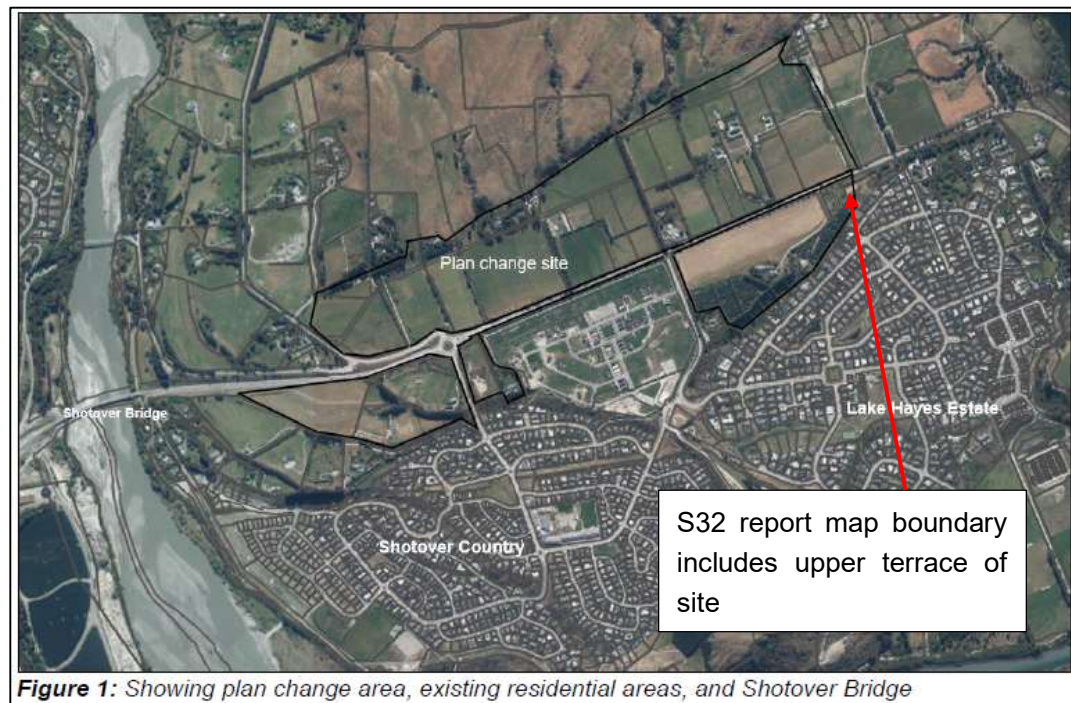


Figure 1: Showing plan change area, existing residential areas, and Shotover Bridge

Figure 7 – s32 map “showing plan change area”

- 24 I find it difficult to understand how Mr Brown can state the submission is not on the plan change and there is no scope for the submission (particularly with regard to the upper terrace) when:
 - (a) The upper terrace is within the s32 map labelled “showing plan change area”.

- (b) Geographically the site is part of the upper terrace on the southern side of the Ladies Mile, and this upper terrace is indistinguishable from the adjoining QLDC owned upper terrace.
 - (c) The site directly adjoins the areas being rezoned, and is affected by the rezonings.
- 25 I am not a lawyer, but with reference to the legal advice in Appendix C of the s42A report, and the two limbs of the *Palmerston North CC v Motor Machinist Ltd* case law:
- (a) The first limb requires that submission must reasonably be said to fall within the ambit of the plan change. One way of analysing that is to ask whether the submission raises matters that should have been addressed in the s32 evaluation and report. The entire upper terrace of the Ladies Mile located south of the State Highway (including the Dobb site) was clearly included in the plan change request as shown by the map in the s32A report and proposed zonings for the upper terrace. The rezoning of the upper terrace on the south side of the Ladies Mile was addressed in great detail in the s32 report.
 - (b) The second limb asks whether there is a real risk that persons directly or potentially directly affected by the additional changes proposed in the submission have been denied an effective opportunity to respond to those additional changes in the plan change process. No further submissions were received. I do not believe there are persons adversely affected by the rezoning of the upper terrace as the upper terrace is well separated from the residential units located at 9-13 Ada Place. The separation from the edge of the upper terrace to the row of houses on Ada Place is approximately 55m.
- 26 The notified TPLMZ has rezoned the entire upper terrace of the southern side of the Ladies Mile, with the exception of the upper terrace of 13 Ada Place. A comprehensive approach to the Ladies Mile area should include consideration of what best promotes sustainable management of this upper terrace land.
- 27 It is entirely reasonable to conclude that the submission in on the plan change.

PLANNING MATTERS

- 28 As recognised in the S42A report, the current PDP Rural zoning of the Dobb property is an anomaly². It is an isolated parcel of Rural land that even includes the residential unit located in Lake Hayes Estate. It does not promote sustainable management of the land resource and this can be addressed as part of the TPLMZ.
- 29 Ms Fairgray ³ considers that *“it may be appropriate for this property to develop at a lower density urban residential scale”*. I agree and the submission sought rezoning to either the MDR Precinct (to align with the northern side of the Ladies Mile) or the LDSR zoning (to enable a small amount of housing that align with the Lake Hayes Estate area) under the PDP. Both zoning enable one or two storey development, which I consider to be low density.
- 30 Ms Fairgray goes on to note that this *“would increase the dwelling yield in this location, which may impact the transport network. I do not support medium density residential development at this location as I consider that it may dilute intensification from occurring in more appropriate areas around the edges of the commercial centre within the TPLM”*. Given the small area of the upper terrace once the 25m BRA is applied, I consider the risk of diluting intensification from occurring around the edges of the commercial centre to be extremely low. As noted above, the MDR Precinct opposite the site enables 8m in height, effectively two storey development.
- 31 Including the upper terrace of the land will provide a small area of much needed housing located within easy walking distance of the planned town centre which would include retail shopping, schools and the Council’s recreational land which directly adjoins the site.
- 32 Including the site in the TPLMZ would enable the off-road active transport trail to be extended through the site within the proposed Building Restriction Area which aligns with that applied to the QLDC land to the west.
- 33 The upper terrace of the site is flat land suitable for residential development. It is not identified in Council’s District Hazards Register as being subject to any natural hazards that would prevent urban development.

² Para 12.9 S42A report

³ Para 121-122 Evidence of Susan Fairgray

LANDSCAPE EVIDENCE

- 34 Mr Skelton considers the submission in paragraphs 102 and 103 of his evidence.
- 35 I do not believe Mr Skelton has read the submission fully as he states *“any extension of the TPLM Variation Area into Lake Hayes Estate would cross a legible landscape boundary into an established residential area”*⁴
- 36 As explained in the submission, there is an upper terrace that clearly sits with the TPLMZ being located on the upper terrace south of SH6, and a lower terrace that sits with the Low Density Suburban residential zoning of Lake Hayes Estate. The submission does not seek to cross the landscape boundary between these two areas – the embankment area is proposed to be subject to a Building Restriction Area.
- 37 Mr Skelton states that regardless of the zoning *“this would likely result in a cascading effect which could see an increased pressure within an established urban area”*⁵. I do not fully understand what Mr Skelton means with this sentence. In the submission it was requested that a BRA be placed on the embankment would ensure that built form does not cascade down from the upper terrace to the lower Lake Hayes Estate area.
- 38 Mr Skelton states that *“The potential heights of buildings in the submitter’s proposed zoning would see a change of character and an anomalous site within the Lake Hayes Estate area which would read as incongruent with the existing patterns of development.”*⁶ This is incorrect with regard to the Lake Hayes Estate area because the zoning sought of the lower part of the site is Low Density Suburban Residential, the same zoning / height that applies to almost all of Lake Hayes Estate.
- 39 With regard to the height of built form sought to be enabled on the upper terrace, I comment on that on in the following section.

URBAN DESIGN

- 40 I have considered the evidence of Mr Dun that is referred to in the s42A report. Mr Dun’s evidence does not state whether it is landscape evidence (which is covered by Mr Skelton) or urban design evidence, however there

⁴ Paragraph 103 – Steve Skelton evidence

⁵ Ibid

⁶ Ibid

is no reference to the Dobb submission in the urban design evidence of Mr Lowe.

41 I do not have a specialist qualification in urban design but as a planner feel I am able to comment generally on urban design related matters.

42 Mr Dun accurately summarises the submission with regard to the upper terrace. However, Mr Dun goes on to state that:

99. In my opinion rezoning of this land for housing is not consistent with the urban design outcomes for the TPLM Structure Plan. The strategy for SH6 is quite clear in that it promotes an urban edge on the northern side with a 25m building setback, whilst retaining larger setbacks to the southern side of SH6 to maintain open amenity areas consistent with the length of SH6, as well as views across to the Remarkables.

43 Mr Dun is incorrect as the Building Restriction on the southern side adjacent to the site is the same as on the northern side of Ladies Mile – 25m. The proposed submission includes a 25m BRA on the site. The building restriction setback on the southern side adjacent to the Dobb property is not a larger setback.

44 In his paragraph 100, Mr Dun states:

100. The land directly adjacent to the submitters site is zoned open space precinct and will be open sports fields. Housing on the upper terrace in this location would be highly visible and inconsistent with the character of the southern side of SH6 that is proposed.

45 Mr Dun is incorrect that the open space zone ensures the land will be used for sports fields. The Structure Plan and master plan envisages a road adjacent to the site, not sports fields. The narrow width of the QLDC property in this area (balls on the state highway and down the embankment), and the presence of an unformed legal road that projects into the QLDC site near to the Dobb property, also makes it unlikely this area will be able to be formed for sports fields.

46 I disagree that housing on the upper terrace of the Dobb property would be highly visible when subject to a 25m BRA. As the Masterplan image below illustrates, as 12m height limit is applied to the adjoining QLDC site:

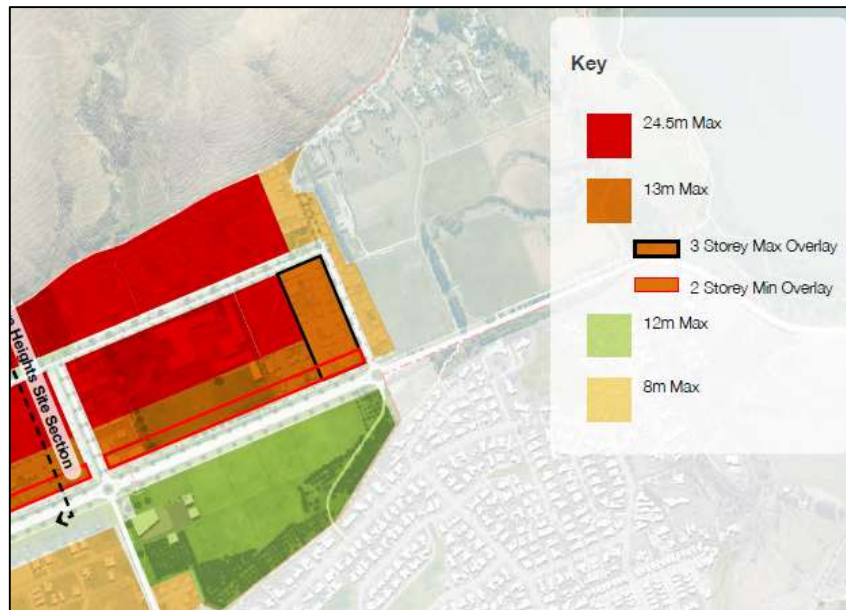


Figure 8: Masterplan showing indicative heights and section Page 103 of Masterplan⁷

- 47 The submission sought to align with the MDR height limit across the road from the Dobb property which is **8m**, 4m less than the 12m maximum proposed by the QLDC for its own land, which Mr Dun has not expressed a concern about.
- 48 Housing development south of the State Highway as envisaged by the Master Plan comprises three typologies. In my opinion any of these typologies, on the small part of the upper terrace available for development (recognising the proposed 25m BRA, would not be highly visible).

⁷ <https://www.qldc.govt.nz/media/lds1m222/5-appendix-a-te-putahi-final-draft-masterplan-report-pages-72-113.pdf>

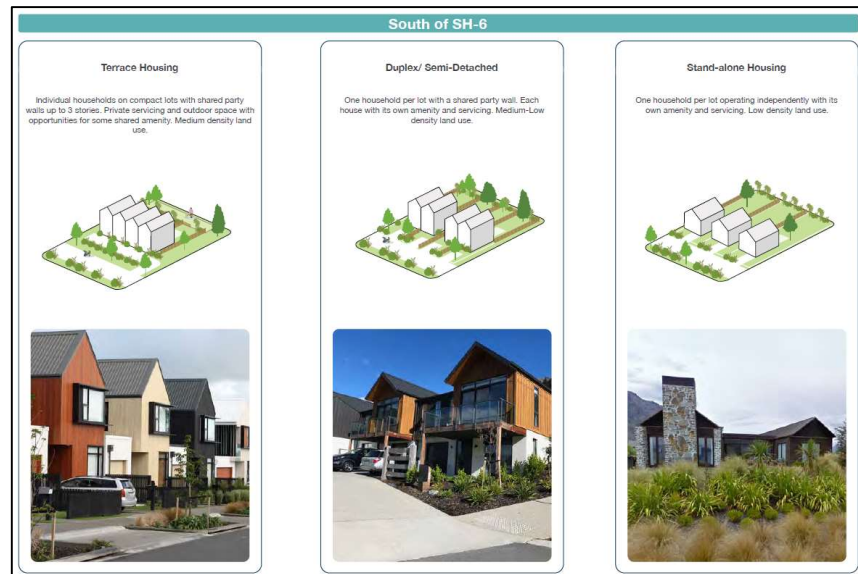


Figure 9: Masterplan showing indicative heights and section (Page 103 of Masterplan⁸)

49 I also consider that having a balanced streetscape with regard to building heights on either side of the road is important:

- (a) to provide a clear urban frame at the entrance to the Ladies Mile urban area.
- (b) to create a more balanced streetscape which creates a more aesthetically pleasing environment. When buildings on both sides of the road are of similar height or scale, it can enhance the visual harmony and coherence of the street, making it more appealing to residents and visitors.
- (c) A balanced streetscape helps define the sense of place, i.e. the unique character and identity of a neighbourhood.
- (d) Better CPTED outcomes, through passive surveillance of the street on both sides of the road, and in the case of the Dobb property, passive surveillance of the QLDC land which may become a reserve of some kind.

50 As shown in **Figure 9** above, the notified Structure Plan has MDR Precinct on the opposite side of the State Highway, extending to the east. The Indicative master Plan shows what the MDR Precinct may look like:

⁸ <https://www.qldc.govt.nz/media/ldslm222/5-appendix-a-te-putahi-final-draft-masterplan-report-pages-72-113.pdf>



Figure 10 – Indicative Master Plan showing MDR Precinct development opposite the site

- 51 From an urban design perspective, it is considered better to align the MDR Precinct on both sides of the State Highway, to avoid an unbalanced streetscape with built form on one side only.
- 52 Extending the TPLMZ to include the site, or utilising the LDSR zoning, would also enable the extension of the off-road active transport network to the east through the site, which as shown in Figure 10 above, which currently terminates at the proposed roading connection shown in Figure 11 below.
- 53 Notified Rule 49.4.4 that applies to two or more residential units in the MDR Precinct as a restricted discretionary activity will ensure that the external appearance and design of building is appropriate.
- 54 I do not believe Mr Dun has considered these benefits in his evidence.

ACCESS AND TRANSPORT

- 55 I have no particular expertise in transport / traffic engineering matters, however provide the following evidence to assist the panel.
- 56 I consider residential activity on the upper terrace would be within easy walking distance of the planned town centre which would include retail shopping, schools and the Council's recreational land which directly adjoins the site.

- 57 The off-road active transport trail could also be extended to the east through the site. The site will be very well serviced with regard to public transport, and access to the public bus service would be in close proximity.
- 58 This extension of the active transport network and the walkability of the site will help achieve the plan change objectives for modal shift.
- 59 A small amount of residential activity on the site would help achieve the Council's objectives with regard to achieving mode shift and reducing reliance on private vehicles, as the location is genuinely one where it would be possible to live without owning a private vehicle given the proximity to the planned necessary services and facilities and proximity to public transport.
- 60 Physical access to the land would be via the new road link shown on the structure plan, which directly adjoins the site.

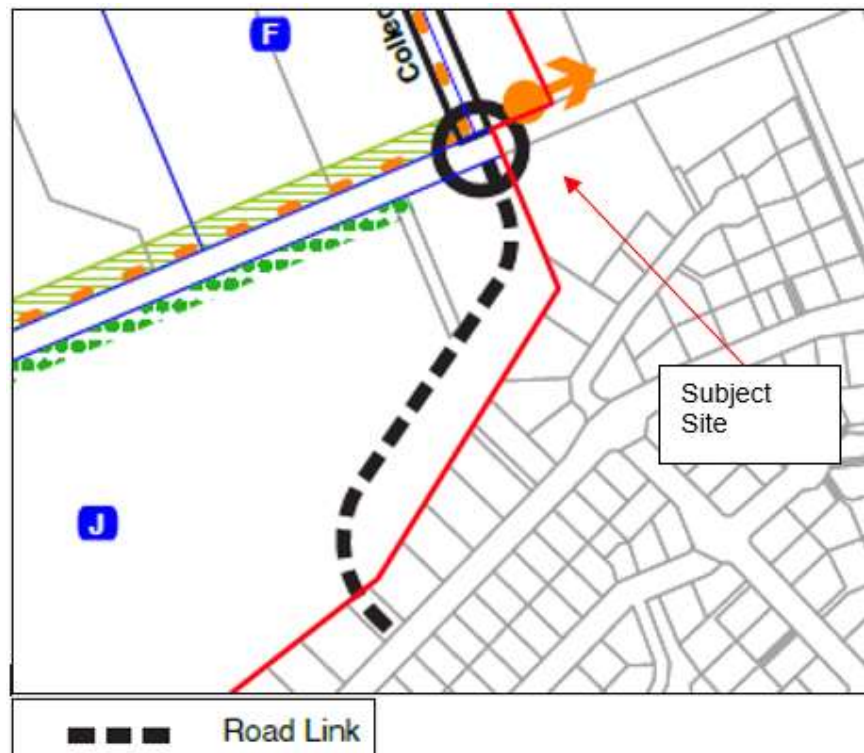


Figure 11 – Extract from Structure Plan showing road link

- 61 A rule has been proposed to link development of the site to construction of this road, to ensure physical access to the land is managed in a suitable way without adversely affecting the State Highway network. Reporting officers have stated that this road is to be for public and active transport only. If that is the case, alternative access options do exist, such as a new vehicle crossing on to the State Highway once the speed limit is reduced.

The site enjoys excellent sight distances in either direction. This would require an approval from Waka Kotahi which I consider is likely to be achievable when the speed limit is reduced, with the Ladies Mile roadway changing from a 100km rural road to a more highly urbanised boulevard style context.

- 62 In addition, notified Rule 49.4.4(g) that applies to two or more residential units in the MDR Precinct as a restricted discretionary activity. This notified rule gives Council discretion to consider the spatial layout of the development, and its relationship to and integration with other sites and development, taking into account the location of roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites.
- 63 The expected yield under either a TPLMZ MDR Precinct or LDSR zoning is approximately four residential units, similar to that shown on the northern side of the Ladies Mile in the indicative master plan. With access onto the State Highway via the new road and roundabout, the roading network could readily accommodate the demand from four residential units.

NOISE / ACOUSTIC

- 64 I have no particular expertise in acoustic or noise matters. From my planning perspective, I am aware that by including the upper terrace of the site within the TPLMZ, the land would be subject to the proposed policies and rules relating to residential buildings containing ASANs located adjacent to the State Highway, and would have to be designed to maintain internal residential amenity values and, in particular provide protection to sleeping occupants from road (Policy 49.2.7.6, Rule 49.5.9, Rule 49.5.32).
- 65 The proposed rezoning includes a 25m BRA setback as has been applied to the southern side of the Ladies Mile at the QLDC land directly adjoining the site to the west. This would assist in reducing the effects from State Highway 6 on the residential activity.

INFRASTRUCTURE AND SERVICING

- 66 The expected yield under a TPLMZ MDR Precinct zoning is approximately four residential units, similar to that shown on the northern side of the Ladies Mile in the indicative master plan. Under the LDSR zoning, the likely yield is two residential units.
- 67 The expected yield is small in the overall scheme of the TPLMZ rezoning, and will not materially affect the demand calculations for stormwater, water

and wastewater. Power and telecommunications connection are available nearby.

- 68 The land can readily be serviced as part of the wider development of infrastructure on the Ladies Mile, OR through connection to existing reticulated services in Ada Place, Lake Hayes Estate. The applicant would pay development contributions as part of any future residential activity, that would contribute to the cost of the infrastructure.

NATURAL HAZARDS

- 69 The upper terrace of the site is flat land suitable for residential development. It is not identified in Council's District Hazards Register as being subject to any natural hazards that would prevent urban development.



Figure 12 – District Hazards mapping (none shown)

- 70 A geotechnical setback of 3m from the terrace edge has been imposed on similar sites at Shotover Country. This is readily achieved through a consent notice condition at the time of subdivision.
- 71 There are no natural hazards that would affect the rezoning proposed and the resultant a small scale residential development on the site.

CONCLUSION

- 72 In conclusion, I consider the rezoning of the upper terrace of the Dobb property will enable a small amount of residential development (likely 2-4 units) to occur on the upper terrace of the Ladies Mile. This will also enable

the extension of the off-road trail network past the site, helping to achieve the modal shift objectives of the plan change. The submission will also enable a clear urban frame at the entrance to the Ladies Mile urban area, and a more balanced streetscape which creates a more aesthetically pleasing environment and better sense of place, and better CPTED outcomes. There are no geotechnical or servicing constraints that render the land incapable of the small scale residential development provided for.

- 73 Overall, I consider that the proposal will promote the sustainable management of natural and physical resources by enabling future occupiers to provide for their social and economic well-being through establishment of much needed homes housing, and the submitter to provide for their social and economic through creating saleable lots from land that is currently only used in a limited fashion as a grassed area, while at the same time avoiding, remedying and mitigating adverse effects on the environment.
- 74 I consider the requested changes to the Zone provisions as per the submission remain relevant and valid, as set out in Appendix 1.

Blair Devlin
19 October 2023

Appendix 1: Updated requested amendments to zone provisions – track changes shown from submission to respond to S42A version of provisions

Appendix 1 - Updated amendments to the proposed to the proposed zone provisions:

Variation clause reference	Suggested amendments by the Jo and Matt Dobb (in strike through or underline)	Reasoning
Planning Maps		
All planning maps as they relate to 13 Ada Place, Lake Hayes Estate, Lot 275 DP 333981.	<p>(a) EITHER: Amend the extent of the TPLMZ plan change to include the upper terrace of 13 Ada Place as follows:</p> <ul style="list-style-type: none"> (i) Within the TPLMZ zoning map (ii) Within the Structure Plan extent (red line) (iii) Within the <u>MDR Precinct</u> (to align with the proposed Sub-Area on the northern side of the Ladies Mile) (iv) Within <u>Sub- Area 'G'</u> (to align with the proposed Sub-Area on the northern side of the Ladies Mile) (v) Subject to a 25m Building Restriction Area <p>(b) OR – Rezone the upper and lower terrace to Low Density Suburban Residential as per the adjoining Lake Hayes Estate and nearby Queenstown Country Club, subject to a 25m Building Restriction Area adjacent to the State Highway and over the embankment area.</p> <p>(c) Any consequential relief necessary or alternative zoning approaches to enable residential development of the upper terrace of 13 Ada Place.</p>	<p>To align with the MDR Precinct on the northern side of the Ladies Mile across from the site.</p> <p>OR To align with the QCC LDSR zoning to the west, and the Lake Hayes Estate LDSR zoning to the south.</p> <p>To recognise the Rural Zoning of the site is an anomaly.</p> <p>To provide for a consistent approach to built form and urban development on both sides of the Ladies Mile when approaching from the east.</p> <p>To make use of scarce flat land suitable for housing</p>

					within easy walking distance of amenities.
Planning text					
Amend Rule 49.5.33 to ensure vehicle access to 13 Ada Place, Lake Hayes Estate, Lot 275 DP 333981 is only via the new Road Link shown on the structure plan <u>or via an approved access onto the State Highway</u> .	49.5.33	Staging development to integrate with transport infrastructure		NC	To ensure vehicle access to 13 Ada Place, Lake Hayes Estate, Lot 275 DP 333981 is only via the new Road Link shown on the structure plan, and not from the State Highway <u>unless approved by Waka Kotahi</u> .
		Development (except for utilities and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works listed below being completed.			
		For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.			
		Sub-Area			
		F	Eastern Roundabout on State Highway 6		
		G	Bus stops on State Highway 6 west of the Eastern Roundabout (one on each side of the State Highway 6)		
			Pedestrian / cycle crossing of State Highway 6 west of the Eastern Roundabout		

		G (13 Ada Place - Lot 275 DP 333981)	Road Link shown on Structure Plan – General between Sylvan Street and State Highway 6 or a <u>Waka Kotahi approved vehicle crossing to State Highway 6.</u>			
Amend Rule 49.4.7 to provide for residential flats in the Low and Medium Density Residential Precincts as a permitted activity. Amend Rule 49.5.11 to provide for up to four residential units within Sub-Area 'G' south of the State Highway: Rule 49.4.7	Enable Residential Flats (as defined in PDP) within the Low Density Residential and Medium Density Residential Precincts as a permitted activity:	49.4.7	Residential Flats (<u>except within the Low Density Residential and Medium Density Residential Precincts</u>)	NC		To align with the PDP provisions for the LDSR and MDR zones To enable soft density To recognise the definition of a residential unit includes a residential flat To enable smaller sized units that will typically be available to the long term rental market.
MDR Precinct Provisions	Any consequential relief necessary or alternative zoning approaches to enable residential development of the upper terrace of 13 Ada Place.					To enable appropriate provisions to be applied to enable residential development.
Sub-Area 'G' provisions	Any consequential relief necessary or alternative zoning approaches to enable residential development of the upper terrace of 13 Ada Place.					To enable appropriate provisions to be applied to enable residential development.