

**BEFORE THE WAITAKI  
DISTRICT COUNCIL**

**UNDER**

the Resource Management Act 1991  
(RMA)

**IN THE MATTER**

of submissions on the Waitaki Proposed  
District Plan

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**STATEMENT OF EVIDENCE OF DUNCAN LAWRENCE WHITE**

**For Wansbeck Developments Ltd (Submitter# 121)**

**And Michael Lowe (Submitter #101)**

**And Kristina Lowe (Submitter #224)**

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Dated: 28 September 2026

## **Statement of Evidence of Duncan Lawrence White**

### **1 Introduction**

- [1] My name is Duncan Lawrence White. I hold the qualifications of a Bachelor of Science in Geography, a Diploma for Graduates and a Post Graduate Diploma in Science. Both the latter two qualifications are in Land Planning and Development. These qualifications are all from the University of Otago.
- [2] I have 23 years experience as a planner. I have seven years planning experience with the Manukau City Council, including three years as a subdivision officer processing subdivision resource consent applications, followed by four years as an environmental policy planner undertaking district plan changes, policy development and the acquisition of reserves. For the past 17 years I have worked as a planner for Paterson Pitts Limited Partnership (trading as Patersons). Patersons is a land development consultancy that undertakes a variety of rural and urban subdivision, resource consent applications and plan change work, primarily around the lower South Island. Patersons has offices in Alexandra, Cromwell, Christchurch, Dunedin, Queenstown and Wanaka.
- [3] I prepared submission #121 and I am familiar with the site and context and confirm I have visited the site.
- [4] I confirm I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023, and agree to comply with it. I can confirm that this evidence is within my area of expertise, except where I state that I have relied on material produced by other parties, and that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### **2 Scope of Evidence**

- [5] This evidence has been prepared in support of submission #121 on the Waitaki Proposed District Plan from Wansbeck Developments Ltd to change the zoning of 2.3 hectares of Lot 2 DP 588488 from Rural Lifestyle Zone to General Residential Zone. This evidence is also

provided on behalf of Michael Lowe (Submitter #101), and Kristina Lowe (Submitter #224). These submissions have all sought that the zoning of the submission site be amended from Rural Lifestyle Zone to General Residential Zone.

- [6] As demonstrated in Figure 1 (below) the submission site is located immediately west of the existing houses on the western side of Glendale Crescent. The site is currently a paddock that forms part of a flat ridge. To the north of the site is Lot 80 DP 572425. That site was flattened as part of the adjacent Clydesdale Drive development and is zoned General Residential, as are the sites to the east of the submission site. To the west of the site the land steepens to a gully that runs generally north-south. The southern boundary of the site is defined by the cul-de-sac head of Stuart Street.



**Figure 1:** Submission site in black and white dashed line showing the General Residential Zone to the north and east in yellow and the Rural Lifestyle Zone shown in the light brown colour.<sup>1</sup>

- [7] This evidence supports submission #121. This evidence provides further assessment of housing capacity in Oamaru South, information

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<sup>1</sup> From WDC GIS Proposed Waitaki District Plan Maps – accessed 15 September 2026

on the serviceability of the site for three waters infrastructure and addressing the transport effects associated with development of the site in accordance with the proposed provisions of the General Residential Zone. This evidence also considers alternatives, benefits and costs associated with the submission.

### **3 Overview of the Submission**

- [8] Submission #121 seeks that the zoning of Lot 2 DP 588488 be amended from Rural Lifestyle Zone (RLZ) as notified to General Residential Zone (GRZ). As demonstrated by Figure 1 the subject site is located immediately south and west of the proposed GRZ/RLZ zone boundary.
- [9] To the north of the site is Lot 80 DP 572425. Lot 80 is within the proposed GRZ zone and via Lot 81 DP 555204 has access to Clydesdale Drive. As an aside the GRZ zoning of that site was supported by the submitter in submission #201. The submitter also owns that site and developed the adjacent Clydesdale Drive.
- [10] To the east of the site are the established residential properties off Glendale Crescent. The cul-de-sac head of Stuart Street terminates along the southern end of the site.
- [11] The site is therefore adjacent to existing residential zoning, has connections, or potential roading connections to Clydesdale Drive (via Lots 80 and 81 DP 555204) and directly to Stuart Street. Both Clydesdale Drive and Stuart Street (via Holmes Street) connect with Wansbeck St (State Highway 1), as does Awamoa Road to the east. The intersection of Thames and Severn Streets is 2.6km from the site.
- [12] In addition to its proximity to existing residential development the site has the ability to connect to reticulated water supply and wastewater networks in Clydesdale Drive and Stuart Street.
- [13] A concept scheme plan for the potential development of the site into 32 lots (and 12 lots on Lot 80) is included as Figure 2 below. This is a conceptual plan that shows how the site might develop and how future houses might relate to adjacent properties.



**Figure 2: Concept subdivision plan.<sup>2</sup>**

#### **4 Housing Capacity and the Spatial Plan**

##### Existing Strategic Direction and Recent Growth

[14] The most relevant strategic planning document for consideration of future residential growth in Ōamaru is the Ōamaru, Weston & Kakanui Spatial Plan May 2022, adopted by the Waitaki District Council on 10 May 2022. The Spatial Plan provides the Council's 30-year growth strategy and identifies how projected population growth is to be accommodated across Ōamaru, Weston and Kakanui.<sup>3</sup>

<sup>2</sup> From Patersons – Concept Scheme Plan – O10003 - 21 August 2023

<sup>3</sup> Waitaki District Council, *Ōamaru, Weston & Kakanui Spatial Plan*, May 2022, Executive Summary and Land-use Strategy, including Residential Summary.

- [15] The Spatial Plan forecasts population growth of approximately 4,950 additional residents by 2051 under its high-growth scenario and identifies capacity for between 3,370 and 5,770 additional dwellings across the wider urban area.<sup>4</sup>
- [16] Since preparation of the Spatial Plan, population growth within the District has continued. Waitaki District Council's *National Policy Statement on Urban Development Monitoring Report 2026* records a Waitaki District population of 23,472 at the 2023 Census, increasing to an estimated 24,600 by June 2025. This represents an increase of approximately 1,128 people, or 4.8%, from the 2023 Census count to the June 2025 estimate. The report describes the District's population as having reached record levels and identifies population change as the key driver underlying increased supply and demand for new housing.<sup>5</sup>
- [17] Importantly, Council's 2026 NPS-UD Monitoring Report states that its ongoing assessment of dwelling supply and household growth will be used to inform the future review of the Spatial Plan and to determine whether additional residential land or increased density provisions may be required sooner than anticipated by the Spatial Plan.<sup>6</sup> In my opinion, this is relevant when considering the appropriate weight to place on the precise growth areas identified in the 2022 Spatial Plan. The Spatial Plan remains an important strategic document, but subsequent monitoring recognises that the timing and extent of residential capacity may need to respond to actual growth.
- [18] To achieve this outcome the Spatial Plan relies upon a combination of:
- residential intensification within existing urban areas;
  - infill housing opportunities;

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<sup>4</sup> Waitaki District Council, *Ōamaru, Weston & Kakanui Spatial Plan*, May 2022, above.

<sup>5</sup> Waitaki District Council, *National Policy Statement on Urban Development: Waitaki District Council Monitoring Report 2026*, April 2026, pp 3-4, "Overview of Population growth in the Waitaki District" and "Supply and Demand for dwellings"

<sup>6</sup> Waitaki District Council, *National Policy Statement on Urban Development: Waitaki District Council Monitoring Report 2026*, April 2026, above.

- redevelopment of vacant residentially zoned land;
- refinement of rural residential areas; and
- staged greenfield residential expansion.

[19] Importantly, the Spatial Plan identifies approximately 150 hectares of existing vacant residentially zoned land within Ōamaru and Weston with a potential capacity of approximately 800 to 1,300 dwellings. The Spatial Plan acknowledges that much of this land is affected by site constraints, topography, streams, infrastructure limitations or other factors that may limit the timing and extent of its development.

#### Contribution of the Submission Site

[20] The submission site comprises approximately 2.3 hectares and has been conceptually designed to accommodate approximately 32 residential allotments.

[21] Relative to the growth projections contained within the Spatial Plan, the submission site would contribute only a modest proportion of future housing supply.

[22] Based on the concept subdivision plan, the submission would provide approximately 32 additional residential allotments, this is less than 1% of the lower range housing capacity identified by the Spatial Plan but would be a small but meaningful contribution toward providing housing choice and maintaining a competitive development market within southern Ōamaru.

[23] In my opinion, a key strength of the submission is that it provides housing capacity immediately adjacent to existing residentially zoned land and existing urban services, rather than requiring the extension of development into more remote greenfield areas identified within the Spatial Plan. The site therefore represents an efficient urban expansion opportunity consistent with the urban form outcomes anticipated by the Spatial Plan.

[24] The Spatial Plan identifies larger future growth areas at Awamoa (SP01) and Weston (SP02). Those areas are intended to be delivered

over longer timeframes and are dependent upon further structure planning and significant infrastructure investment. In contrast, the submission site is comparatively small, contiguous with the existing General Residential Zone and established residential development, and has opportunities to connect into existing infrastructure and transport networks.

- [25] Accordingly, I consider the proposed rezoning is complementary to, rather than inconsistent with, the housing supply strategy established through the Spatial Plan. The rezoning of the submission site as sought would provide an additional, relatively modest source of residential capacity adjoining the existing urban area. In my opinion, that is complementary to the Spatial Plan's wider objective of providing sufficient housing capacity while integrating growth with existing and planned infrastructure.

## **5 Three Waters Infrastructure Effects**

### Spatial Plan Infrastructure Context

- [26] The Spatial Plan recognises that future residential growth within Ōamaru requires coordinated investment in water supply, wastewater and stormwater infrastructure and that infrastructure servicing is a key determinant of where growth should occur.
- [27] The Spatial Plan further notes that substantial greenfield growth areas such as SP01 (Awamoa) and SP02 (Weston) will require significant network extensions and capacity upgrades before full development can occur.

### Serviceability of the Submission Site

- [28] The attached infrastructure Report (**Appendix A**)<sup>7</sup> assesses the ability to provide stormwater, wastewater and potable and firefighting water supply infrastructure to the concept development shown in **Figure 2**. The following paragraphs summarise the findings of that report.

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<sup>7</sup> Patersons, *Infrastructure Report: Holmes Hill Estate Stage 4, 64 Stuart Street, Holmes Hill, Oamaru*, prepared for Wansbeck Developments Limited, 21 September 2026, sections 3.1 to 3.4.

### Stormwater

- [29] The infrastructure report identifies two principal stormwater catchments within the development, separated by a ridge through the site. Land within the northern catchment falls towards Clydesdale Drive, while the southern part of the site falls towards Stuart Street. This enables separate stormwater servicing solutions to be provided to the northern and southern parts of the development.
- [30] Existing stormwater infrastructure associated with the earlier stages of Holmes Hill Estate is available to service the northern catchment. The northern portion of the concept development can drain towards this infrastructure through new stormwater mains installed within the proposed internal road. Connections are available through either the existing 300 mm connection point within Lot 81 DP 555204 or the 500 mm stormwater main within Lot 80 DP 572425.
- [31] Stormwater from the southern catchment, stormwater can discharge by gravity towards Stuart Street. The infrastructure report identifies that an extension of approximately 190 metres of public stormwater main within Stuart Street would be required to connect the development to the existing 300 mm public stormwater network adjacent to 51 Stuart Street. That network ultimately discharges via an existing outlet at 43 Awamoa Road and then an open watercourse to the Pacific Ocean.
- [32] The infrastructure report also confirms that there is sufficient fall to accommodate secondary flow paths and sufficient space within the development to implement stormwater management measures capable of achieving stormwater neutrality. The detailed form and design of those measures would appropriately be addressed at the subdivision and engineering design stage.

### Wastewater

- [33] The site can also be serviced by the existing public wastewater networks located on both sides of the proposed development. The northern portion of the concept development, comprising Lots 1 to 12 and 33 to 43, can discharge by gravity to the existing 150 mm public wastewater main within Clydesdale Drive. The infrastructure report

identifies that this main has capacity to convey wastewater flows from the proposed future development.

- [34] The southern portion of the development (concept Lots 13 to 32) can discharge by gravity to the existing 150 mm public wastewater main within Stuart Street. Within the development, individual properties would connect to new wastewater mains installed as part of the subdivision infrastructure.
- [35] The existing Stuart Street and Clydesdale Drive networks ultimately convey wastewater through the existing public pump station system to the Ōamaru Wastewater Treatment Plant on T Y Duncan Road. The engineering assessment therefore identifies a practicable reticulated wastewater solution for the entire concept development without requiring a new standalone wastewater treatment or disposal system.

#### Water Supply

- [36] Existing 150 mm diameter public water mains are located within both Clydesdale Drive and Stuart Street. The proposed servicing solution would install a new 150 mm water main beneath the proposed internal road network to connect the existing mains at both ends and thereby establishing a looped water supply through the development. Individual residential lots would connect to either that principal main or associated rider mains.
- [37] Existing fire hydrants are located at both the Stuart Street and Clydesdale Drive frontages. The infrastructure assessment anticipates approximately four additional hydrants within the development to achieve the required firefighting coverage. Preliminary pressure calculations also indicate that sufficient water pressure is available to satisfy the requirements of NZS 4404:2010 and SNZ PAS 4509:2008.

#### Three Waters Infrastructure Conclusion

- [38] Overall, the infrastructure report concludes that suitable provision can be made for stormwater, wastewater and water supply services in accordance with Council standards, and that provision of those services will not adversely affect existing public infrastructure networks

or the environment. I rely on those specialist engineering conclusions for the purposes of my planning assessment.

- [39] From a planning perspective, I consider the infrastructure assessment demonstrates that the proposed rezoning can be serviced. Wastewater and water supply can utilise existing public networks available from both Stuart Street and Clydesdale Drive, while stormwater can be managed through existing and extended public infrastructure together with on-site stormwater management measures.
- [40] This distinguishes the submission site from some of the larger greenfield growth areas identified in the Spatial Plan, where development is dependent upon more substantial infrastructure extensions, capacity upgrades and co-ordinated structure planning and funding. In this case, the additional infrastructure required is principally associated with extending and connecting existing networks to service the development rather than establishing new strategic infrastructure corridors.
- [41] Accordingly, I do not identify a three-waters infrastructure constraint that weighs against rezoning the submission site General Residential. Rather, the availability of existing infrastructure on both sides of the development, together with the servicing solutions identified in the infrastructure report, supports my conclusion that the site represents a logical and comparatively readily serviceable extension of the existing residential area.
- [42] Unlike the major future growth areas identified within the Spatial Plan, the submission site is immediately adjacent to existing urban development and established infrastructure networks.
- [43] Reticulated water supply and wastewater infrastructure currently exist within Stuart Street and Clydesdale Drive adjoining the site. The site can therefore be serviced by extending existing reticulated water supply and wastewater networks this is more efficient than requiring entirely new strategic infrastructure corridors.
- [44] The relatively small scale of development proposed through the rezoning is materially different from the larger strategic growth areas

contemplated by the Spatial Plan and would not create demand for major new infrastructure.

[45] In planning terms, development that utilises existing urban infrastructure more efficiently generally represents a more sustainable growth outcome than development requiring extensive infrastructure extensions into more remote locations.

[46] Consequently, I consider the proposed rezoning aligns with the infrastructure efficiency objectives underpinning the Spatial Plan and represents a logical utilisation of existing Council investment in three waters infrastructure.

## **6 Transport Effects**

### Spatial Plan Transport Direction

[47] The Spatial Plan promotes a transport network that supports connected urban growth, active transport opportunities and efficient utilisation of existing transport infrastructure.

[48] The Spatial Plan places particular emphasis on:

- improving accessibility;
- locating housing near services and employment;
- improving walking and cycling networks; and
- reducing unnecessary vehicle travel through integrated land use planning.

[49] The submission site is located immediately adjoining existing residential neighbourhoods and can connect directly to the established local road network through Stuart Street and potentially Clydesdale Drive.

[50] The site does not represent isolated greenfield development. Rather, it constitutes the logical completion and consolidation of an existing urban edge.

- [51] Residents of the site would have access to established transport routes connecting to Awamoa Road, State Highway 1 and the wider Ōamaru urban area.
- [52] The site is located approximately 2.6 kilometres from the Ōamaru town centre and is therefore capable of supporting a range of transport modes, including private vehicles, cycling and walking.
- [53] The anticipated residential development of approximately 32 dwellings that would be enabled by the rezoning of the submission site would generate a relatively modest level of daily vehicle movements and these movements would be distributed through an existing urban street network already serving residential activities.
- [54] **Appendix B** includes an assessment of the transport effects associated with residential density of the submission site. This assessment considers the transport effects associated with the conceptual development of the submission site and adjoining land (Lots 80 and 81 DP 555204) for up to 43 residential lots. I rely on Mr Facey's assessment in reaching my conclusions regarding the transport effects of the proposed rezoning.
- [55] The concept subdivision assessed by Mr Facey provides for the majority of the development to be accessed by extending the existing formed road connection from Clydesdale Drive, with the balance of the development having access from the existing Stuart Street cul-de-sac. The assessment concludes that the level of detail provided by the concept design is sufficient to assess the transport effects arising from the proposed rezoning.
- [56] Existing traffic volumes on the surrounding road network are low. The report<sup>8</sup> anticipates approximately 243 vehicles per day on Clydesdale Drive and 148 vehicles per day at the end of Stuart Street.
- [57] Mr Facey has assessed the potential development of 43 residential lots on the basis of approximately seven vehicle trips per dwelling per day. This results in approximately 300 additional vehicle movements per

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<sup>8</sup> Transport Effects of Plan Change for 64 Stuart Street, Holmes Hill – prepared by Antoni Facey – Avanzar Consulting Ltd – 18/09/26 – page 3

day. He considers this to be a conservative assumption having regard to comparable residential trip-generation data.

- [58] Even adopting the conservative assumption that all traffic generated by the development travelled in the same direction along Clydesdale Drive, the resulting traffic volume would increase from approximately 243 vehicles per day to approximately 543 vehicles per day. Mr Facey considers this volume to be well within the capacity of the existing carriageway.
- [59] Mr Facey has also considered intersection performance against Austroads guidance. On the conservative assumption that all peak-hour traffic generated by the development used a single intersection, the anticipated traffic volumes remain well below the threshold at which further intersection analysis is considered necessary. He consequently expects the relevant intersections to remain free flowing and operate at an acceptable level of service.
- [60] In respect of the proposed new connection to Clydesdale Drive, Mr Facey considers that an intersection can be designed to meet the relevant requirements of NZS 4404:2010.
- [61] The transport assessment also considers pedestrian and cycle connectivity. The proposed internal footpath network can connect with existing pedestrian infrastructure, including provision for a pedestrian connection between the proposed cul-de-sac and Stuart Street. Given the relatively low anticipated traffic volumes, Mr Facey does not identify a need for separate cycle facilities within the development and considers the site to be well connected with the existing Ōamaru urban area.
- [62] Overall, Mr Facey concludes that no upgrades to the existing road network are required to accommodate the development contemplated by the rezoning and that its traffic and transportation effects would be no more than minor.
- [63] Relying on the above assessment I consider that the traffic and transportation effects would be no more than minor. There is therefore no transport-related constraint that, in my opinion, weighs against

rezoning the submission site General Residential. When considered in the context of the wider growth strategy identified by the Spatial Plan the transport effects associated with the rezoning sought by the submission are significantly less than those associated with many of the larger future growth areas identified in that document.

- [64] The proposal is therefore consistent with the Spatial Plan's objective of accommodating growth within connected and accessible urban locations.

## **7 Development Suitability**

- [65] The submission site has the advantage over many sites identified in the Spatial Plan in that it is immediately adjacent to an existing urban area, services and roading can be easily extended to service the site, the land contour lends itself to residential development without requiring significant earthworks and access, is not constrained by obtaining access to the state highway network, or significant intersection upgrades, or is in multiple smaller landholdings, in comparison to the proposed GRZ area at the highway end of Maudes Road which is subject to all those constraints. Additionally, the subject site is already owned by a developer and does not require multiple landowners to work together to provide a shared access point or extend services. Also, the scale of the submission site, the single ownership and the access points mean that additional structure planning is not required. These factors mean that the site can be readily and efficiently developed once the zoning is in place.

- [66] In assessing the suitability of the submission site for General Residential zoning, I consider the following characteristics of the site to be particularly relevant:

- a. the site directly adjoins the General Residential Zone to the north and east and established residential development;
- b. its rezoning would therefore extend an existing urban area rather than establish an isolated residential area;

- c. existing public water supply and wastewater networks are available within both Stuart Street and Clydesdale Drive, while the infrastructure assessment demonstrates practical stormwater servicing solutions for both the northern and southern catchments
- d. the site has practical opportunities for transport connections to the established road network through Clydesdale Drive and Stuart Street;
- e. as identified by the transport assessment in **Appendix B** the development does not require upgrades to the surrounding roading network;
- f. the relatively level portion of the site proposed for rezoning is physically suitable for residential development;
- g. the relatively limited scale of the site means that it does not require the comprehensive structure planning necessary for the substantially larger SP01 and SP02 growth areas identified by the Spatial Plan; and
- h. the land is in single developer ownership together with adjoining land necessary to facilitate the proposed Clydesdale Drive connection.

[67] Combined these characteristics indicate that the submission site is capable of being integrated into the existing urban environment without the strategic infrastructure and coordination issues associated with substantially larger greenfield growth areas. In my opinion, these characteristics weigh significantly in favour of the rezoning of the submission site to enable residential use.

## **8 Statutory and Planning Framework**

### Resource Management Act 1991 and higher-order direction

[68] The submission has considered the relevant statutory and policy framework under the Resource Management Act 1991 (RMA), including the relevant regional policy direction, the strategic and residential provisions of the Proposed District Plan (PDP), and the

Ōamaru, Weston and Kakanui Spatial Plan 2022. I have also considered the costs, benefits and efficiency of the rezoning sought, consistent with the requirements of section 32AA of the RMA.

[69] The regional policy direction relevant to urban development generally seeks a consolidated and integrated pattern of urban development. Of particular relevance, Objective 4.5 of the Otago Regional Policy Statement 2019 seeks urban growth and development that is well designed, occurs in a strategic and coordinated way and integrates effectively with adjoining urban and rural environments. The Otago Regional Policy Statement 2021 Decisions Version similarly seeks development that accommodates changing community needs, integrates with surrounding urban and rural areas, delivers a consolidated and well-connected urban form, and integrates land use with infrastructure.

[70] In my opinion, the rezoning sought is consistent with that direction. The submission site does not represent an isolated expansion of urban development into the rural environment. It directly adjoins the General Residential Zone to the north and east and established residential development. The site can connect with the existing transport, water supply and wastewater networks. It would therefore result in a relatively small extension and consolidation of the existing Ōamaru urban area.

#### Proposed District Plan Strategic Direction

[71] The Strategic Direction chapter provides the overarching direction for growth, land use and development under the PDP. The Council's section 42A assessment confirms that the strategic objectives perform an important role in guiding plan changes and other significant planning decisions and are intended to provide integrated direction across the Plan.

[72] The urban development direction of the PDP seeks integrated management of land use and infrastructure and an urban form that responds appropriately to growth. The Council's section 32 evaluation also identifies efficient use of infrastructure, modal choice and

containing urban sprawl as important considerations influencing the location and form of residential development.

- [73] I consider the proposed rezoning to be consistent with those outcomes. The site adjoins the existing urban area, can connect into the established local transport network, and existing reticulated water supply and wastewater infrastructure is located immediately adjacent to it. The proposal therefore provides an opportunity to accommodate residential growth through a logical extension of existing urban development rather than establishing a detached or poorly connected residential area.

#### Residential and General Residential Zone Direction

- [74] The PDP residential framework identifies the need to ensure an adequate supply of residential land in appropriate locations, provide housing choice, manage the scale and form of development and create sustainable urban environments. The section 32 evaluation identifies as a key resource management issue the need to provide for well-functioning urban environments while supporting housing affordability and a competitive housing market. It also records the need for sufficient opportunities to meet future residential demand where infrastructure is available to support development.
- [75] The General Residential Zone is the PDP's principal residential zone and provides predominantly for residential activities with a mix of building types and compatible activities. Of particular relevance to the submission site, the Council's section 32 evaluation records that the criteria used to identify additional GRZ land included land supporting the objectives of the Spatial Plan, land adjoining existing residential areas and land where residential development had already occurred or been consented.
- [76] In my opinion, the submission site displays the characteristics that make GRZ zoning appropriate. It directly adjoins the GRZ, represents a logical continuation of the existing residential pattern, is physically capable of residential development, and can establish transport connections through Clydesdale Drive and Stuart Street. The proposed

rezoning would therefore consolidate rather than fragment the existing urban form.

#### Ōamaru, Weston and Kakanui Spatial Plan

- [77] I recognise that the submission site was not specifically identified as a residential growth area in the Ōamaru, Weston and Kakanui Spatial Plan. I do not, however, consider that this means the rezoning is inconsistent with the strategic direction established by that document. The Council's own section 32 evaluation describes the Spatial Plan as a guiding document for accommodating growth over a 30-year period and recognises a combination of new residential growth areas, intensification, infill and refinement of existing rural residential areas as mechanisms for accommodating future housing demand.
- [78] The Spatial Plan also recognises that some of the larger areas identified for future growth require infrastructure servicing and significant investment, with growth beyond the first decade intended to occur through later district plan reviews or plan changes. The Council's section 32 evaluation expressly identifies infrastructure costs associated with increasing capacity and extending networks to the west and south of Ōamaru.
- [79] In that context, I consider the approximately 32-lot capacity of the submission site to represent a modest addition to the overall housing supply anticipated by the Spatial Plan. Its particular advantage is that it immediately adjoins the existing urban area and infrastructure networks and does not exhibit the scale or coordination requirements associated with the major SP01 and SP02 growth areas. I therefore consider the rezoning to be complementary to the Spatial Plan rather than contrary to it.

#### Section 32AA Assessment and Overall Appropriateness

- [80] I have considered the costs, benefits and alternatives to rezoning the site. The principal alternative is retention of the notified Rural Lifestyle Zone. That option would retain a lower-density urban fringe but would forego the opportunity to provide approximately 32 additional

residential allotments on land adjoining the GRZ and established urban infrastructure.

[81] The principal benefits of the proposed GRZ are the provision of additional housing capacity and choice, consolidation of the existing urban form, efficient use and extension of existing infrastructure, and the ability to integrate development with the established local transport network. Potential costs principally relate to the change from rural lifestyle to urban residential character and the additional demand placed upon infrastructure and the transport network. However, the specialist transportation assessment concludes that the anticipated development can be accommodated without upgrades to the existing road network and with transportation effects that are no more than minor. Detailed servicing and network capacity matters can be addressed through subsequent subdivision and development processes.

[82] Having regard to the scale and significance of the rezoning, I consider that the benefits of enabling residential development in this location outweigh the identified costs. Retaining the RLZ would be less efficient in land-use terms given the site's relationship to existing residential development and infrastructure. I therefore consider that applying the General Residential Zone is the more appropriate planning method for achieving the relevant objectives of the PDP and the purpose of the RMA.

[83] Overall, taking the statutory and policy framework into account alongside the housing capacity, infrastructure, transport and development suitability matters addressed in my evidence, I consider that the rezoning sought by Submission #121 represents an appropriate, efficient and integrated extension of the existing Ōamaru urban area.

## **8 Overall Planning Assessment**

[84] The proposed rezoning provides a logical extension to existing residential development and is directly adjoining land proposed to be zoned General Residential.

- [85] The proposal will make a positive contribution toward housing supply and housing choice within Ōamaru while remaining consistent with the broad growth strategy established through the Ōamaru, Weston & Kakanui Spatial Plan May 2022.
- [86] In my opinion, the more recent population projections prepared by Stats NZ generally validate the overall growth direction contained within the Spatial Plan. Updated growth projections continue to demonstrate an expectation of long-term population growth within the district. Consequently, there remains a need to ensure that the District Plan enables a diverse range of residential development opportunities, including smaller and immediately serviceable growth areas such as the submission site. The proposed rezoning would make a modest but positive contribution toward achieving that outcome.
- [87] The three-waters infrastructure assessment demonstrates that suitable provision can be made for stormwater, wastewater and water supply in accordance with Council standards. In particular, existing wastewater and water supply networks are available from Stuart Street and Clydesdale Drive, while stormwater can be managed through a combination of existing and extended public infrastructure and development-specific stormwater management. This supports my conclusion that the submission site is comparatively straightforward to integrate with the existing urban infrastructure network.
- [88] The transport assessment demonstrates that residential development of the submission site can be accommodated by the existing surrounding transport network. This is an important distinction from some of the larger greenfield growth areas identified in the Spatial Plan, which require coordinated infrastructure provision and structure planning before development occurs.
- [89] The ability to extend an existing road connection from Clydesdale Drive, provide connectivity with Stuart Street, and accommodate the resulting traffic within the capacity of the existing network supports the conclusion that the site represents a logical and efficient extension of the existing urban area. The proposal is therefore consistent with the Spatial Plan's broader direction of integrating land-use and transport

planning and accommodating growth in connected and accessible locations.

- [90] The site is capable of efficiently utilising existing three waters infrastructure and existing transport networks, avoiding many of the infrastructure challenges associated with more distant or disconnected greenfield growth areas identified by the Spatial Plan.
- [91] For these reasons, I consider the proposed rezoning of Lot 2 DP 588488 from Rural Lifestyle Zone to General Residential Zone represents an efficient and appropriate urban growth outcome as it is a small, logical and readily serviceable extension of the existing Ōamaru urban area that complements the Spatial Plan's growth strategy without requiring the scale of infrastructure intervention or structure planning associated with the larger identified greenfield growth areas. For these reasons the submission should be accepted and the submission site be rezoned to General Residential zone.

**Duncan White**

Dated this 28<sup>th</sup> day of September 2026

## **APPENDIX A – INFRASTRUCTURE REPORT**

# Infrastructure Report

## Holmes Hill Estate Stage 4

64 Stuart Street, Holmes Hill, Oamaru

|                      |                                   |
|----------------------|-----------------------------------|
| <b>Applicant</b>     | Wansbeck Developments Limited     |
| <b>Patersons Ref</b> | O10003 Holmes Hill Estate Stage 4 |
| <b>Date</b>          | 21/09/2026                        |

| Version | Date       | Prepared by | Reviewed by      | Comments |
|---------|------------|-------------|------------------|----------|
| 0       | 21/09/2026 | Jo Cushen   | Jason Eichstaedt |          |
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# 1. Project Details

|                          |                                                              |
|--------------------------|--------------------------------------------------------------|
| <b>Site Location</b>     | 64 Stuart Street, Holmes Hill, Oamaru                        |
| <b>Legal Description</b> | Lot 2 DP 588488, Lot 80 DP 572425 & Lot 81 DP 555204         |
| <b>Record of Title</b>   | 1122542, 1039496 & 967080                                    |
| <b>Area</b>              | 2.3056ha, 3.4707ha, 526m <sup>2</sup> (Total Area: 5.8290ha) |

# 2. Scope

Patersons have been engaged by Wansbeck Developments Limited to provide an infrastructure report to support submission #121 to the Waitaki Proposed Plan to rezone 64 Stuart Street, Holmes Hill, Oamaru from Rural Lifestyle Zone to General Residential Zone.

This report covers the availability of the following infrastructure elements.

- (a) Stormwater
- (b) Wastewater
- (c) Water Supply — Potable & Firefighting

A concept scheme plan for the potential development of the site (Lot 2 DP 588488) into 32 lots (and 12 lots on Lot 80 DP 572425) is shown in the figure below. This is a conceptual plan that shows how the site might develop and how future houses might relate to adjacent properties.



## 3. Proposed Infrastructure

### 3.1 Stormwater

#### 3.1.1 Proposal

The site is divided into two stormwater catchments by a ridge that generally follows an alignment between concept Lots 12 and 33. From this high point, the site falls on average by 2.6% to the north towards the Clydesdale Drive entrance and on average falls 1.2% south towards Stuart Street. As such, there are two stormwater catchments to consider within this site, north & south.

##### Northern Catchment:

As part of the Stage 1-3 Holmes Hill Estate development, a stormwater management system was installed. The design of this system was by Fluent Infrastructure Solutions Ltd. The system included a series of catchpits and pipes that convey water to a new detention pond. The purpose of the detention pond was to maintain post-development flows to pre-development flows. The pond was designed for both 10 year and 100 year ARI storm events. The pond discharges stormwater into Awamoa Creek that ultimately discharges to the Pacific Ocean. We understand this stormwater management system has been installed, and the infrastructure has been vested in the Waitaki District Council. The northern end of the north catchment of the Stage 4 subdivision was included in the design calculations for the Fluent Stormwater Management System. The sites included in this assessment are concept Lots 1-7 and Lots 40-43, and the adjacent road corridor to these sites.

The balance northern catchment, concept Lots 1-12 & 33-43, can drain towards the existing stormwater infrastructure via new stormwater mains installed within the proposed roadway. The new stormwater mains could connect to either the existing 300mm connection point within Lot 81 DP 555204 or directly into the 500mm stormwater main within Lot 80 DP 572425.

There is sufficient fall within this portion of the site for secondary flow paths to be appropriately established.

Private stormwater connections will discharge from the future residential sites via gravity and can be connected as a private lateral into the stormwater main or discharge via kerb outlets.

There is sufficient space within the proposed land area for a variety of stormwater management options to ensure stormwater neutrality is achieved for the development.

##### Southern Catchment:

The southern catchment falls towards Stuart Street. Existing Stuart Street properties discharge stormwater via kerb outlets, where the stormwater is conveyed via kerb & channel to catchpits south of the Glendale Crescent and Stuart Street intersection. These catchpits collect the stormwater, which is then discharged via 300mm stormwater main to a stormwater outlet at 43 Awamoa Road. From this

outlet, the stormwater travels in an open watercourse (unnamed creek) that ultimately discharges to the Pacific Ocean.

Stormwater from the southern catchment (concept Lots 13 -32) and associated roadways, can be discharged from the site via gravity. It is not possible to discharge to the kerb for this many allotments. As such, it will be necessary to install approx. 190m of public stormwater main within Stuart Street to where the main reaches the 300mm public network adjacent to 51 Stuart Street

There is sufficient fall within this portion of the site for secondary flow paths to be appropriately established.

Private stormwater connections will discharge from the sites via gravity and can be connected as a private lateral into the stormwater main or discharge via kerb outlets within the site, prior to entering the new piped stormwater infrastructure in Stuart Street

There is sufficient space within the proposed land area for a variety of stormwater management options to ensure stormwater neutrality is achieved for the development.

## **3.2 Wastewater**

### **3.2.1 Current Proposal**

As per the stormwater assessment above, there are two distinct catchments for the wastewater design, north & south. These are discussed below:

#### Northern Catchment:

The northern allotments of the site, Lots 1-12 and 33-43, can discharge wastewater via gravity to the existing wastewater infrastructure within Clydesdale Drive. This existing public wastewater main is 150mm in diameter and has capacity to convey flow from proposed future development.

Private wastewater connections will discharge from the site via gravity and be connected as a private lateral into a new wastewater main within the site that would be necessary to provide wastewater servicing for the development of the site.

#### Southern Catchment:

The southern allotments of the site, Lots 13-32, can discharge wastewater via gravity to the existing wastewater infrastructure within Stuart Street. This existing public wastewater main is 150mm in diameter.

Private wastewater connections will discharge from the site via gravity and be connected as a private lateral into a new wastewater main within the site.

The public wastewater mains within Stuart Street and Clydesdale Drive convey wastewater to a pump station on Beach Road. From the Beach Road pump station, the wastewater is conveyed to the public wastewater pump station at Orwell Street. From the Orwell Street pump station, the wastewater is conveyed to the Oamaru Treatment Plant on T Y Duncan Road, to where the wastewater is treated and discharged.

### **3.3 Water Supply**

#### **3.3.1 Current Proposal**

There are existing 150mmØ principal mains located in Clydesdale Drive and Stuart Street. The water supply is serviced from the water reservoir (Oamaru Reservoir: South Hill) located on Brinkburn Street.

##### Potable Water Service:

To service the proposed development, a 150mmØ principal main will be installed within the proposed roadway to connect the existing principal mains in Clydesdale Drive and Stuart Street. A rider main may be installed within the site to reduce the number and lengths of road crossing to the principal main, this can be dealt with at the time of detailed design.

Each allotment will have a private water supply connection to the either a principal or rider main.

##### Fire Fighting:

There are existing fire hydrants at both the Stuart Street and Clydesdale Drive road frontages. An additional 4 hydrants will need to be installed within the development to ensure there is compliant spaces between the hydrant for fire fighting purposes.

##### Pressure Calculations:

We have undertaken preliminary pressure calculations to determine the water pressure expected to be available from the site. Our calculations have shown there is sufficient pressure in the system to meet the requirements of NZS4404:2010 and SNZ PAS 4509:2008.

### **3.4 Conclusion**

Suitable provision can be made for stormwater, wastewater and water supply services to the proposed development in accordance with Council standards. The provision of these services will not adversely affect existing public infrastructure networks or the environment.



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## **APPENDIX B – TRANSPORT REPORT**

# Memo

To: Duncan White  
From: Antoni Facey  
CC:  
Date: 18/9/2026  
Re: **Transport effects of plan change for 64 Stuart St, Holmes Hill**

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This memo provides an assessment of the transport effects to support submission #121. Submission #121 sought that the site at 64 Stuart Street, Holmes Hill be rezoned from Rural Lifestyle Zone to General Residential Zone. The site is currently zoned Rural Residential in the Operative District Plan and is zoned Rural Lifestyle in the Exemptions Version of the Proposed District Plan.

The site is contiguous with the urban area of Oamaru.

It is understood that the proposed change of zone to General Residential would allow for a subdivision of 43 new Lots as shown in the concept plan below.

The concept subdivision design (Figure 1) shows 37 future Lots would be served by a single cul-de-sac accessed from Clydesdale Drive. The cul-de-sac will be formed by extending a short section of road that had been constructed during previous subdivisions for future access. The remaining 7 Lots including the existing house will be accessed from the head of the cul-de-sac at the end of Stuart Street.

The level of detail provided in the concept plan is sufficient to assess the transport effects of the proposed zone change.



**Figure 1:** Concept subdivision

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## **ASSESSMENT**

### **Background**

The current speed limit for the adjacent section of Clydesdale Drive and Stuart Street Homestead Road is 50 km/hr.

The Proposed District Plan identifies Stuart Street as a secondary collector road in the roading hierarchy.

Oamaru does not have a public transport system at this time.

Should the zone be changed, the subdivision will be considered a high trip generator with more than 20 potential residential units and will therefore be a restricted discretionary activity.

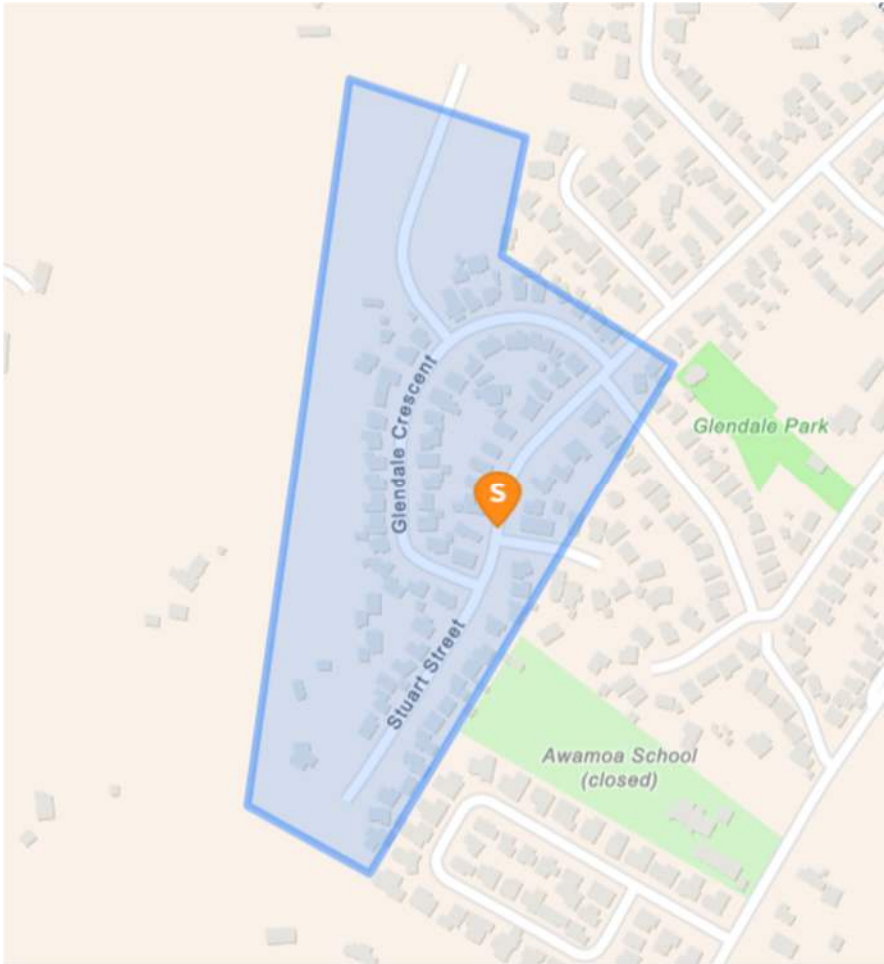
MobileRoads records show the traffic volume at the end of the Stuart Street cul-de-sac is 148 vpd. Clydesdale Drive carries 243 vpd.

### **CAS data/safety**

The CAS database was searched for the period 2021 to 2026 inclusive to determine if there are any underlying safety concerns for Stuart Street and Clydesdale Drive in the vicinity of the site. The area searched is shown below. A single serious injury crash was reported for the area.

The reported crash was due to a very drunk driver losing control and running off the road into parked cars near Burn Street.

The crash record for the area is otherwise good and the reported crash does not indicate any underlying safety problems.



**Figure 2:** CAS search results

### **Geometric Design**

Waitaki District requires subdivision roads to be constructed in accordance with NZS 4404:2010 “Land Development and Subdivision Infrastructure”. Being a greenfields development, there is no reason that the road dimensions recommended by NZS 4404 for a development of this scale cannot be achieved.

No changes are proposed to the existing public road alignment.

Sight distance from the new intersection should be consistent with the AUSTROADS Design Guides. The AUSTROADS Guide to Road Design Part 4A “Unsignalised and Signalised Intersections” has requirements for sight distance at the intersections.

ASD can be achieved through the road design of the internal cul-de-sac. The curve on the approach to Clydesdale Drive will constrain traffic speeds for vehicles exiting the cul-de-sac. Drivers exiting the cul-de-sac will be aware of the upcoming intersection so meeting the ASD will be less important than for a through road.

A minimum sight distance from the cul-de-sac of about 90 metres to the right can be achieved. The Glendale Crescent intersection is some 115 metres from the cul-de-sac. To the left, a minimum of at least 200 metres sight distance can be achieved.

AUSTROADS Guide to Road Design part 3 states that vehicles accelerate at 1km/hr per 5 metres. Assuming vehicles negotiate the Glendale Crescent/Clydesdale Drive intersection at 20 km/hr, by the time they reach the subdivision access road 115 metres away, they will be travelling at 41 km/hr. Therefore, SISD to the right for a design speed of 40 km/hr is required or 73 metres. This is achieved.

To the right, a sight distance of 97 metres is required for a design speed of 50 km/hr and this is also achieved.

Table 3.6 of the AUSTROADS Guide provides minimum gap sight distances for various speeds. For an 85%ile speed of approaching vehicles of 40 km/hr and a sight distance of 89 metres, a minimum critical gap acceptance time of 8 seconds is achieved. This exceeds the critical acceptance gaps of between 4 and 5 seconds from Table 3.5 for traffic movements at a Tee intersection.

The minimum sight distance requirements of the AUSTROADS Design Guide can therefore be achieved in the concept design.

## Intersection performance

Table 6.1 of AUSTROADS “Guide to Traffic Management” Part 3 2009 is reproduced below. This provides guidance on when an intersection analysis is unnecessary.

**Table 6.1: Intersection volumes below which capacity analysis is unnecessary**

| Type of road         | Light cross and turning volumes<br>maximum design hour volumes<br>vehicles per hour (two way) |      |      |
|----------------------|-----------------------------------------------------------------------------------------------|------|------|
| Two-lane major road  | 400                                                                                           | 500  | 650  |
| Cross road           | 250                                                                                           | 200  | 100  |
| Four-lane major road | 1000                                                                                          | 1500 | 2000 |
| Cross road           | 100                                                                                           | 50   | 25   |

Traffic generation from the completed development of 43 Lots will be around 300 vpd. This is based on each residential dwelling generating about 7 trips per day.

Surveys published by the TRIPS database show that a residential development in a peri-urban area such as the western end of Homestead Road will generate 6.4 trips per day. With 43 potential dwellings, this is approximately 275 trips.

Other data sources support this traffic generation estimation. Surveys from West Melton have been quoted and accepted in hearings with an average weekday traffic volume of 5.85 vehicles per dwelling. The NSW Guide to Transport Impact Assessment suggests a traffic generation of 7.53 trips per dwelling per weekday in low density residential dwellings in Regional NSW.

Based on the supporting data, it is considered that the traffic generation rate used of 7 trips per day per Lot is reasonable for the Homestead Road development. This is considered a conservative estimate for this development.

Peak hour traffic volumes for a road are typically 10% of the daily total traffic volume. With an existing ADT of 243 vpd on Clydesdale Drive, the peak hour traffic volume is around 24 vph.

Based on Table 6.1 from AUSTROADS, if all traffic from the subdivision was to use only one of the intersections, there would be 30 trips on the side road and 24 trips on the main road. This is well below the threshold for further analysis and implies that the intersection would be considered to be free flowing with a Level of Service of A.

It is expected that the intersections will operate at an acceptable level of service.

### **Road capacity**

The existing traffic volumes on Clydesdale Drive is 243 vpd. Conservatively assuming all of the traffic from the subdivision travelled in the same direction, adding the 300 vpd from the subdivision would take the traffic volume to 543 vpd or 54 vph in the peak hours or 1 vehicle every 67 seconds.

This is well within the capacity of the carriageway.

### **Connectivity**

The subdivision will have one connection to Clydesdale Drive. This is the only practical layout for the long, narrow strip of land being subdivided. Clydesdale Drive is well connected to the existing road network in Holmes Hill and traffic can filter through the existing network and link to the main roads.

The Waitaki Recreation Strategy does not identify any of the roads in the vicinity as cycle or pedestrian routes.

Pedestrians currently have good facilities provided on the existing road network and the cul-de-sac will link directly to these facilities. In addition, there will be a pedestrian access from the end of the new cul-de-sac to the end of the Stuart Street cul-de-sac using the new Right of Way.

Within the subdivision, footpaths can be provided consistent with NZS 4404:2010 requirements.

NZS 4404:2010 does not require separated cycle facilities for an urban road carrying less than 2000 vpd. Given the anticipated low cycle volumes generated from a 43 Lot subdivision, the carriageway should be sufficient for cyclists to use. Note that the recent changes to legislation allow young cyclists under 12 years of age to ride on the footpath that will be provided.

It is considered that the development will be well connected to the existing urban development in Oamaru.

**Conclusion:**

The proposed 43 Lot subdivision at 64 Stuart Street will be connected to Clydesdale Drive Road by a compliant intersection using a new cul-de-sac. The cul-de-sac is extended from an existing intersection formed for the purpose of accessing the proposed subdivision.

It is considered that no upgrades to the existing road network are required for the new cul-de-sac.

Other compliant options may be available during the design stage that could be developed but the proposed concept offers a suitable development for assessment.

It is my opinion that allowing the submission for changing 64 Stuart Street to General Residential Zone will have traffic and transportation effects that are no more than minor.



Antoni Facey

BE (Civil), CMEngNZ, IntPE(NZ), APEC Engineer