

BEFORE THE CENTRAL OTAGO DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 15
Request for a Private Plan Change
by **The Clyde Claim Limited**
Houlahan Enterprises Limited
Colin Fredrick Foster & Vicki Anne Geytha Gillies
And Ostex Corporation Limited

SUBMISSIONS OF PETER LANGDON DYMCK
ON BEHALF OF THE REQUESTORS

November 2020

Paterson Pitts Limited Partnership

P O Box 103, Alexandra 9340

Ph (027) 377 910

peter.dymock@ppgroup.co.nz

Introduction

1. My name is Peter Langdon Dymock of Paterson Pitts Limited Partnership. I made the original Request on behalf of my clients.
2. With me today is Pat Houlahan and Mark Laing who represent the Requestors and Mr Simon Kelsall, a representative of HPA who are the project managers and designers of a proposed retirement village planned for the site. They will not be making any formal submissions, but will be happy to take questions from the Panel.
3. A representative of WSP is unable to attend the hearing, but supplementary evidence notes in response to the evidence of NZTA have been provided by Mr Chris Baker who prepared the original Integrated Transport Assessment that supported the Request. I will present these notes on his behalf. These notes are attached to all copies of my submissions.

Evidence for the Requestors

4. Your reporting planner has produced a very comprehensive and accurate analysis of the Request, therefore I do not propose to traverse the Request in any great detail, but refer the Panel to the report which is adopted by the Requestors as evidence on their behalf.
5. The report has been circulated to the Panel and the submitters and will be taken as read.

In essence the Report recommends that the Request to rezone the site as "Residential Resource Area" be approved subject to:

- The addition of submitter Hutton's land, which the Requestors support.
- Minor rule changes to the District Plan to provide for site specific issues including prevention of any development on the site until the Clyde Wastewater Scheme can service the site; all road access to be onto Sunderland Street only; the Sunderland Street / SH 8 intersection to be improved with a left turn lane; provision of a 20m buffer zone beside SH 8 and provision for acoustic insulation of dwellings within 80m of SH 8 and the

provision of an Outline Development Plan to Council, prior to any subdivision or development within the site.

6. The Requestors agree with all of this, but have requested in their evidence that there be an option left open that should the SH 8 / Mutton Town Road intersection be closed or reconfigured to the satisfaction of NZTA, then access onto Mutton Town Road would be permitted.
7. A traffic experts conference has been held prior to this hearing between Gemma Kean & Lisa Clifford of NZTA, Antoni Facey who has been retained by Council to advise on traffic matters and Chris Baker of WSP for the Requestors. Minutes of this meeting have been submitted as evidence for the Requestors.
8. It was agreed that the appropriate plan to mitigate NZTA's concerns were to provide access to the Plan Change 15 site via Sunderland Street only, until such time that a process is undertaken to determine if closure of the Mutton Town Road intersection is the appropriate course of action from a network perspective.
9. It was also agreed that implementing a median-separated left turn lane on the westbound SH 8 approach to Sunderland Street was an appropriate upgrade to address NZTA's safety concerns and that no further upgrade would be required.
10. The Requestors agree with these conclusions and have proposed suitable rules in the District Plan in their Request that accommodate these conclusions.
11. NZTA requested a further assessment of the traffic impacts on SH 8 / Sunderland Street intersection on all access being into Sunderland Street. A further assessment by WSP has been submitted as evidence for the Requestors and concluded that the impact on the intersection would be "*less than minor*".

Outline Development Plan (ODP)

12. The traffic experts and your consulting planner have proposed that an ODP be provided to Council, prior to any subdivision or development of the site.

13. The Requestors are agreeable to this and a suitable rule in the District Plan is proposed to ensure this.
14. Two alternative preliminary ODP's were submitted on the Requestor's evidence: one for a residential subdivision of the site and one for a retirement village development. It is emphasised that these are very preliminary and simply illustrate what are possible developments of the site. The final ODP submitted to Council will differ in detail from those submitted as evidence.

Road to be Stopped

15. Part of the plan change site includes an area of road to be stopped, as a consequence of legalising the alignment of the carriageway of Mutton Town Road, which currently intrudes into land owned by the Southern District Health Board (SDHB).
16. Both CODC and the SDHB support the proposed legislation and the SDHB has now concluded the statutory process under the Health Act of approval of a disposal of land held for health purposes. The current "state of play" is that the land in question is now being valued as part of the necessary actions under the Public Works Act to legalise the road alignment. See attached email exchange.

Vincent Spatial Plan (VSP)

17. Some mention has been made of the VSP in the traffic experts' conferencing and in NZTA's evidence. The VSP is at a very early stage in its development (A draft has not even been released for public input) and is a non-statutory document that cannot be considered by the Panel in regard to Plan Change 15.
18. The Panel will be aware that the Cromwell Community Board spent a very considerable sum of money (well over budget) attempting to have the Cromwell Spatial Plan considered under Plan Change 13 (the River Terrace Development Site at Sand Flat Road); and this was at a time when the final Cromwell Spatial Plan had been adopted by Council.
19. In their decision on Plan Change 13, the Commissioners gave no weight whatever to the Cromwell Spatial Plan.

20. Of course in this case, it is almost certain that the Vincent Spatial Plan will identify the site of Plan Change 15 for the expansion of the Clyde Residential Area to cater for future growth.
21. Everyone is in agreement that this site is the logical area for the expansion of Clyde: the overwhelming majority of submitters, NZTA itself, your reporting planner and previous Council hearings panel members in their decisions to refuse previous non-complying applications to subdivide the site on the grounds that fragmentation of land ownership would hinder future logical residential development of the site. It is simply a “no-brainer”.
22. Any re-zoning of the site via the Vincent Spatial Plan process and the subsequent plan changes to give it effect are years away. On top of that if it takes another 2 years to actually construct a subdivision or development of the site.

The demand for housing and/or a retirement village is such that the community simply cannot wait that long.

Retirement Village Proposal

Planning for a retirement village development on the site has now reached an advanced stage. I attach a detailed plan of the proposed village which includes the following elements:

- 164 villas
- 10 assisted living units
- A 37 lot subdivision
- A residential care facility of 80 beds

23. All the elements are now falling into place including an agreement between the landowners involved, an investor partnership structure, suitable financing arrangements and the involvement of Health Providers Associates (HPA) to project manage the development. HPA are the project managers for the very successful Cromwell Retirement Village and care facility. However, until this plan change is granted, none of the above elements are able to be finalised.
24. This development presents the best and most realistic opportunity for a retirement village/care facility to serve the Clyde-Alexandra community, something the community has been crying out for years. The total investment involved is well over \$100 million, which brings huge local economic benefits in terms of construction services and employment. However, it is

all totally contingent on the approval of this Plan Change Request. I urge the Panel – please do not let this opportunity go begging.

Evidence of Gemma Kean on behalf of NZTA

25. NZTA's evidence appears to be largely a re-statement of its position as set out in the minutes of the experts pre-hearing conference, which has already been submitted as evidence.

I refer the panel in particular to these paragraphs in Gemma Kean's submission.

26. *"7.4 In my opinion the land subject to this plan change is a logical extension of the Clyde Township, although there is no certainty that this area will be earmarked for future development through the spatial plan."*

The Requestor's commend this opinion to the panel although in my opinion, having taken part in one of the all-day "optioneering" workshops in connection with the VSP, it is a certainty that this area will be earmarked for future development through the spatial plan.

27. *"9.5 I confirm that subject to the access to the site from Sunderland Street being adequately designed (for example, the need for a right hand turn bay), and the construction of a separated north bound left turn bay at the Sunderland Street/SH8 intersection, that the potential adverse effects on traffic safety at this intersection will be adequately managed."*

Proposed new Rule 7.3.6(vi) provides for an upgrade of this intersection to a standard agreed at the pre-hearing conference and the timing (para 9.6 of Ms Kean's evidence) is already set out in the rule in that it must happen prior to any subdivision or residential development of the site.

28. I do not consider that a requirement to consult with NZTA as to the timing and design of the intersection upgrade needs to be incorporated into the rules of the District Plan (para 9.6). It is legally impossible to do any work on any road in New Zealand without the consent and design approval of the Road Controlling Authority, in this case NZTA and its local contractor Aspiring Roads. In short, there are processes already in place outside the RMA91, which provide for this requirement.

29. *"9.10 Upon further discussion with the applicant prior to the hearing, Waka Kotahi and the applicant have agreed that providing access to Sunderland Street only*

is a more suitable option and is more likely to manage the potential adverse effects on traffic safety.

"9.17 If an Outline Development Plan for the site suitably addresses the roading connections, provides for controls to prevent access and those provisions are suitably robust it is considered that the proposal will suitably reduce potential traffic safety effects on the intersection of State Highway 8 and Mutton Town Road".

9.22 While this is the applicants view concerning the likely uptake of active transport modes, cyclists and pedestrians can also be excluded through poor design. Therefore, I consider again that an ODP is the best solution to provide for good pedestrian and cycle connections to the wider area.

9.23 The indicative ODP provided as part of the applicants' evidence shows pedestrian and cycle connections from the site to the wider area. A footpath along Mutton Town Road, across Sunderland Street and various internal connections are proposed. Mr Whitney considers that the requirements for an ODP will adequately provide for internal and external cycle and pedestrian connections. I agree with this statement.

12.2 Given the differing time frames for this plan change and the Vincent Spatial Plan, the status of Mutton Town Road in the future is unknown. Furthermore, the road closure process is separate to that of this plan change. To address this a rule is proposed by the applicant – to provide for access to Sunderland Street only, until such a time that Mutton Town Road is closed or improved. This will assist in addressing the potential adverse effects on the state highway network, until such a time that future decisions regarding the potential growth of Clyde are progressed through the Vincent Spatial Plan".

Proposed new rules 7.3.5 (viii) (a), (b) provide that a suitable ODP must be provided, prior to any development of the site and that all access to the site must be onto Sunderland Street until such time as the SH8/Mutton Town Road intersection is closed, a matter which is outside the scope of this Plan Change.

30. "10.10 Overall, I consider that the plan change as proposed, including the requirement for an ODP to be approved by the Council will ensure that future residential development at this location is consistent with the relevant statutory planning documents. The applicant has provided two draft ODPs to date, however, it is my understanding that the applicant seeks

to provide the final ODP to be approved by Council at a later date. I am of the opinion that the applicant should provide an ODP now to be incorporated as part of the District Plan and rules can be included in the plan which directly refer to that ODP.

The Requestors do not agree that an ODP should be incorporated into the District Plan. Their plans for the site are simply not formulated to a stage where they can be locked into a particular form of development right now. This is effectively imposing a resource consent on the Requestors, putting the cart before the horse – a plan change re-zoning the site to Residential Resource Area must come first, then the detailed proposals via the resource consent process.

31. Paterson Pitts have been involved with several such "master planned" developments in QLDC and it is our experience that such projects often fall foul to changes in circumstances such as changing market demand, financial priorities etc.

A raft of non-complying resource consent applications and further ongoing private plan change requests inevitably result. Having an ODP incorporated into the District Plan will lock the Requestors into a single form of development which may not fully eventuate, particularly if the Mutton Town Road/SH8 intersection is eventually closed.

32. *"9.20 In my opinion as a professional planner, a holistic approach could be to impose some form of deferred zoning, or similar approach, on the site for a specified period such as two years. This would allow wider consideration to be given to the area south of Sunderland Street and its suitability for a change in zoning and the infrastructure needs, including roading requirements. This could provide more clarity in terms of the long-term aspirations for the Mutton Town Road intersection. It would still be necessary to include those provisions volunteered by the applicant, as per above, as it is unlikely that any specific project design (including funding and timeframe) would have been developed at the end of that two-year period. It is also my understanding that there are other infrastructure issues, being wastewater (due to be completed in 2020 but which has been delayed), needing to also be addressed such that a brief deferral period may not present a significant limitation.*

"12.3 Consideration should also be given to whether there are other further planning measures, such as the

deferral of residential zoning that could be considered by the panel to ensure that the potential adverse safety effects on the local roading network, including the state highway, are appropriately managed.

The Requestors emphatically do not agree with this "deferred zoning" for 2 years idea. Another private plan change would be required to uplift the "deferral" – there goes another 2 years! 4 years wasted.

33. A "specific project design" will be in place and "shovel ready" in less than 12 months, should this plan change be approved and this will coincide with the commissioning of the Clyde Waste Water Scheme to serve the site.
34. The panel will be well aware of the current political uproar over New Zealand's out of control housing market and the intergenerational societal issues and structural economic distortions this is causing.
35. Council cannot control many of the factors that are causing this, but one of the ways it can assist is to facilitate the supply side of the equation. Deferring this project for effectively another four years is simply pouring petrol onto the flames of a rampant housing market.
36. Obstructions to the timely supply of housing, as suggested by Ms Kean, are the very reason the government has signalled why it is planning to scrap the RMA91 and replace it with an Urban Development Act.
37. *"9.25 There is an existing gap in the fence on the eastern side of SH8 at the Sunderland Street intersection which provides more direct access to the Rail Trail. Mr Facey states that it is likely that this point will be used to provide more direct access to the Rail Trail – requiring pedestrians and cyclists to cross SH8. I concur with this statement.*

9.26 The applicant identified several safety concerns for pedestrians and cyclists crossing SH8 and has amended their application to include a footpath along the northern side of Mutton Town Road. Again, this is considered positive, as is sign posting the route to the underpass which has been mentioned by the applicant. However, I understand that Waka Kotahi are also likely to monitor pedestrian and cycle movements and will address any safety issues that arise which could include closing the existing gap in the fence".

I find it somewhat incredible that a hole in a fence could possibly jeopardise such an important development as this. There is a simple solution to this issue at virtually no cost – fence the gap in! This lies in the hands of NZTA as stated by Ms Kean, in her paragraph 26, but the Requestors would be happy to do this at their own initiative and at their own cost.

38. I also believe that in terms of usage of the Rail Trail, NZTA do not seem to appreciate the likely demographic that will reside in this development, be it a conventional subdivision or a retirement village. Judging by the occupants of the most recent stage of Sunderland Estate Subdivision just over the road, the majority of residents in a subdivision of this site would be retirees with a leavening of tradies and commuters to Cromwell, Wanaka and Queenstown.
39. Retirees use of the Rail Trail will be that of a recreational asset, not as a commuter asset and I have yet to see a tradie cycle commuting to work. My experience as a keen local recreational cyclist is that recreational users will go out of their way to use the Daphne Hull underpass in preference to cycling along or across SH8. From this site it is only a couple of minutes cycle to the underpass via Annan Street.
40. My own admittedly anecdotal evidence of having driven or cycled past this "gap" at least twice a day for the past 20 years is that current usage of the gap is minimal. In all that time, I have never seen any walkers or cyclists using it.
41. I note that the tracking in the "the gap" observed by Mr Facey as evidence of significant usage of the "gap" was established prior to the construction of the Daphne Hull underpass and that there is currently a sign on the "gap" advising people not to use it. A photo of this sign is attached to my submissions.
42. *"11.2 On the basis of the total number of allotments not changing, I consider that the inclusion of Lot 1 DP 331535 will not exacerbate the potential adverse effects on traffic safety if access to this sitge is also from Sunderland Street only, until such a point that Mutton Town Road is closed or upgraded in the future. The draft ODP has been amended to incorporate this land parcel so that road, pedestrian and cycle connectivity can be achieved."*

The Requestors' commend this opinion to the Panel.

43. Overall however, it would appear from Ms Kean's evidence is that NZTA are generally supportive of this Request and that NZTA considers that the requirement to have all access off Sunderland Street and to upgrade the Sunderland St / SH8

intersection satisfies its concerns as to any adverse impact on the state highway network. It would also appear that NZTA is of the opinion that the closure of the Mutton Town Road/SH8 intersection is outside the remit of this plan change and is something that will need to be addressed as part of the VSP exercise.

The Requestor' are comfortable with this.

Evidence of Lisa Clifford on behalf of NZTA

44. Ms Clifford's evidence is the technical evidence provided in support of Ms Kean's planning evidence and is likewise largely a re-statement of her position at the traffic experts pre-hearing conference.
45. I don't therefore intend to traverse Ms Clifford's evidence in any great detail as the pertinent points are also covered in Ms Kean's evidence. The notes prepared by Mr Baker will respond to technical points in her evidence.
46. I do however comment on pars 7.4, 7.6 & 8.9 of her evidence in which she states that there are no cycle linkages from the Daphne Hull underpass in Albert Drive to Sunderland Street and the plan change area. This is incorrect. Annan Street provides such a connection that will only take a couple of minutes.
47. *"8.8 Insufficient information has been provided by the applicant to properly access the existing and future demand for cyclist accessing the Rail Trail. The Otago Central Rail Trail attracts tourists and possible commuters to Alexandra. No cycle facilities connecting to this development have been recommended by the applicant."*

I have dealt with this matter under Ms Kean's evidence, but will expand further.

Tourists using the Rail Trail start their journey at the historic centre of Clyde and make their way along the cycleway from the Old Clyde Railway Station, then via Hazlett Street and Albert Drive to the Daphne Hull underpass. They do not use Sunderland Street to access the Rail Trail.

48. Regular commuting between Clyde and Alexandra via the Rail Trail is currently less than minimal and likely to remain so. The generally accepted limit for most people for cycle commuting to school and work is approximately 4km and that on a smooth asphalt surface. The Rail Trail is a gravel track, almost 10km into Alexandra and is poorly connected to Alexandra's centres of employment. Central Otago's winter climate is also not

home beds (care beds and care suites). For the Birchleigh Retirement Village, the townhouse units showed daily traffic generation rate of 1.4 resident trips, 0.5 visitor trips and 0.1 service trips per unit (2.0 in total).

The average trip generation from the proposed retirement village will therefore be $23 \times (166 + 10 + 80) = 512$ trips per day and the peak trip generation/hour $0.2 \times 256 = 51$ per hour. Retirement village residents generally avoid peak traffic periods (typically around 8 am and 5 pm) which in a small provincial town like Clyde are not "peak" at all. Residential areas generally have a daily vehicle trip generation of 6 – 8 per dwelling. Therefore the total trip generation from the proposed development is $512 + (37 \times 8) = 808$ per day.

54. A 150 lot subdivision will generate approximately $(150 \times 8) = 1,200$ trip generation, 50% higher than that of the proposed retirement village/37 lot subdivision.

Supplementary Evidence Notes of Chris Baker of WSP

55. I will now present these in rebuttal to some of the evidence of Ms Kean and Ms Clifford.

56. The salient points I take from Mr Baker's supplementary evidence are :

- Given that NZTA is actually in agreement with the mitigation measures proposed in the Request a "safe systems" approach is not required and would result in the unrealistic and excessive requirement for a roundabout and under pass at the SH8/Sunderland Street intersection.
- Catering for future growth beyond that of PC15 is an issue for CODC and NZTA to resolve in the context of the Vincent Spatial Plan.

Conclusion

57. In conclusion, on behalf of the Requestors, I ask that you accept your planner's recommendation to approve Plan Change 15, with the modifications to the rules of the District Plan proposed by your planner and the Requestors.

Attachments

- WSP Notes
- Email exchange re Mutton Town Road legislation
- Plan of Proposed Retirement Village
- Photo of warning sign on "the gap"

P L DYMOCK
November 2020



Memorandum

To	Peter Dymock
Copy	
From	Chris Baker
Office	Queenstown
Date	16 November 2020
File/Ref	6-XZ581.00
Subject	Proposed Plan Change 15 to the Central Otago District Plan Evidence Rebuttal

1 Purpose

This memorandum presents a rebuttal to evidence presented by Waka Kotahi in the matter of proposed Plan Change 15 to the Central Otago District Plan. It has been prepared to clarify outstanding road safety concerns identified in evidence dated 11 November 2020 from Gemma Kean and Lisa McNeal Clifford, both representing Waka Kotahi.

2 Evidence

2.1 Safe Systems

2.1.1 - Item 9.1 of Ms Kean's evidence and items 3.5, 6.8, 6.13, 7.8 and 8.5 of Ms Clifford's evidence state that no Safe System assessment has been provided in the ITA. A Safe Systems assessment is not considered applicable here – the Safe Systems Assessment Framework is for use in road design and infrastructure projects to compare and determine the safest of a group of options, rather than to establish a rating for an existing intersection or to determine the appropriateness of development. An assessment score for an intersection in isolation is of limited use – Waka Kotahi has no policy on minimum Safe System Assessment scores.

2.1.2 - In terms of an assessment of the impact of the development in the Safe Systems Assessment Framework, only the daily traffic parameter would change, and not sufficiently to decrease the assessment score (Sunderland Street forecast to remain <5,000vpd and SH8 forecast to remain <10,000vpd).

2.1.3 - In the pre-hearing conference call, it was agreed that the only truly Safe Systems intervention in this location would be a roundabout, and that this is unrealistic and excessive for this location. It was also agreed that closure of the Mutton Town Road/SH8 intersection would provide the safest outcome (albeit subject to appropriate planning, consultation and approval). Dropping the speed to a Safe System speed of 30km/h is equally unrealistic on an Arterial State Highway. Items 9.4 and 9.5 of Ms Kean's evidence state Waka Kotahi's agreement with proposed safety improvements, suggesting a Safe Systems assessment is not required.

2.2 ITA Assumptions

2.2.1 – In item 9.3 of Ms Kean’s evidence and items 5.4 and 6.1 of Ms Clifford’s evidence, the ITA is falsely asserted to assume all development traffic would use the Sunderland Street intersection. The ITA includes traffic modelling and crash prediction model assessments of the Sunderland Street intersection with all development traffic to test a worst-case scenario from an operational perspective (i.e. the largest possible increase in traffic at that intersection), but does not assume that all development traffic would use that intersection in practice. The ITA acknowledges a scenario whereby all southbound development traffic uses Mutton Town Road and includes a worst-case crash prediction model assessment of the Mutton Town Road/SH8 intersection, identifying that a significant risk of increasing crashes exists.

2.3 Walking and Cycling

2.3.1 - Remaining concerns regarding pedestrians and cyclists are the remit of Waka Kotahi, rather than the applicant. Item 9.26 of Ms Kean’s evidence identifies that the applicant is proposing positive mitigations, and that Waka Kotahi are likely to monitor pedestrian and cycle movements and will address any safety issues that arise which could include closing the existing gap in the fence. As noted in item 9.23 of Ms Kean’s evidence, she agrees with Mr Whitney’s assertion that the requirements for an ODP will adequately provide for internal and external cycle and pedestrian connections.

2.3.2 - It is noted that 3.10 of Ms Clifford’s evidence states there are no connections to Sunderland Street from the Daphne Hill underpass on Albert Drive. Though indirect, connection is provided between Albert Drive and Sunderland Street via Annan St.

2.4 Future Growth

2.4.1 - Comments relating to the Vincent Spatial Plan and future growth of Clyde are considered outside the remit of PC15. While the plan change must be considered within the context of future development and growth, it is not the onus of the plan change to address potential future planning outcomes or implement future transport infrastructure beyond the influence of the development. These are broader network planning issues for CODC and Waka Kotahi to resolve, primarily through the Vincent Spatial Plan.

2.5 Conclusion

2.5.1 – It is acknowledged that road safety concerns remain regarding increased vehicular traffic volumes and potential pedestrian/cyclist demand resulting from the PC15 development, particularly at the Mutton Town Road/SH8 intersection. However, Waka Kotahi agree that providing access to Sunderland Street only, until such a time that Mutton Town Road is closed or improved, will assist in addressing the potential adverse effects on the state highway network (until such a time that future decisions regarding the potential growth of Clyde are progressed through the Vincent Spatial Plan). Waka Kotahi have also indicated that the requirements for an ODP will adequately provide for internal and external cycle and pedestrian connections, and that Waka Kotahi are likely to monitor pedestrian and cycle movements and will address any safety issues that arise.

Peter Dymock

From: Linda Stronach <linda.stronach@codc.govt.nz>
Sent: Friday, 23 October 2020 2:10 p.m.
To: Peter Dymock; Julie Rickman
Cc: Mark Laing; Paul Pugh
Subject: RE: Legalisation of Mutton Town Rd, Clyde

Good afternoon Peter.

The matter is currently sitting with SDHB.

I understand they have approved the disposal, but are currently considering the valuation of the land.

As per previous advice, as soon as we are finished working through the process with SDHB, we will be able to advise how and if we can proceed with the second half of the proposal.

Regards



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From: Peter Dymock <Peter.Dymock@ppgroup.co.nz>
Sent: Friday, 23 October 2020 2:06 pm
To: Julie Rickman <Julie.Rickman@southerndhb.govt.nz>
Cc: Linda Stronach <linda.stronach@codc.govt.nz>; Mark Laing <marklaing@xtra.co.nz>; Paul Pugh <Paul.Pugh@southerndhb.govt.nz>
Subject: RE: Legalisation of Mutton Town Rd, Clyde

Thanks Julie

Could you please therefore confirm that SDHB/MoH has now formally approved the taking of its land for road

Linda – could you please update me where Council is with this

Regards

Peter Dymock
Senior Planner
M 027 437 7910
T 03 445 1826

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Your Land Professionals

From: Julie Rickman <Julie.Rickman@southerndhb.govt.nz>
Sent: Friday, 23 October 2020 1:38 p.m.
To: Peter Dymock <Peter.Dymock@ppgroup.co.nz>
Cc: Linda Stronach <linda.stronach@codc.govt.nz>; Mark Laing <marklaing@xtra.co.nz>; Paul Pugh <Paul.Pugh@southerndhb.govt.nz>
Subject: RE: Legalisation of Mutton Town Rd, Clyde

Hi Peter

I refer you to Linda Stronach who is based at the Central Otago District Council and responsible for the process.

Regards

Julie

From: Peter Dymock <Peter.Dymock@ppgroup.co.nz>
Sent: Friday, 23 October 2020 10:44
To: Julie Rickman <Julie.Rickman@southerndhb.govt.nz>; Paul Pugh <Paul.Pugh@southerndhb.govt.nz>
Cc: Linda Stronach <linda.stronach@codc.govt.nz>; Mark Laing <marklaing@xtra.co.nz>
Subject: Legalisation of Mutton Town Rd, Clyde

Dear Julie

1. I understand that on the 8 July 2020 the SDHB publicly notified its intention to sell the land occupied by Mutton Town Rd and that submissions closed on 19 August 2020
2. The reporting planner for a private plan change request to re-zone land at Mutton Town Rd has requested that the hearing panel be given an update on progress in this matter. The hearing is scheduled for 19 November 2020
3. Accordingly I would be grateful if you could provide an update on progress

Yours faithfully

Peter Dymock

Senior Planner

M 027 437 7910

E peter.dymock@ppgroup.co.nz

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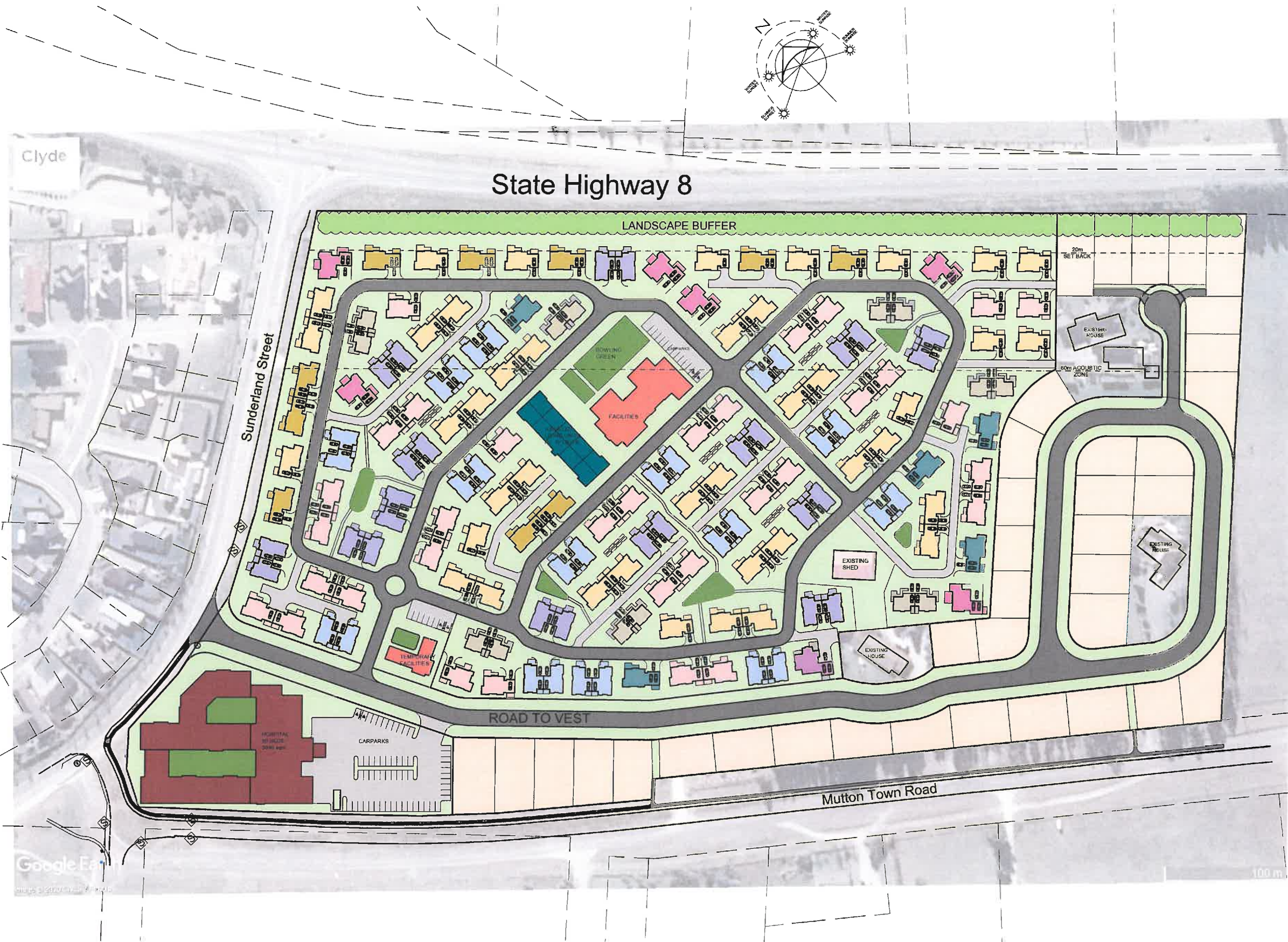
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APPROXIMATE AREAS

VILLAGE	= 8.8 ha
HOSPITAL	= 1.0 ha
SUBDIVISION (37 Sections)	= 2.1 ha
EXISTING (3 Existing Houses)	= 0.8 ha
ROAD TO VEST	= 1.7 ha

NUMBER OF VILLAS: 164
 TEMPORARY FACILITIES : 2 VILLAS
 ASSISTED LIVING UNITS : 10

- VILLA TYPES:**
- TYPE A (N)
 - TYPE B (N)
 - TYPE B (S)
 - TYPE C (N) SG
 - TYPE C (N) SG
 - TYPE C (S) SG
 - TYPE C (S) SG
 - TYPE C (N) DG
 - TYPE C (N) DG
 - TYPE C (S) DG
 - TYPE C (S) DG
 - TYPE D (E)
 - TYPE D (W)
 - TYPE E

NOTES:	REVISION	DESCRIPTION	DATE	REVISION	DESCRIPTION	DATE
DO NOT SCALE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK Contractors and Sub Contractors to ensure all restricted building works are to be carried out by approved licensed building practitioners.						

HPA Services
 PO Box 54108
 Bucklands Beach
 MANUKAU, 2014
 09 974 3641
 www.hpa.co.nz
 info@hpa.co.nz

CONSULTANTS	CLIENT
Structural Engineer Services Engineer Quantity Surveyor Town Planner Civil Engineer Traffic Engineer Fire Engineer	

PROJECT TITLE	SHEET TITLE
CLYDE LIFESTYLE VILLAGE	PROPOSED SITE PLAN

CONCEPT

PROJECT NO.	SHEET NO.	
3680	A001	
DESIGNED	DRAWN	CHECKED
SK/R/Y	SK/R/Y	HPA
SCALE	DATE	REVISION
1:2000@ A3	02-11-2020	

CYCLISTS - CAUTION
The safest way into
CLYDE is through the
UNDERPASS just a
little further along this
trail.

