



Notice of requirement by Dunedin City Council for designation

Sections 168A(1), (2) and 181 and clause 4 of First Schedule,
Resource Management Act 1991.

1. INTRODUCTION

1.1 PURPOSE OF DESIGNATION

Dunedin City Council, a requiring authority pursuant to section 166 of the Resource Management Act 1991, gives notice to the Dunedin City Council of a requirement for a designation for a public work being the construction, operation and maintenance of a public walkway.

1.2 BACKGROUND AND NATURE OF PROPOSED WORK

The Council is currently preparing a Plan Change for the Harbourside area. The objective of the Council for the harbourside area is:

To reconnect the heart of the City to the harbour and to rejuvenate the Harbourside with a mix of land uses, public spaces and amenity areas.

The Harbourside Vision Plan is attached as Attachment A.

The Harbourside Plan Change project is being promoted jointly by the Dunedin City Council and Chalmers Properties Ltd, owner of a significant portion of the land to which the Plan Change relates. Chalmers Properties also own the land over which a number of designations are sought for public walkways and public places.

The walkway, known as the Fairley Street walkway, forms part of the Council's objective for Dunedin's Harbourside (refer Attachment B) and is proposed in connection with the Proposed Harbourside Plan Change to the District Plan. The walkway will increase safe pedestrian opportunities within the Harbourside area and provide for greater connectivity with the City Centre.

The proposed walkway runs between Cresswell Street and Thomas Burns Street. It will be 9 metres wide, and will be constructed of high quality materials selected to co-ordinate with the new wharves, which will be constructed as part of the development of the harbour edge.

The walkway will provide pedestrian access from the Railway Station bridge which provides a strong pedestrian link to the central city. A line of sight from the bridge to the water will also be made possible with the development of the proposed walkway and other walkways created as part of the Harbourside development.

The walkway will enable enhanced development opportunities for adjacent properties, as well as providing for potential vehicle access to the rear of these properties. The walkway would be complemented by signage.

This walkway was identified as a key physical and visual link to the Harbourside area, following the publication of the original Harbourside vision in 2005 and subsequent discussions with Ontrack. While there was strong public support for reinstating public access across the railway tracks at Rattray Street, it became clear that the proposed direct at-grade vehicular link between the Harbourside and the central city at Rattray / Fryatt Street was likely to take a considerable time to be achieved.

Following a review of available options, the provision of a direct link between the railway station footbridge and the basin was identified as the most appropriate means of achieving the Council's objective:

"To reconnect the heart of the City to the harbour and to rejuvenate the harbourside with a mix of land uses, public spaces and amenity areas."

2. DESCRIPTION OF THE SITE

2.1 LOCATION AND DESCRIPTION

The site to which the requirement applies is as shown on Attachment B: Fairley Street walkway (northern section): Harbourside (Designation Plan 1b).

The southern half of the walkway will be covered by a separate designation (Designation Plan 1a).

2.2 LEGAL DESCRIPTION

Schedule 1: Land Physically affected by the Designation

The following properties are affected by the Notice of Requirement.

Site ref.	Legal Description	Address shown on rating records	Freeholder	Building owner / Leaseholder
	Sec 17 Blk LXII TN of Dunedin	17 Cresswell Street	Chalmers Properties Ltd.	Farra Dunedin Engineering Limited
	Sec 18 Blk LXII TN of Dunedin	18 Cresswell Street	Chalmers Properties Ltd.	Farra Dunedin Engineering Limited
	Sec 23 Blk LXII TN of Dunedin	8 Bombay Street	Chalmers Properties Ltd.	RD Matheson MK Matheson
	Sec 45 Blk LXII TN of Dunedin	1 Thomas Burns Street	Chalmers Properties Ltd.	JM Davie Holdings Limited

2.3 EXISTING LAND USES

All of the above properties affected by the Notice of Requirement are currently zoned Industrial 1.

Number 1 Thomas Burns Street is a gravelled parking area for JM Davie's engineering workshop (concrete block) and offices. The site is accessed from Bombay Street. It also provides access to double height doors for long and high vehicles.

Number 8 Bombay Street is occupied as a light industrial building of pre-cast concrete construction with a corrugated iron façade, with a car park in front.

Number 18 Cresswell Street is a sheet metal car park used by staff of Farra Engineering.

Number 17 Cresswell Street is an open site bounded by a chain link fence and used for storage.

3. NATURE OF THE PROPOSED WORK

3.1 ACTIVITY OUTLINE

The proposed designation is required to provide for the design, construction, operation and maintenance of a public walkway. The walkway forms part of the overarching vision for the Harbourside area and will provide for greater pedestrian connectivity between the centre of the City and the Harbourside area.

The construction works will generally comprise the following activities.

3.1.1 ESTABLISHMENT

The initial stage of the development of the walkways will require negotiations regarding acquisition of the required land. Upon confirmation of the Notice of Requirement, and once the site acquisitions are negotiated and completed, consultation will be undertaken with adjoining and adjacent landowners and occupiers to focus on the final design and streetscape of the works.

Prior to the commencement of any of the works required to create the walkway, all necessary contracts, works procedures and design documentation will be prepared and any necessary traffic management and health and safety systems implemented. This will require the surveying and marking the widened road reserve, as well as surveying and making the necessary adjustments to cadastral boundaries to reflect the extent of the walkway.

3.1.2 CONSTRUCTION WORKS

The construction works associated with the creation of the walkway generally fall into three areas, as described below.

- (i) Demolition or part demolition of buildings. As the proposed designation route passes through areas currently occupied by buildings, it will be necessary to demolish parts or all of these buildings to provide the necessary space for the walkway. The timing of these works will be undertaken in agreement with the landowner, in this case Chalmers Properties. Similarly, the reinstatement of remaining areas and making good of any affected areas will be undertaken in agreement with the landowner.
- (ii) Construction of the new footpath. Once any necessary demolition has occurred the new footpath will be constructed in accordance with the final approved design. The Requiring Authority intends that the construction of the walkway would occur in tandem with development of Stage 1 of the Harbourside Plan Change.
- (iii) Once the walkway is constructed, associated landscaping and street furniture will be provided.

3.1.3 REINSTATEMENT

Any areas affected by the construction activities will be reinstated as near as practicable to the conditions that existed prior to the works, unless negotiated otherwise by the landowners.

3.1.4 DURATION

The Harbourside Plan Change is intended to provide for a significant portion of the city's growth and the rejuvenation of the Harbourside area over the next 10 years. The walkway is considered to be vital to unlocking the potential of the area by facilitating increased pedestrian access, the walkway is intended to be constructed as part of the implementation of Stage 1 of the Harbourside Plan Change. Given the scale of the project, and to enable sufficient flexibility to best fit the completion of the walkway with the development of the Harbourside area, a duration of 5 years from the date the Plan Change being made operative is requested for the Designation. At this stage, the Harbourside Plan Change process is anticipated to be completed around December 2008.

4. PROPOSED RESTRICTIONS / CONDITIONS

The following restrictions are proposed to be attached to the Designation:

- (i) Prior to the commencement of construction of the walkway, an Outline Plan shall be submitted to the Council identifying the final design and layout of the walkway, including landscaping and street furniture.



5. EFFECTS ON THE ENVIRONMENT

Section 3 of the Resource Management Act defines "effect" in the following way:

3. Meaning of effect – *In this Act, unless the context otherwise requires, the term effect ... includes –*

- (a) *Any positive or adverse effect; and*
- (b) *Any temporary or permanent effect; and*
- (c) *Any past, present, or future effect; and*
- (d) *Any cumulative effect which arises over time or in combination with other effects – regardless of the scale, intensity, duration, or frequency of the effect, and also includes –*
- (e) *Any potential effect of high probability; and*
- (f) *Any potential effect of low probability which has a high potential impact.*

The effects that the public work will have on the environment and the ways in which any adverse effects will be mitigated are explained below. As the walkway is a critical element in the Harbourside vision, the assessment must be seen in the context of the Harbourside Plan Change, as the walkway would not proceed if the Plan Change was not implemented.

5.1 PHYSICAL EFFECTS

The proposal requires the demolition of the existing building at 8 Bombay Street, half of a light industrial warehouse building constructed in 2001.

5.2 TRAFFIC EFFECTS

The proposal will result in the loss of parking and storage to 1 Thomas Burns Street, as well as the loss of access to the double height workshop owned and operated by JM Davies Ltd. It is proposed that the effects on this property and business will be mitigated by reducing the width of the walkway to enable some on-site staff parking to be provided on the site and to provide for continued access to the workshop. This design aspect will be undertaken in consultation with the landowner and the occupier to ensure that their needs are taken into account.

The proposal results in the loss of some parking in front of 8 Bombay Street, however, the parking in front of the eastern half of the building at 9 Bombay would remain. The proposal would result in loss of staff parking at 18 Creswell Street.

The loss of parking in the area needs to be considered in the light of the Harbourside Plan Change, which aims in part to enable greater pedestrian access to the Harbourside area and to provide a greater range of business and commercial opportunities in the area. As part of this process, on-street parking and the provision of public parking facilities will be addressed. The proposed walkway is consistent with the overall vision for the Harbourside area, and the traffic and parking effects are not considered to be significant.

5.3 SAFETY

There is presently an existing, informal walkway across 18 Cresswell Street and 4 Bombay Street. Pedestrian safety would be improved through formation of the proposed Fairley Street walkway, which will create a defined path with good sight lines and visibility from the existing rail over bridge to the harbour. The walkway will be designed in accordance with CPTED principles (Crime Prevention Through Environmental Planning and Design) to ensure the highest quality standard and design in order to ensure that a safe environment for pedestrians is created.

5.4 NOISE EFFECTS

Some construction noise is anticipated. Contractors will be required to adhere to the National Construction Noise Standard NZ56803:1999 "Acoustics - Construction Noise".

The physical works associated with the construction of the walkway, and the demolition of the existing building, will be short term in nature and will not create any adverse noise effects on adjoining property owners or occupiers.

It is anticipated that there will be a degree of increased noise associated with public use of the walkway, following its completion. This will generally be limited to low level conversation noise and the like, associated with normal human activity. However this is not anticipated to be significant given the industrial nature of existing activities and the nature of other developments enabled by the Plan Change. Future mixed uses, provided for via the Harbourside Plan Change, will be aware of the existence of the walkways by virtue of the designations and vision.

5.5 SITE CONTAMINATION

Given the historical use of much of the area for a range of industrial purposes, sites will be tested for contamination prior to the construction of the walkway. Any areas found to be contaminated will be appropriately remediated.

5.6 VISUAL EFFECTS

Creation of the walkway will provide greater visual access between buildings and create a visual corridor from the existing rail pedestrian bridge to the Harbourside. This is consistent with the vision for the Harbourside area and the desire to create a pedestrian friendly environment.

5.7 EFFECTS ON AMENITY

There will be no adverse effects on the amenity of the surrounding area. The walkway will insert an open, public area through an existing industrial area that forms part of a wider pedestrian network in the Harbourside area. The landscaping and street furniture will create a pleasant public area and will increase the opportunities for people to access the Harbourside area.

5.8 EFFECTS DURING CONSTRUCTION

Construction effects will be limited given the nature of the proposed works. While there will be some noise arising from the demolition of the existing building, this will be temporary in nature and not inconsistent with construction noise experienced routinely in most parts of the City. The construction of the walkway itself will be limited to machinery required to create an appropriate flat area for surfacing. Any dust generated will be minor, and appropriate suppression techniques will be employed if necessary to ensure no dust creates a nuisance. Overall the effects of the construction of the walkway will be minor.

5.9 IWI EFFECTS

No effects on tangata whenua values are anticipated. No items or areas of cultural significance are identified in the District Plan.

5.10 SOCIAL AND CULTURAL

The creation of attractive new pedestrian walkways will encourage walking and contribute to the health and well-being of the local community. This is consistent with the overall vision of the Harbourside Plan Change, which is to enable a mix of land uses and public spaces and amenity areas.

5.11 ECONOMIC

The creation of improved pedestrian links, signposted from key tourist routes in the central area, and promoted in tourist guides, potentially increases tourism interest in the area, particularly as the Harbourside Plan Change is implemented and the anticipated rejuvenation of the area commences.

The demolition of half of the warehouse building at 8 / 10 Bombay Street will potentially have a negative economic impact on the building owner and lessee of the site who had plans for further development of the site. Consultation on the project has also determined that demolition of 8 Bombay Street could also result in the loss of the South Island headquarters of a significant refrigeration distribution company from Dunedin. In order to avoid this, Council and Chalmers Properties Limited as the land owner will seek to identify alternative premises for the building owner of 8 Bombay Street and to accommodate the existing occupier.

5.12 MONITORING

No monitoring of the walkway is considered necessary.

6. STATUTORY PLANNING CONTEXT

6.1 RESOURCE MANAGEMENT ACT 1991

Part II of the Act sets out its purpose and principles. The purpose of the Act is set out in section 5 as set out below:

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Section 6 of the Act addresses Matters of National Importance. Of direct relevance to this proposal is section 6(d) which considers the maintenance and enhancement of public access to the coastal marine area a Mater of national importance. While the walkway will not give access directly to the coastal marine area, it will enable enhanced public access to the waterfront area and is therefore considered consistent with this section.

Section 7 addresses other matters. Particularly, sections 7(c) and (f) address amenity values and the quality of the environment. These matters have been considered earlier in the assessment of the effects of this proposal, and overall the proposed walkway will enhance the amenity values of the area and the overall quality of the environment.

6.2 RELEVANT POLICY STATEMENTS AND PLANS

As the walkway is to be created under a designation it is not required to comply with the rules included within relevant plans, the Council must nonetheless consider the provisions of any relevant statutory planning document.

The relevant provisions of the New Zealand Coastal Policy Statement, Regional Policy Statement for Otago, Otago Regional Plans and the Dunedin City District Plan are addressed in the following sections.

6.3 NEW ZEALAND COASTAL POLICY STATEMENT

The NZ Coastal Policy Statement (NZCPS) is not directly related to the proposal as the walkway is not within the coastal marine area. However, Chapter 3 of the NZCPS includes policy regarding the maintenance and enhancement of public access to the coastal marine area. The walkway is consistent with this policy as it will enhance public opportunities to access the waterfront.

6.4 REGIONAL POLICY STATEMENT FOR OTAGO

There are no directly relevant policies in the Regional Policy Statement.

6.5 REGIONAL PLAN: COAST

Made Operative in 1 September 2001, this Plan address activities within the coastal marine area of the region and as such is not directly relevant to the proposed walkway. However, Objective 7.3.1 seeks to maintain and enhance public access to the coastal marine area of the region. The proposed walkway is consistent with this objective as it enables direct pedestrian access to the waterfront and the Harbourside area.

6.6 DUNEDIN CITY DISTRICT PLAN

The areas subject to the Notice of Requirement are zoned Industry 1. The relevant sections of the Plan are Sections 4 (Significant Resource Management Issues), 10 (Industry) and 20 (Transportation). The proposal has been considered in terms of the relevant provisions as discussed below.

Section 4 - Significant Resource Management Issues

Objective 4.2.1

Enhance the amenity values of Dunedin.

*Issue: 4.1.1
Policy : 4.3.1*

Explanation

Throughout the City there is a variety of significant amenity values in different locations. These include:

- spaciousness and separation of activities in the rural area
- heritage values throughout the City
- urban and rural landscapes
- natural and recreation areas.

The Council seeks to enhance all amenity values in the future.

Policy 4.3.1

Maintain and enhance amenity values.

*Objective: 4.2.1
Method: 4.4.1*

Explanation

Dunedin contains a wide range of amenity values in both urban and rural areas. Use and development of resources in some circumstances can adversely affect the pleasantness of an area, and where those effects are significant, such use and development should be avoided.

Policy 4.3.6

Provide access to natural and physical resources.

*Objective: 4.2.4
Methods: 4.4.1, 4.4.3,
6.4.2, 11.4.3,
12.4.2*

Explanation

People and communities require access to natural and physical resources and special provision must be made for access to reserves, including natural areas and the margins of rivers and the coast.

The proposed walkway is consistent with these provisions. Public access to the waterfront will be enhanced.

Section 10 – Industry

Objective 10.2.3

Ensure non-industrial activities in industrial areas do not limit the operation of industrial activities.

Issue: 10.1.4

Policy: 10.3.2

Explanation

This objective recognises that the location of non-industrial activities in industrial areas can inhibit the use and development of the physical resources required for the operation of industrial activities. Non-industrial activities often require higher levels of amenity than industrial activities.

Policy 10.3.3

Avoid reverse sensitivity effects arising from the range of activities provided for in the Industrial 2 and Special Development zones.

Objective: 10.2.4

Method: 10.4.1

[Inserted by Variation 8: 15/12/01 and amended by Consent Order 23/07/03]

Explanation

The Industrial 2 and Special Development zones include a mixture of residential and industrial activities, in or near the zone, which have developed together over time. It is important that standards ensure that future development of the area does not lead to incompatibility between these activities. This is to be achieved by way of performance standards.

The proposal is not inconsistent with these provisions. The walkway is to be constructed in Stage 1 of the Harbourside Plan Change, and will involve consultation with adjoining landowners to ensure that their activities are not unnecessarily curtailed.

Section 20 – Transportation

Objective 20.2.2

Ensure that land use activities are undertaken in a manner which avoids, remedies or mitigates adverse effects on the transportation network.

Issue: 20.1.2

*Policies: 9.3.4 - 9.3.6,
12.3.8, 20.3.4 -
20.3.6*

Explanation

Some land use activities may adversely affect the transportation network because of their character, scale, intensity or location. This includes reverse sensitivity effects produced by incompatible land use activities locating close to the transportation network. In promoting sustainable management of the transportation network it is necessary to ensure that these adverse effects are avoided, remedied or mitigated. *[Amended by Consent Order 4/5/2005]*

Objective 20.2.3

Achieve integrated management of the roading network, including pedestrian and cycle use, with rail, air and sea networks.

Issue: 20.1.3

*Policies: 9.3.5, 9.3.6,
20.3.7, 20.3.8*

Explanation

The road and rail transportation networks, Momoa Airport and the commercial ports within the City at Port Chalmers and Dunedin constitute significant physical resources which contribute to the City's social, cultural and economic well-being.

Consideration of how these physical resources interact, together with their interaction with pedestrian and cycle use, is essential to achieve sustainable management of these resources. In terms of the provisions of the Act, the extent to which the Council can achieve integration is limited to the development of appropriate land use controls on the roading network, liaison, consultation, adoption of protocols and accords, implementing bylaws, providing information and undertaking of works and services.

Objective 20.2.4

Maintain and enhance a safe, efficient and effective transportation network.

Issues: 20.1.1 - 20.1.3

*Policies: 9.3.6, 12.3.8,
20.3.5, 20.3.6*

Explanation

Safety, efficiency and effectiveness require special consideration because of the reliance of people on the transportation network to achieve their social and economic well-being.

A control may achieve safety and efficiency, but it may not be effective in terms of providing for people's reasonably foreseeable needs. The safe, efficient and effective operation of the transportation network will be achieved by recognising the interdependence of the use of the physical resources comprising the transportation network and the use of the land adjacent to those resources. Effectiveness, although not specifically recognised in Part II of the Act, is an important consideration in achieving sustainable management.

Policy 20.3.8

Provide for the safe interaction of pedestrians and vehicles.

Objective: 20.2.3

*Methods: 20.4.1, 20.4.3,
20.4.5 - 20.4.10*

Explanation

Pedestrians are users of the transportation network. Pedestrian activity is also environmentally-friendly and in areas where traffic congestion occurs, efforts should be made to minimise potential adverse effects on pedestrian safety.

For example, a high level of pedestrian traffic is a key feature of Campus traffic flows. The large area covered by the Campus, coupled with its location relative to both the Inner City Area and the core part of the student housing resource, means that a significant volume of pedestrian traffic interacts with major roads. This has implications for resource use efficiency and the safety of pedestrians and drivers of vehicles. In order to ensure the successful integration of Campus-

generated pedestrian traffic within the broader environment, localised traffic and pedestrian management is essential.

The proposed walkway will achieve the intention of these provisions by providing a dedicated pedestrian area to facilitate public access to the waterfront. Providing a defined route will avoid pedestrian and vehicle conflicts as the area develops as anticipated by the Harbourside vision.



7. ALTERNATIVE SITES, ROUTES AND METHODS

7.1 ALTERNATIVES

In preparing a Notice of Requirement, a requiring authority is not required to select the best site or option for the proposed work. However, it has a requirement to show that alternatives have been investigated, and that the selected option is appropriate and will meet the requiring authority's objectives. Alternative sites, routes, and methods for the proposed walkway have been considered to the following extent. Two alternative routes have been considered, being:

- (i) Option 1a - Upgrading the existing pedestrian route between the Railway Station footbridge and the harbour basin (Custom House corner), with environmental and signing improvements.
- (ii) Option 1b - Walkway providing a direct link between the railway station and the basin but without requiring demolition of existing properties.

These alternatives are identified on Attachment C.

Assessment.

	Option	Pros	Cons
1a.	Upgrading the existing pedestrian route with environmental and signing improvements.	<ul style="list-style-type: none"> i. May provide a clearer pedestrian route to the harbour than the existing. ii. Would create a marginally improved environment for pedestrians, with an established crossing of the arterial road. iii. It does not involve purchase of private property or demolition of any buildings 	<ul style="list-style-type: none"> i. Would not provide a direct line of sight to the harbour basin from the railway station, and thus would not achieve the visual links sought.
1b.	Realigned walkway (without requiring demolition / acquisition of 8 Bombay Street 25 Willis Street)	<p><u>Physical</u></p> <ul style="list-style-type: none"> i. Does not require demolition of 8 Bombay Street. ii. Avoids loss of development potential and disruption to existing business at 8 Bombay Street iii. No loss of parking at 8 Bombay Street. 	<p><u>Physical</u></p> <ul style="list-style-type: none"> i. Requires acquisition of part of 4 Bombay Street. ii. Loss of development potential and distribution to existing business at 4 Bombay Street iii. Loss of development potential and distribution to existing

		<ul style="list-style-type: none"> iv. Provides a safer route that the existing informal walkway across these sites. v. Partially meets the project objectives of providing for improved pedestrian access. It provides for a more direct route than currently exists. 	<ul style="list-style-type: none"> business at 4 Bombay Street iv. Results in loss of staff parking at 4 Bombay Street and 17 Cresswell Street. v. Does not provide for a direct line of sight which is considered important for improving awareness of the harbourside for visitors.
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These alternative options, along with the preferred route, are shown on the Map in Attachment C. The preferred option, being that subject to this Notice of Requirement, was selected as it provides the best approach to achieving the visual links sought as part of the Council's vision, which is to:

Reconnect the heart of the City to the harbour and to rejuvenate the Harbourside with a mix of land uses, public spaces and amenity areas.

8. REASONS FOR DESIGNATION

8.1 NEED FOR THE WORK

The public work and designation are reasonably necessary for achieving the objective of the requiring authority. The objective is to:

Reconnect the heart of the City to the harbour and to rejuvenate the Harbourside with a mix of land uses, public spaces and amenity areas.

The proposed walkway forms part of the overall vision for the Harbourside area (Refer Attachment A.) Improved public access to the harbour has been identified as a priority by the Dunedin Community, from the "Choices" consultation in 2001 on future priorities for the city, through to more recent consultation on the vision for the Harbourside (July 2005.) The provision of the proposed walkway is important to provide improved pedestrian access from other key pedestrian routes and visitor areas, particularly following advice that the proposed direct at-grade vehicular and pedestrian link between the Harbourside and the central city at Rattray / Fryatt Street is not likely to be achieved in the short to medium term.

The walkway forms part of a wider plan for improved access to, and movement within, the harbourside area. The Fairley Street walkway is one of two key pedestrian routes to the Harbourside, as shown on the Structure Plan (Attachment D.)

The walkway also serves an urban design function, contributing to a sense of interconnected public spaces and creation of a distinct character within the regenerated harbourside area.

9. OTHER CONSENTS REQUIRED

None.

10. CONSULTATION

10.1 COMMUNITY CONSULTATION

The following consultation has been undertaken with parties that are likely to be affected.

Letters were sent to affected parties on 2 October 2006 inviting them to a briefing meeting to discuss the Harbourside proposals. Subsequently follow-up letters were sent on 11 October 2006 advising that the draft long-term vision for the harbourside identifies parts of their land as being potentially required for roading, walkway or open space purposes. The letter explained that the Council is looking to designate areas of land for these purposes. The parties were invited to contact the Council to discuss the potential implications and the designation processes. Visits or telephone calls were made to the occupiers and building owners of each of the effected sites between October and December 2006, to discuss the proposals, as listed below:

- 1 Thomas Burns Street – Meeting with building owner / tenant on 25 October 2006.
- Bombay Street – Meeting with building owner on 17 October 2006.
- 17 & 18 Cresswell Street – Meeting with building owner and tenant on 10 October 2006.

Written responses were also received from JM Davies Ltd. (1 Thomas Burns Street) and Montavilla Investments (6- 8 Bombay Street.)

10.2 SUMMARY OF COMMENTS RECEIVED

Issues raised through the consultation included:

- (a) Loss of parking to 1 Thomas Burns Street is contrary to their planning / building consent. Would agree to release part of their land, provided there is still an area for staff and visitor parking;
- (b) concern regarding demolition of 8 Bombay Street;
- (c) loss of development potential on sites to be acquired (6 - 8 Bombay Street); Question whether acquisition and compensation costs are justifiable;
- (d) disruption / loss of existing tenant at 8 Bombay Street with loss of 5 fulltime jobs;
- (e) seek amendment of walkway alignment through eat side of 4 Bombay Street to provide retention of yard for on-site parking;
- (f) effects on 17 / 18 Cresswell Street need to be investigated further;
- (g) occupiers of 17 / 18 Cresswell Street would consider relocation "if the numbers stack up", (although unlikely to be feasible to relocate foundry).

10.3 OUTCOMES OF CONSULTATION

Following the consultation process, the Council has assessed alternative options in light of the feedback received. In order to minimise the potential disruption to property owners and existing businesses, it is proposed that, where possible, the property acquisitions and implementation of the designation works will be timed to accommodate the needs of affected parties.

11. ADDITIONAL INFORMATION

Philip James Harland, Chief Executive, Dunedin City Council attaches the following information required to be included in this notice by the District Plan or any regulations made under the Resource Management Act 1991.

Attachments

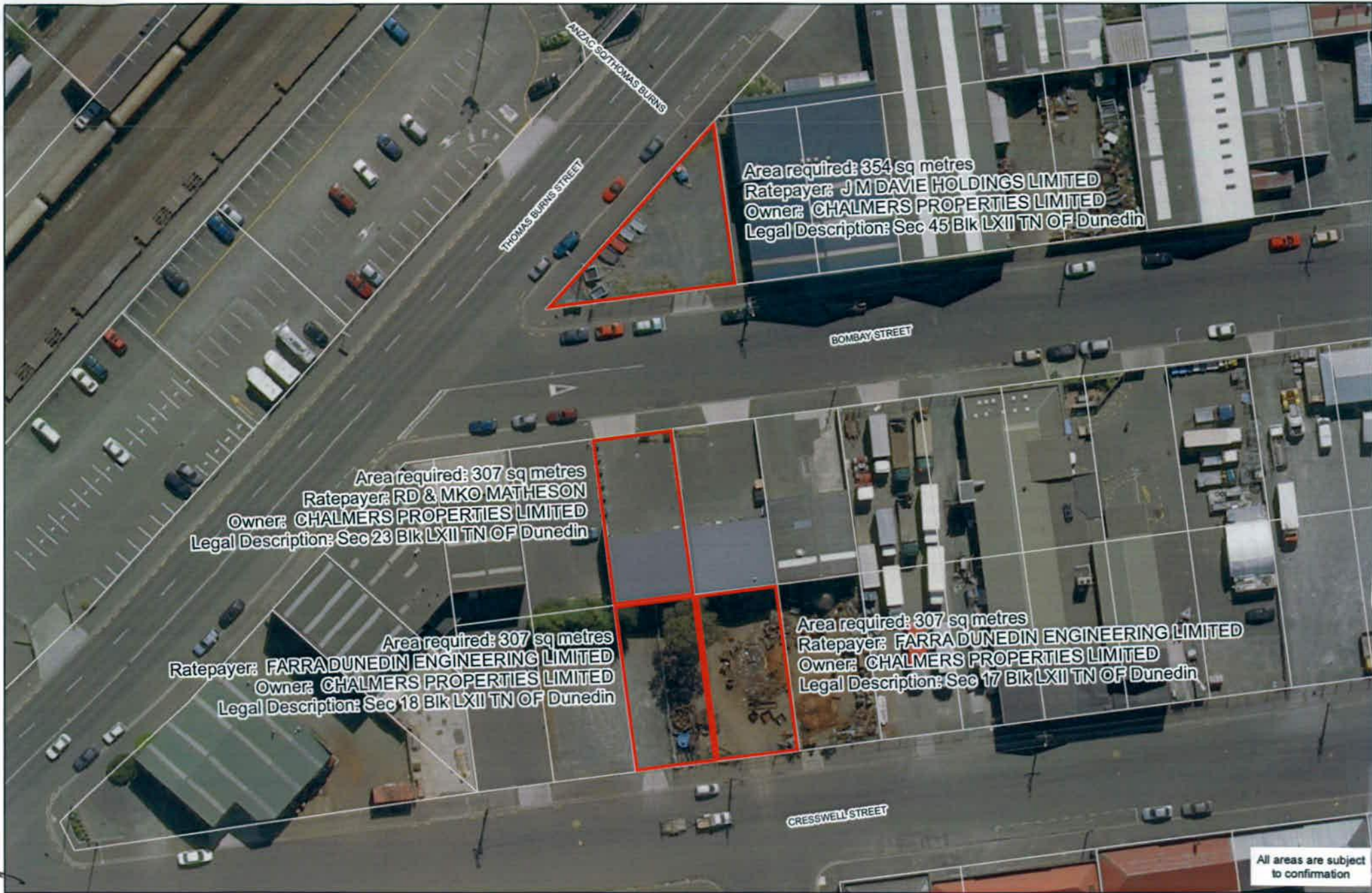
- A. Harbourside vision plan
- B. Site Plan - Plan 1b.
- C. Plans showing alternative sites / routes
- D. Harbourside Structure Plan - Access



.....
Signature of the person giving notice (or person authorised to sign on behalf of person giving notice)

20/12/2007
.....
Date





Area required: 354 sq metres
Ratepayer: J M DAVIE HOLDINGS LIMITED
Owner: CHALMERS PROPERTIES LIMITED
Legal Description: Sec 45 Bk LXII TN OF Dunedin

Area required: 307 sq metres
Ratepayer: RD & MKO MATHESON
Owner: CHALMERS PROPERTIES LIMITED
Legal Description: Sec 23 Bk LXII TN OF Dunedin

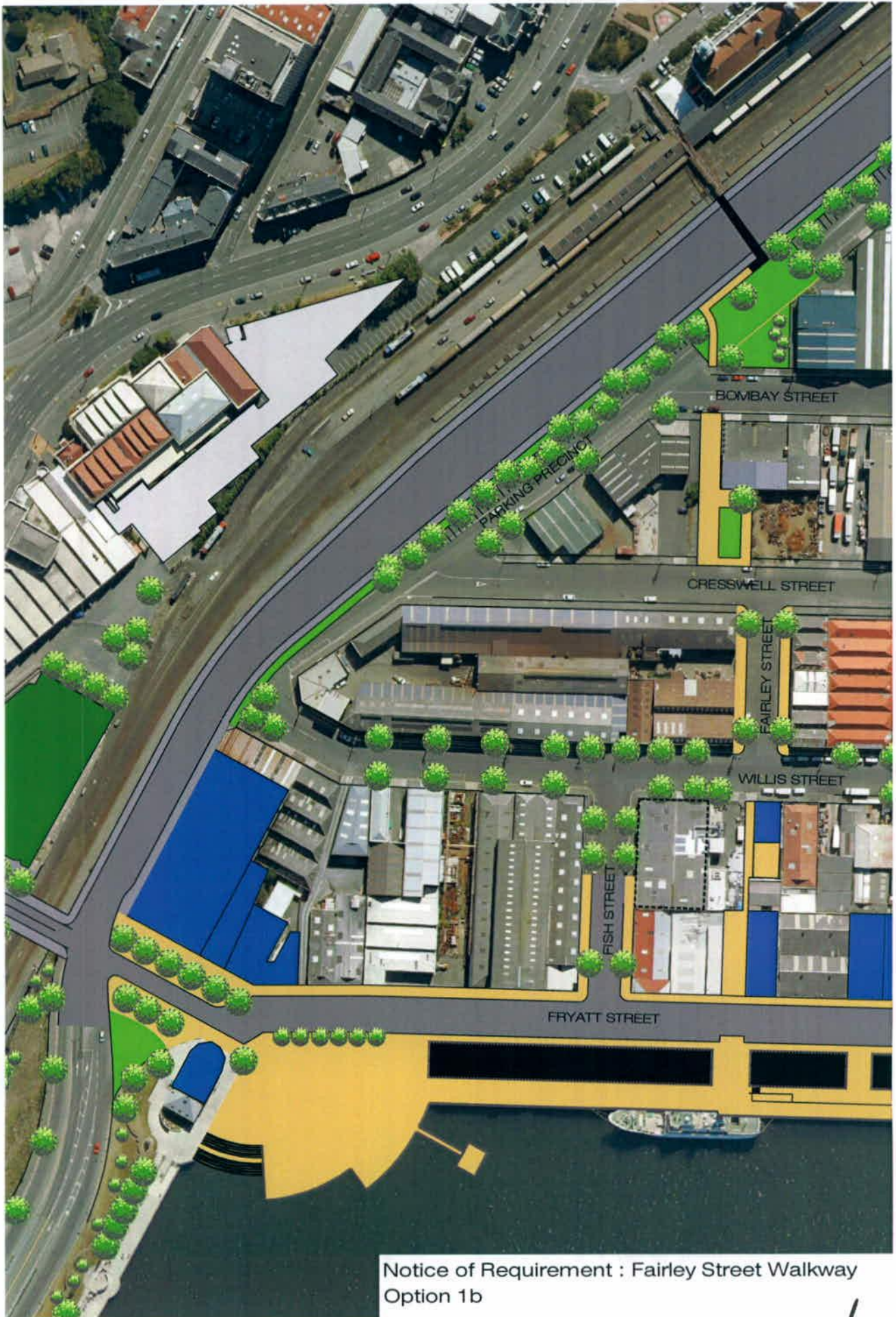
Area required: 307 sq metres
Ratepayer: FARRA DUNEDIN ENGINEERING LIMITED
Owner: CHALMERS PROPERTIES LIMITED
Legal Description: Sec 18 Bk LXII TN OF Dunedin

Area required: 307 sq metres
Ratepayer: FARRA DUNEDIN ENGINEERING LIMITED
Owner: CHALMERS PROPERTIES LIMITED
Legal Description: Sec 17 Bk LXII TN OF Dunedin

All areas are subject to confirmation



Notice of Requirement : Fairley Street Walkway
Option 1a

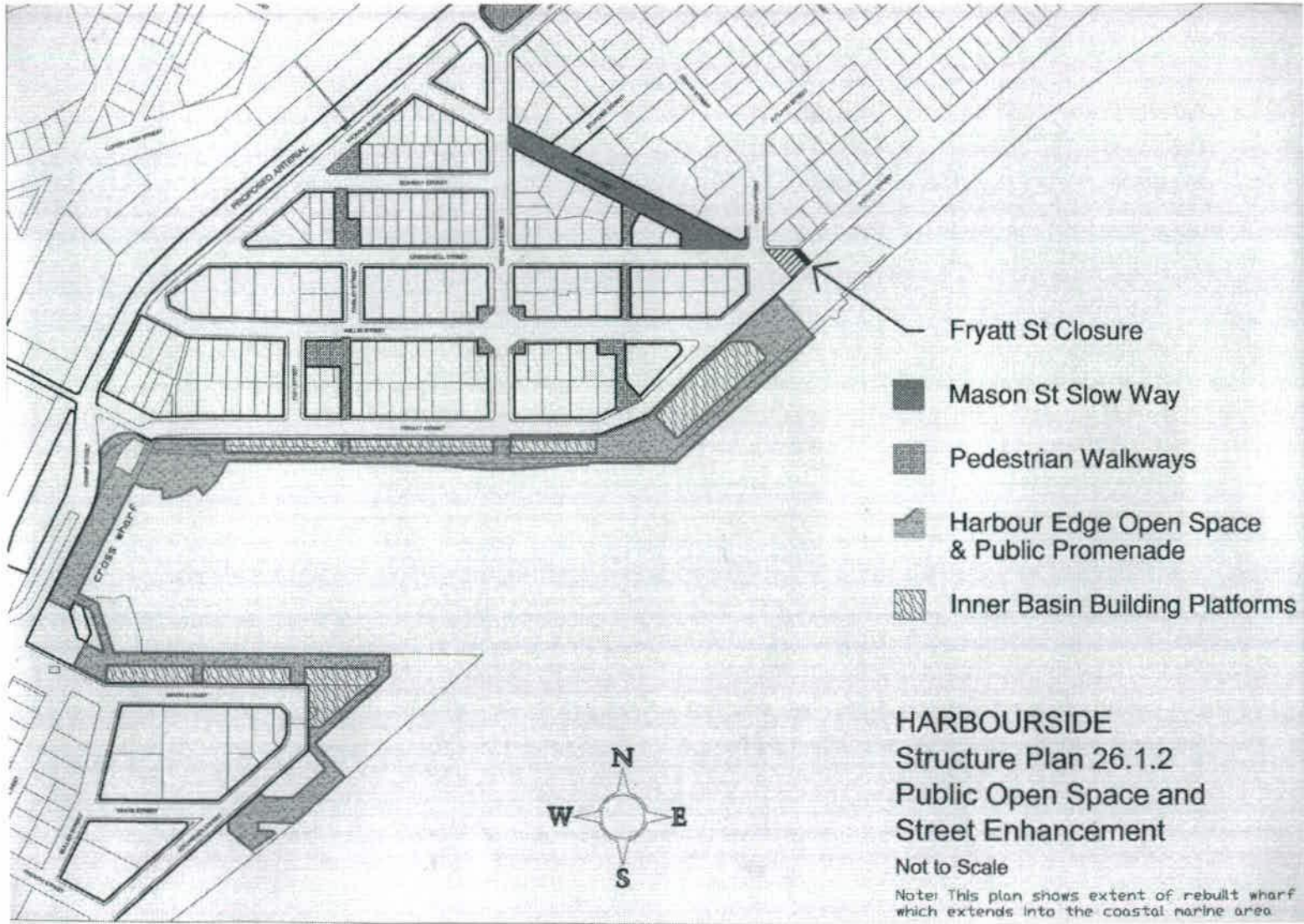


Notice of Requirement : Fairley Street Walkway
Option 1b

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Notice of Requirement : Fairley Street Walkway Preferred Option 1



- Fryatt St Closure
- Mason St Slow Way
- Pedestrian Walkways
- ▨ Harbour Edge Open Space & Public Promenade
- ▩ Inner Basin Building Platforms

HARBOURSIDE
Structure Plan 26.1.2
Public Open Space and
Street Enhancement

Not to Scale
 Note: This plan shows extent of rebuilt wharf which extends into the coastal marine area.