

Paterson Pitts Resource Management Limited
Trading As **Anderson & Co**
Advising on Planning & Resource Management

MEMORANDUM TO: The Hearings Committee
C/O John Sule
City Planning

DATE: 9 May 2016

SUBJECT: RLUC-2015-345 Shiel Hill tavern

Ref:IS\2710\M090516.doc

Further to your request for further information dated 23 March 2016 in respect to the above.

We apologise for the delay in supplying the requested further information which required the engagement of four separate and experienced consultants. Their availability to undertake the required work was an issue.

We now enclose the requested further information as follows:

- *Better quality plans and elevations*

CAD plans, elevations and sections have been prepared by Designgroup Stapleton Elliott, architects and dated 6 May 2016.

Given the concern expressed by Mel and Jeremy Forlong of 148 Highcliff Road about the height of the proposed building relative to their common boundary, we engaged Paterson Pitts Group, surveyors to extend the original ground level survey to the common boundary with the Forlong property. This resulted in the need to provide a 3m side yard to the southern 6 unit block so as to comply with the height plane angle to that common boundary (6m maximum height at 3m yard).

This results in the front yard to Bone street for the southern 6 unit block being reduced to a minimum of 1.9m for a distance of 1.6m, and non-compliance with the height plane angle of 63° for a distance of 4m. Both are indicated on the CAD plans and elevations.

The proposal is now non-complying with the required 2m side yard to 5 Bone Street because of the 1m projection of the two central units within the southern 6 unit block. This projection is in response to the concern expressed about the exterior design and appearance of the proposal. Originally and again now, there is non-compliance with the height plane angle to the common boundary with 5 Bone Street. However, now that there is a sale and purchase agreement for the applicant to purchase 5 Bone Street conditional only on the granting of this resource consent, it is appropriate to give no consideration to either of these non-compliances.

In view of the concern expressed about the fire escape stair within the front yard to Bone Street, fire egress will be provided via a balcony along the west elevation, well clear of the 4.5m front yard to Bone Street.

The proposal retains and extends the existing 1.5m front yard to Highcliff Road. Both the existing and extended building complies with the height Plane angle to Highcliff Road.

Finally, the proposed building does not exceed the maximum permitted height of 9m above the existing ground level.

- Realistic rendered perspective plans or visual mock ups.

The existing elevation to Highcliff Road has been retained for three of the units and extended for the additional two units. The extension will be finished with materials to match the existing cladding and roof. The other three elevations will be clad with off white plaster and dark stained timber panel to the projecting bays.

- Landscape plan

Mike Moore, landscape consultant has provided the enclosed landscape plan and recommendation. Please note that the base plan used pre-dates the CAD plan and so does not show the alterations noted above.

- Transportation

Attached is the transportation mitigation agreed by Grant Fisher , planner/engineer transportation and Andy Carr of Carriageway Consulting. That mitigation can be imposed as a condition of consent.

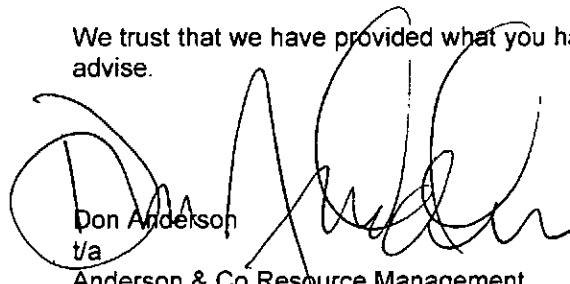
- Shadow diagrams

Paterson Pitts Group, surveyors have prepared shadow diagrams of the existing site development and of the "non-fanciful" 3 unit residential development. The latter shows three dwellings, each with a basement garage and a two storied dwelling with a maximum ridge height of 9m above the existing ground. The dwelling footprints are 104m² with yards complying with both the required yards and height plane angle.

Designgroup Stapleton Elliott architects have prepared the shadow diagram of the proposed development, generated directly from their CAD floor plan and elevation, using the contour information from Council's LIDAR aerial photography.

All three sets of shadow diagrams adopt the identical time slots of 10am, 12 noon and 3pm (and in the case of the Paterson Pitts Group shadows-5pm and 7pm for summer and the equinox) and take into account the sloping ground below the applicant's site.

We trust that we have provided what you have sought but if there is anything further, then please advise.



Don Anderson
t/a
Anderson & Co Resource Management
for
Shiel Hill Properties Ltd

SHIEL HILL DEVELOPMENT

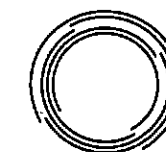
Highcliff Road, Dunedin

Resource Consent

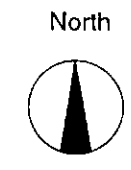
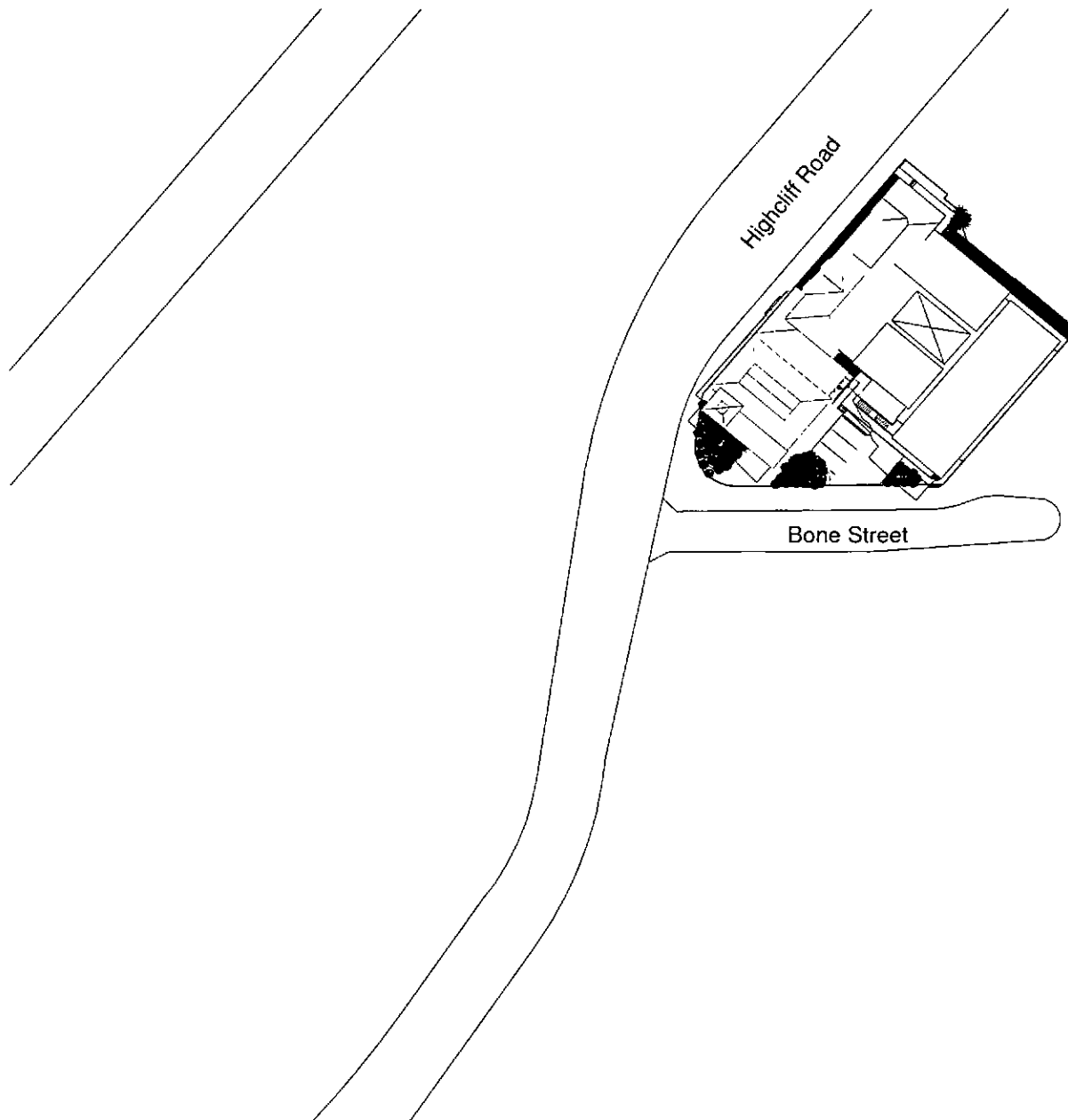
06 May 2016

A001	3D Images
A002	3D Images
A003	3D Images
A100	Site Plan
A110	Shadow Diagram - Winter Solstice
A111	Shadow Diagram - Summer Solstice
A112	Shadow Diagram - Equinox
A210	Top Floor Proposed Plan
A211	Lower Level Proposed Floor Plan
A212	Basement Level Proposed Floor Plan
A300	Elevations
A400	Sections

Anderson & Co
Resource Management



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A100 Rev.

SHIEL HILL DEVELOPMENT
Bone Street, Dunedin

Site Plan

NO.	DESCRIPTION	DATE
SCALE @ A3:	1 : 1000	
PROJECT No.	A521	
PLOT DATE:	9/05/2018 11:49:19 AM	

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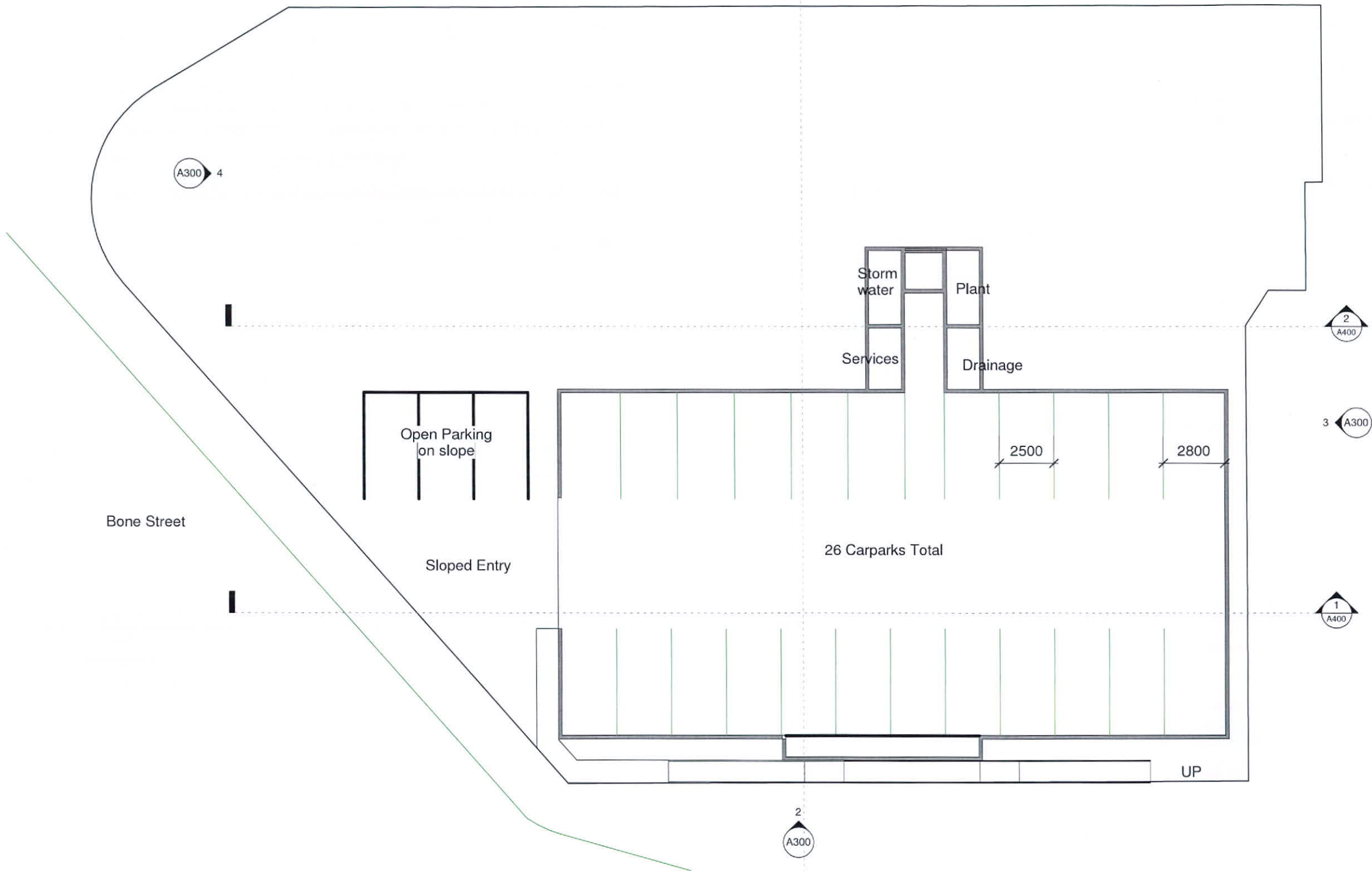
Highcliff Road



A212 Rev.

SHIEL HILL DEVELOPMENT
Bone Street, Dunedin

**Basement Level Proposed
Floor Plan**



NO.	DESCRIPTION	DATE
SCALE @ A3.	1 : 200	
PROJECT No.	A521	
PLOT DATE.	9/05/2016 11:49:24 AM	

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Highcliff Road

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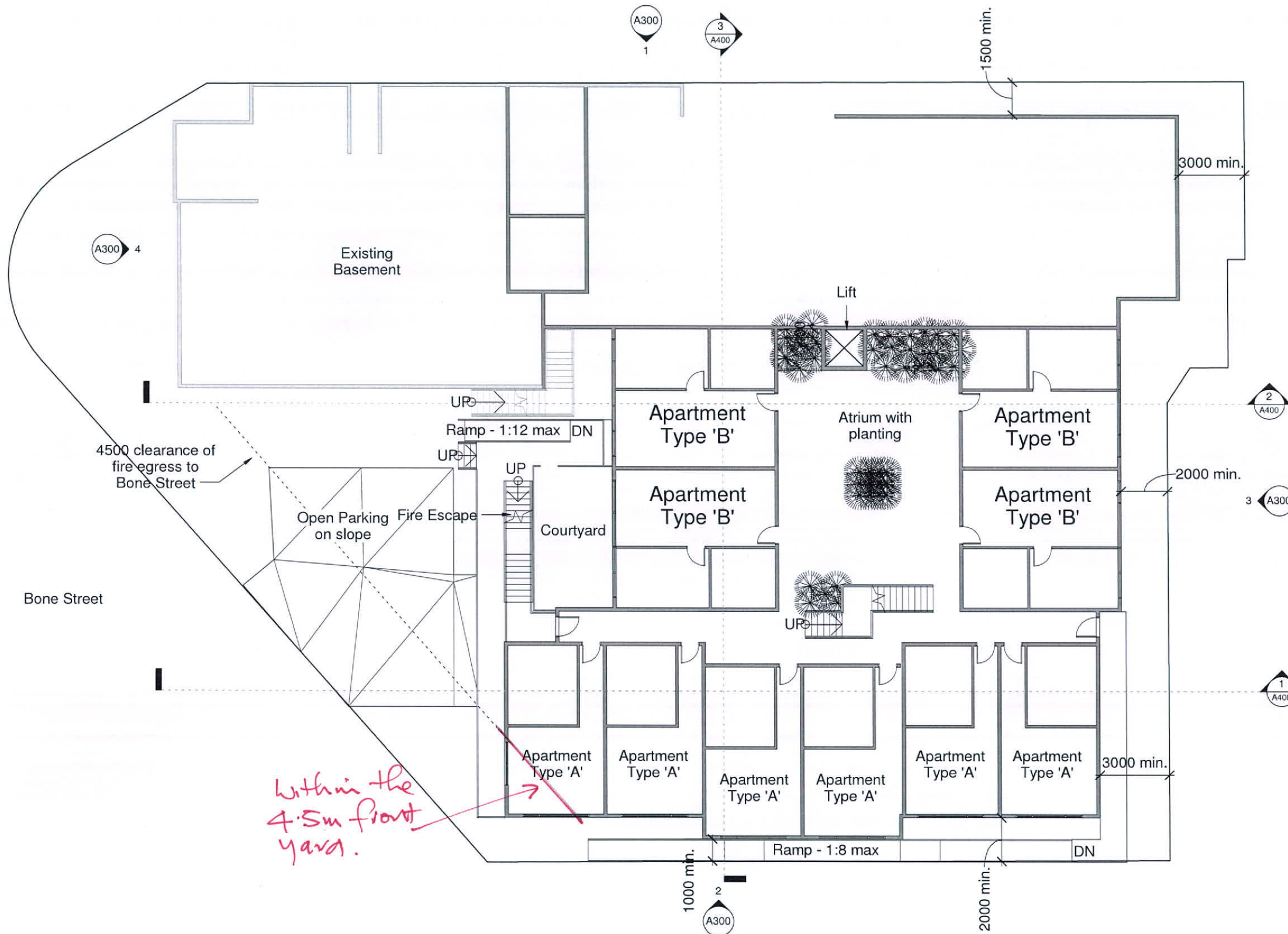
Lower Level Proposed Floor Plan

NO.	DESCRIPTION	DATE
SCALE @ A3	1:200	
PROJECT No.	A521	
PLOT DATE.	9/05/2016 11:49:24 AM	

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A210 Rev.

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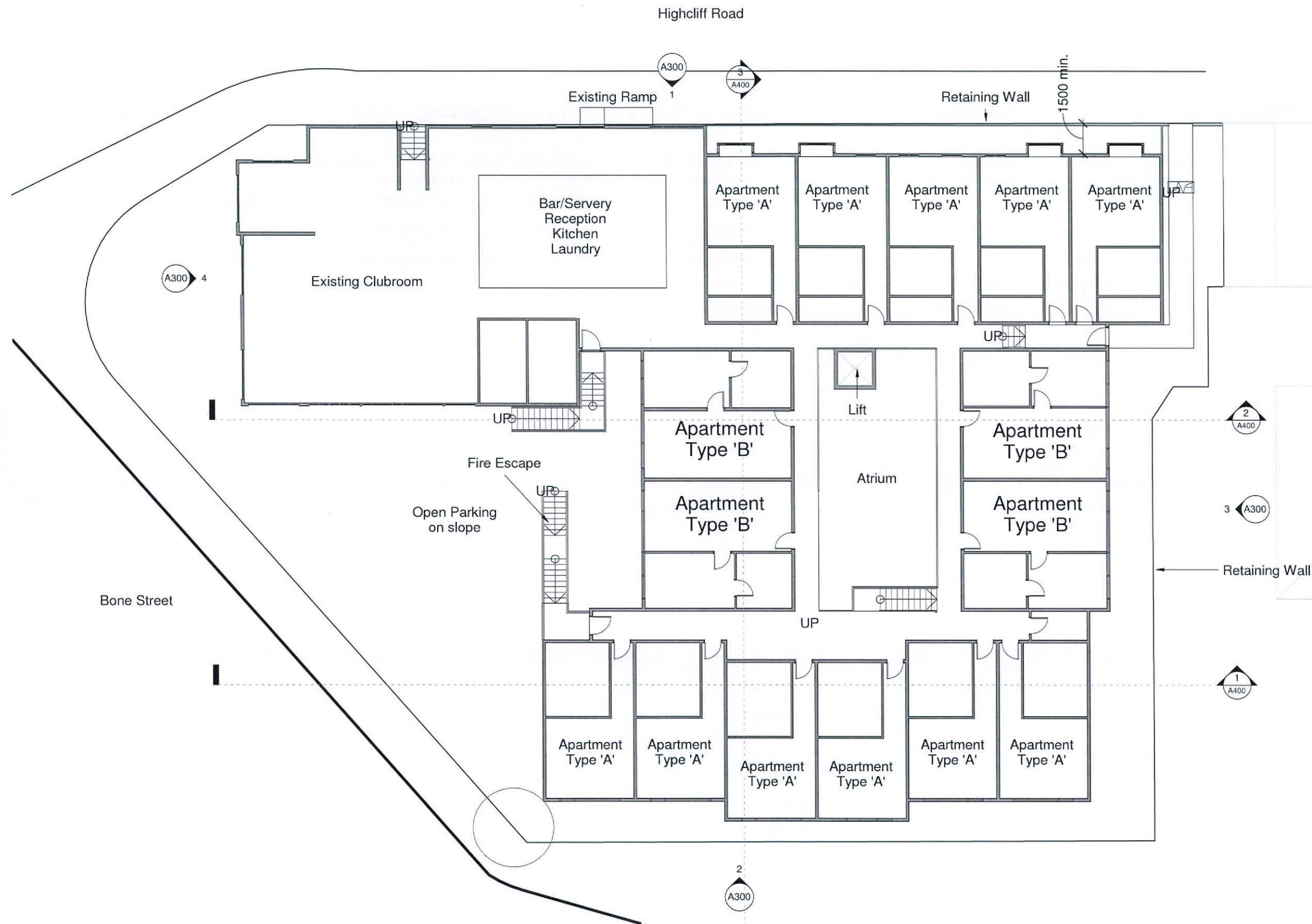
Top Floor Proposed Plan

NO.	DESCRIPTION	DATE
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PROJECT No.	A521	
PLOT DATE	9/05/2016 11:49:24 AM	

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1 Top Floor Proposed Plan
A300 SCALE @ A3 - 1 : 200

Top Floor - Raised Apartments
196.850 m

Top Floor
196.100 m

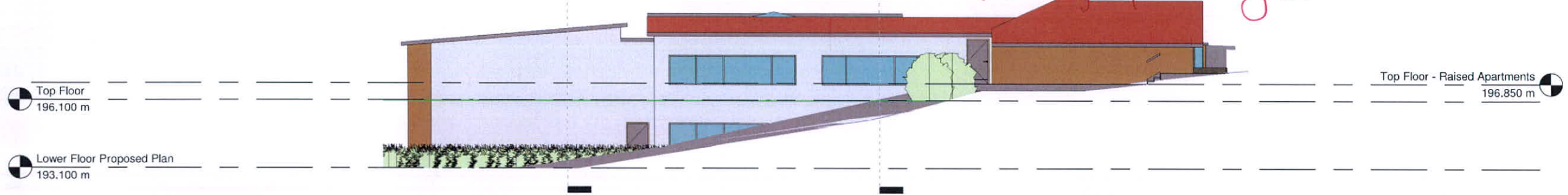
1 Proposed North Elevation
SCALE @ A3 - 1 : 200

Within the 63° height plane angle



2 Proposed South Elevation
SCALE @ A3 - 1 : 200

within to 2m side yard. #63° height plane angle.



3 Proposed East Elevation
SCALE @ A3 - 1 : 200

within the 63° height plane angle.



4 Proposed West Elevation
SCALE @ A3 - 1 : 200

A300 Rev.

SHIEL HILL DEVELOPMENT
Bone Street, Dunedin

Elevations

NO.	DESCRIPTION	DATE
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PROJECT No.	A521	
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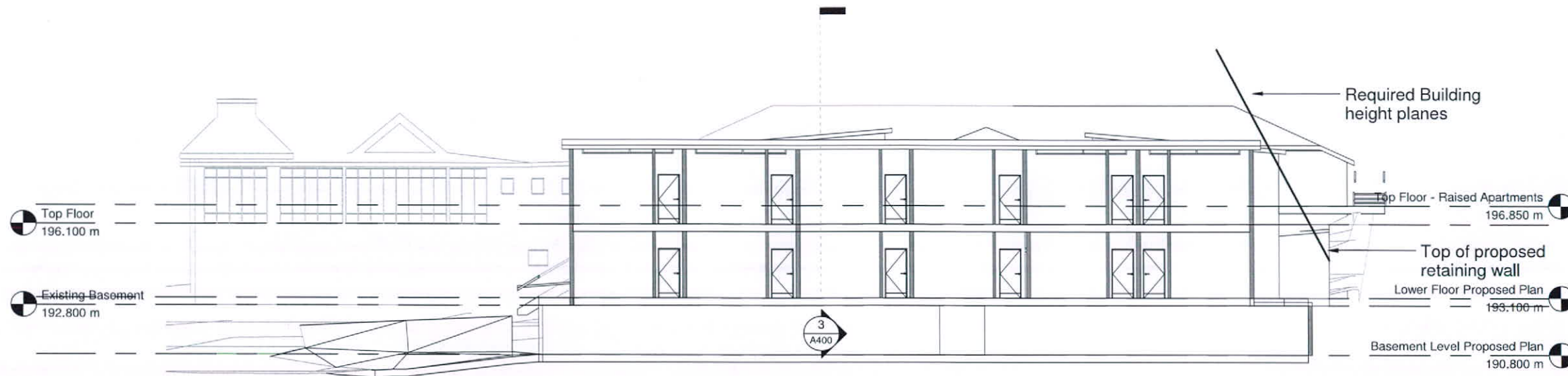
Sections

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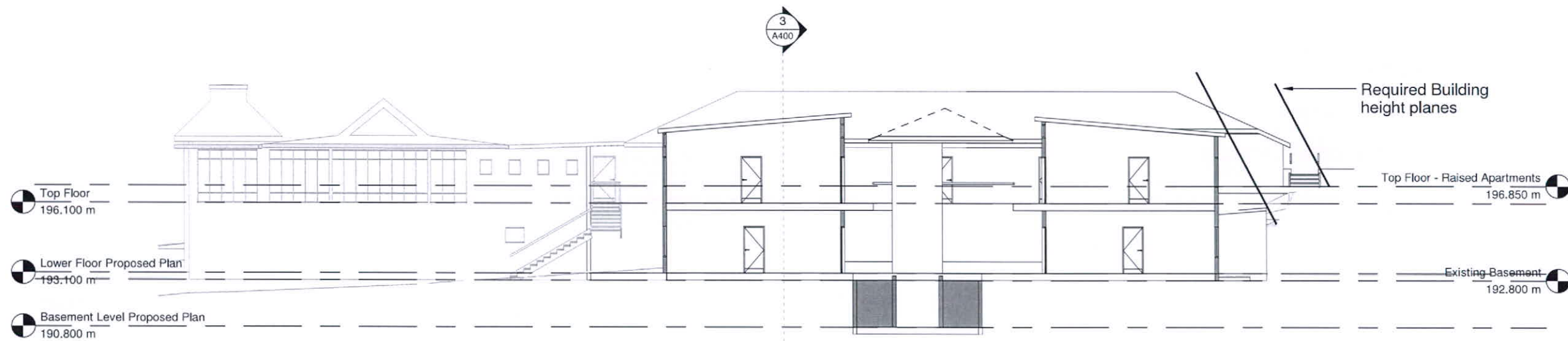
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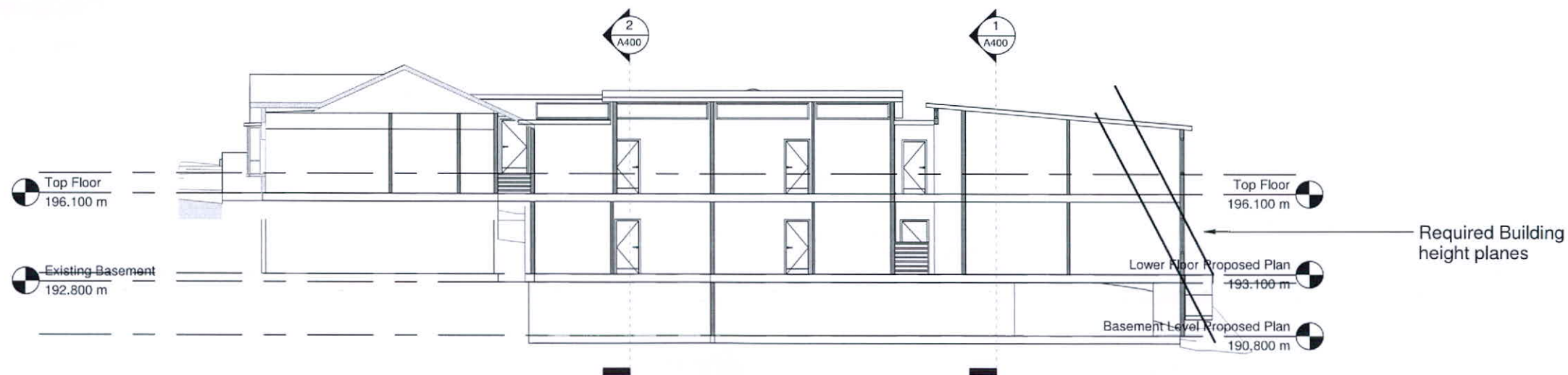
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1 Section 1
A210 SCALE @ A3 - 1:200



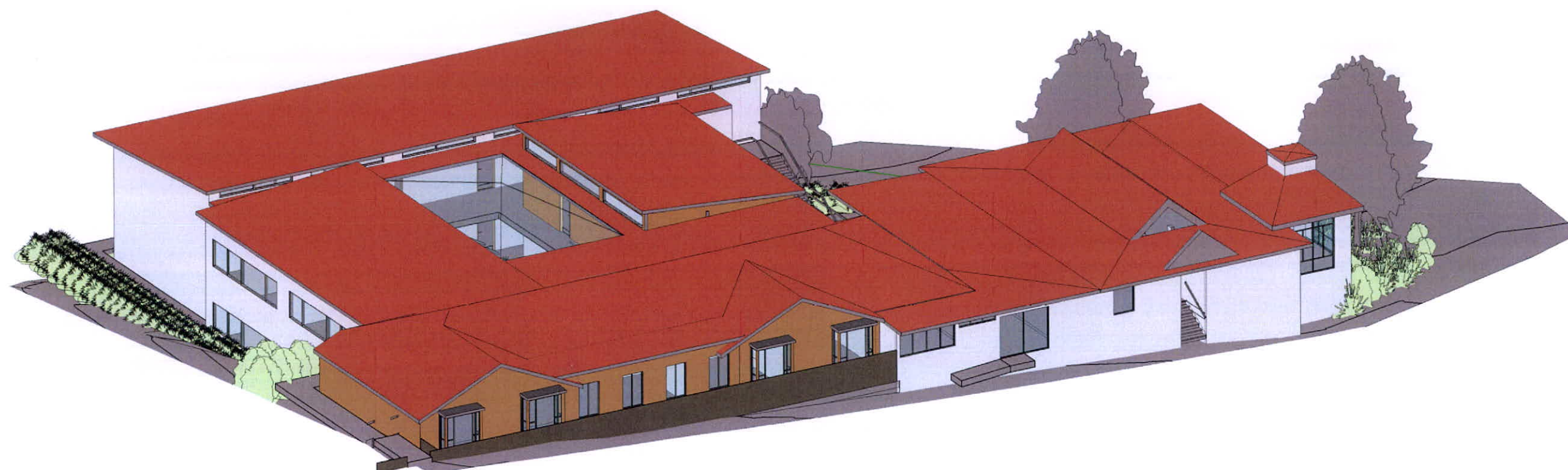
2 Section 2
A210 SCALE @ A3 - 1:200



3 Section 3
A210 SCALE @ A3 - 1:200

A001 Rev.

SHIEL HILL DEVELOPMENT
Bone Street, Dunedin



3D Images

NO.	DESCRIPTION	DATE
SCALE @ A3:	1 : 10	
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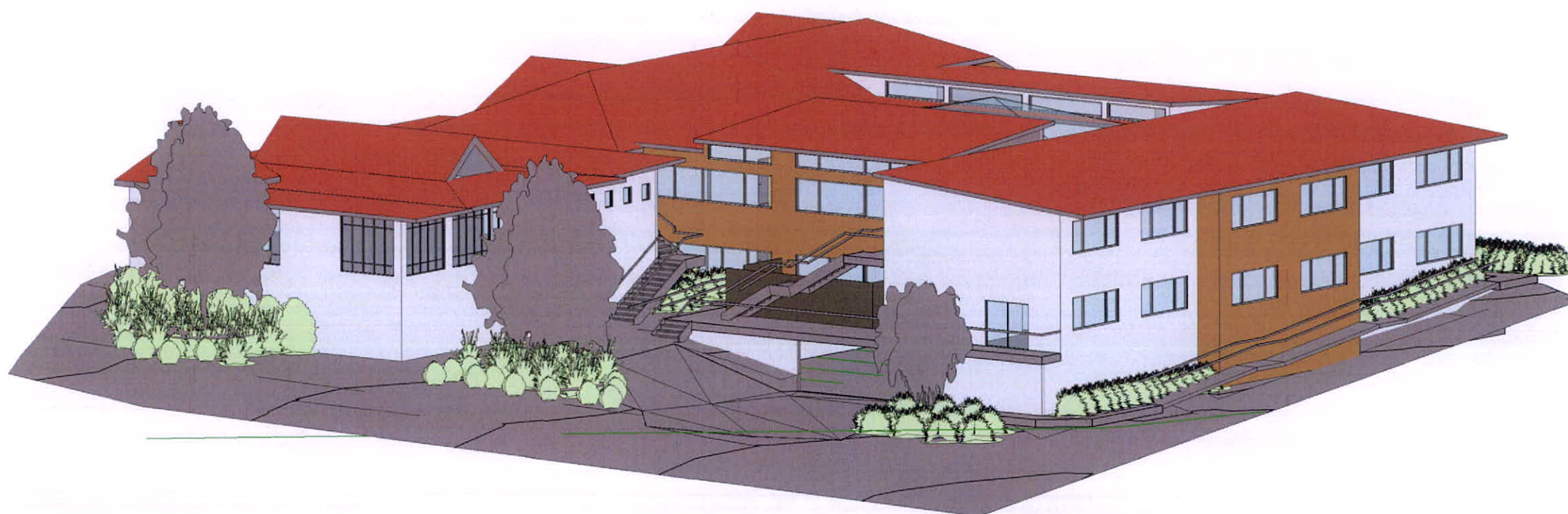
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1 **3D View 1**
SCALE @ A3 -

A002 Rev.

SHIEL HILL DEVELOPMENT
Bone Street, Dunedin

3D Images



1 **3D View 2**
SCALE @ A3 -

NO.	DESCRIPTION	DATE
SCALE @ A3.		
PROJECT No.	A521	
PLOT DATE.	9/05/2016 11:49:18 AM	

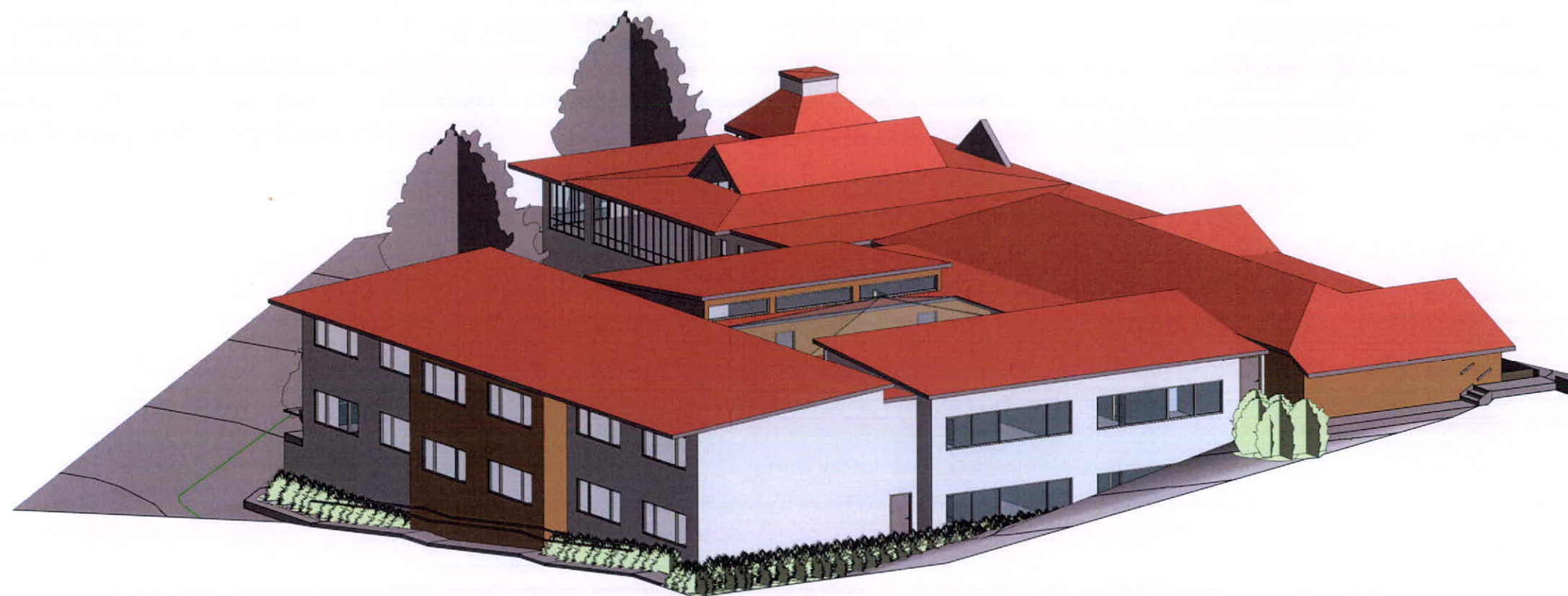
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A003 Rev.

SHIEL HILL DEVELOPMENT
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3D Images

NO.	DESCRIPTION	DATE
SCALE @ A3.	1:10	
PROJECT No.	A521	
PLOT DATE.	9/05/2016 11:49:19 AM	

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1 **3D View 3**
SCALE @ A3 -

MIKE MOORE

BSc, Dip LA, MRRP, ANZILA

LANDSCAPE ARCHITECT

To Don Anderson
Anderson and Co Resource Management

From Mike Moore

Date 19 April 2016

Subject **Shiel Hill Clubroom and retirement housing – Landscape concept**

Please see attached, my proposed landscape concept plan for the proposed Shiel Hill Clubroom and retirement housing development. Within the scope and space available, this plan seeks to enhance both on-site and neighbourhood amenity through:

- The establishment of Kowhai trees and underplanting on the Highcliff Road and Bone Street intersection and along the Bone Street frontage to soften and balance the visual impact of the building.
- Softening the side yards to the extent possible with low growing species.
- Providing for the natural impact of plants within the atrium as indicated.

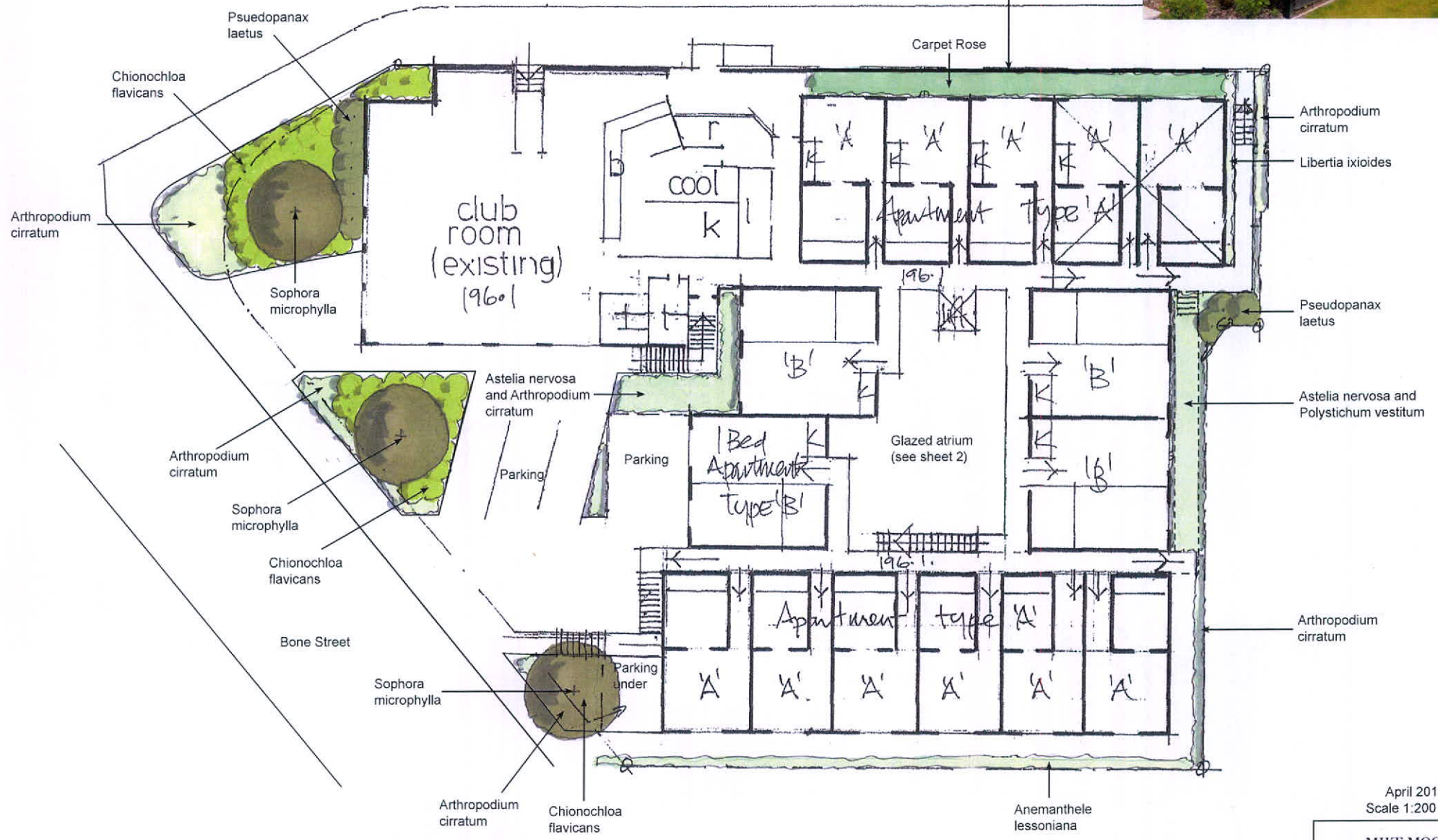
Light screen fencing is proposed on the Highcliff Road boundary to provide privacy to the rooms adjacent. Apart from an area of carpet roses in this area, the proposed planting character elsewhere is native, with visual interest provided by seasonal flowers and the subtle variety in foliage colours and textures. Care has been taken to ensure that there are no significant adverse shading or over-enclosure effects.

Mike Moore
Registered NZILA Landscape Architect



Highcliff Road

'Boundaryline' Colour Slat black screen fencing to 1.5m high (or similar) on low retaining walls



**Shiel Hill Club Room and Retirement Housing
Landscape Concept Plan - Sheet 1**

April 2016
Scale 1:200 (A3)

MIKE MOORE
BSc, Dip LA, MURP, ANZLA
LANDSCAPE ARCHITECT

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Tel: (03) 479 0800 Fax: (03) 479 0804 Email: m.moore@moorelan.co.nz



**Shiel Hill Club Room and Retirement Housing
Landscape Concept Plan - Atrium - Sheet 2**

April 2016

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Anemanthele lessoniana (Gossamer grass)



Arthropodium cirratum (Rengarenga)



Astelia nervosa



Carpet rose



Sophora microphylla (Kowhai)



Chionochloa flavicans



Libertia ixioides



Polystichum vestitum (Prickly shield fern)



Pseudopanax laetus (Five finger)

Shiel Hill Club Room and Retirement Housing Landscape Concept Plan - Plants - Sheet 3

April 2016

MIKE MOORE
BSc, Dip LA, MSc, NZLA
LANDSCAPE ARCHITECT

P.O. Box 5078, Dunedin
Tel: 03 479 0100 Fax: 03 479 0102 Cell: 0274 301 013
Email: m.moore@mikeandkate.co.nz

From: Andy Carr <andy.carr@carriageway.co.nz>
Sent: Wednesday, 27 April 2016 9:32 p.m.
To: Don Anderson
Subject: Shiel Hill
Attachments: shiel hill.pdf

Hi Don

Further to my earlier e-mail, please find attached a scheme that will meet the requirements for sight distances. I thought I should step you through the process that was followed to get to this point.

Initially I measured the speeds of vehicles approaching Bone Street from the north. However I stopped after half a dozen observations – it was clear that vehicles were travelling at the maximum permitted speed. As a double-check I drove the route myself and found that I could easily achieve 60km/h.

I then double-checked the measurement of the sight distance towards the north and confirmed that it was shorter than required for a vehicle to stop in time if another pulled out in front. I had previously scaled this off aerial photos at 47m but on site the distance was 43m. This is about 20m less than needed.

In view of this, there are two options – one is to attempt to reconfigure the road network to achieve a satisfactory sight distance and the other is to argue that the shortfall will not lead to any adverse outcomes. I partially covered the latter approach in my initial letter (14 September 2015) but it's not really a strong argument and is easily dismissed. Consequently the focus today was on the first of these options, of increasing the sight distance.

Given that the building interferes with the sight distance, the easiest way to gain extra distance is to move the points at which the measurements is taken further away from the building. In essence, this means pushing the 'through' traffic lane as far from the kerb as possible. Grant agreed that the traffic lane could be 3.5m wide but did not want to see anything less than this, and in my view that's a fair approach. He also did not want to see the road centreline changed at all. Thus the southbound traffic lane has been drawn 3.5m from the existing centreline on the attached.

The Manual of Traffic Signs and Markings sets out an approach whereby the traffic lane can be marked with a single white line, and also enables the adjacent parking lane to be appropriately marked – again, this is shown on the attached for that widened section of road just north of the site.

However, it is not sufficient to just move the traffic lane because we also need to relocate the 'give-way' markings at Bone Street further to the west. This is so an emerging driver is able to pull further forward and look around the corner of the building. To do this, there needs to be some sort of physical protection for the driver waiting to turn out, which then means that kerb build-outs are needed. Without these build-outs (eg if just carriageway markings were used), then southbound drivers will simply 'cut the corner' and will be driving directly towards the waiting vehicle. Build-outs are needed on both sides of Bone Street.

Finally, the curve in Highcliff Road works against us with regard to the kerb build-out on the northern side of Bone Street. With a small build-out located just north of the intersection, southbound drivers may still cut the corner but rather than driving directly towards a waiting car, they would be driving towards the build-out instead. To address this, I have shown the footpath being extended into the carriageway. It might be possible to adopt another solution here (such as installing the sort of bollards that DCC uses next to cycle lanes), but carriageway markings won't be sufficient in themselves.

The good news is that the combination of moving the 'give-way' markings and the through traffic lane further west means that a sight distance of 65m is achieved. This is sufficient for an approach vehicle speed of 55km/h. While

on-site Grant noted that this would be acceptable, and while he couldn't 100% commit to agreeing to accept the scheme, he gave me every indication that DCC would accept the arrangement.

I suspect that the extent of works needed will be greater than the client has in mind, but other than potentially the treatment of the build-out to the north of Bone Street (where there may be some other options we could explore), what's shown on the attached is what's needed to extend the sight distance. So there's not really much scope to vary the layout and achieve the outcome of getting the DCC traffic engineers on board.

Happy to discuss. Just to note that the attached scheme has only been sent to you – it's not gone to the Council at present.

Cheers

Andy



Standard edgeline marking. Traffic lane tapers from 4.8m at north to 3.5m towards south

1m diagonal bars at 25m spacing as per MOTSA Section 2 Figure 2.13

Small wall adjacent to footpath to be removed (and replaced by railing if necessary). Vegetation also to be removed

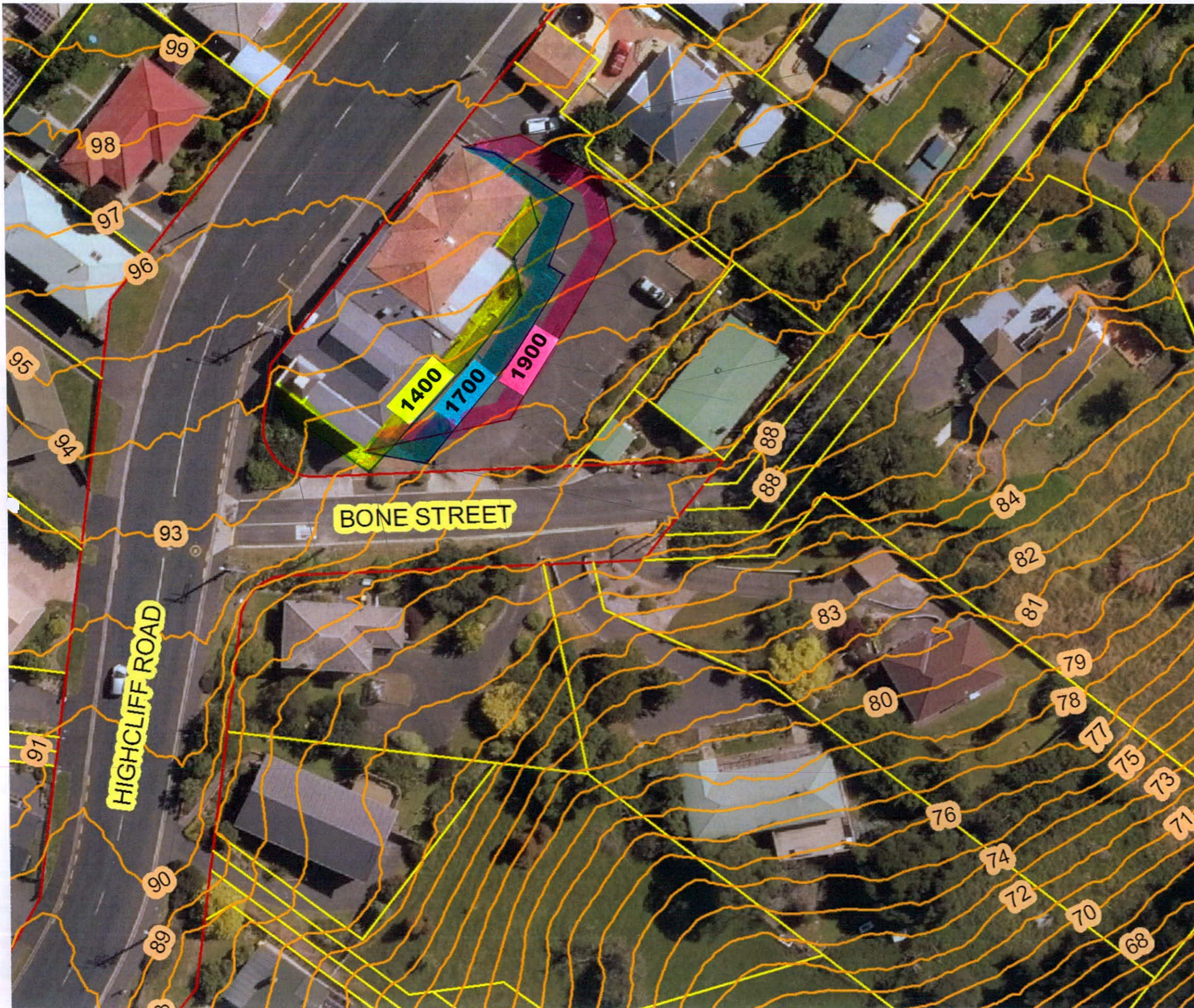
New kerb moves back to join existing kerblines at the end of the existing parking space

Kerb build-out (3.5m through-traffic lane remaining). Extends over current length of parking restriction

Existing vehicle crossing to be broken out and reinstated as a standard intersection

Kerb build-out (3.5m through-traffic lane remaining)

5m 5m 5m 5m



Existing Buildings Summer

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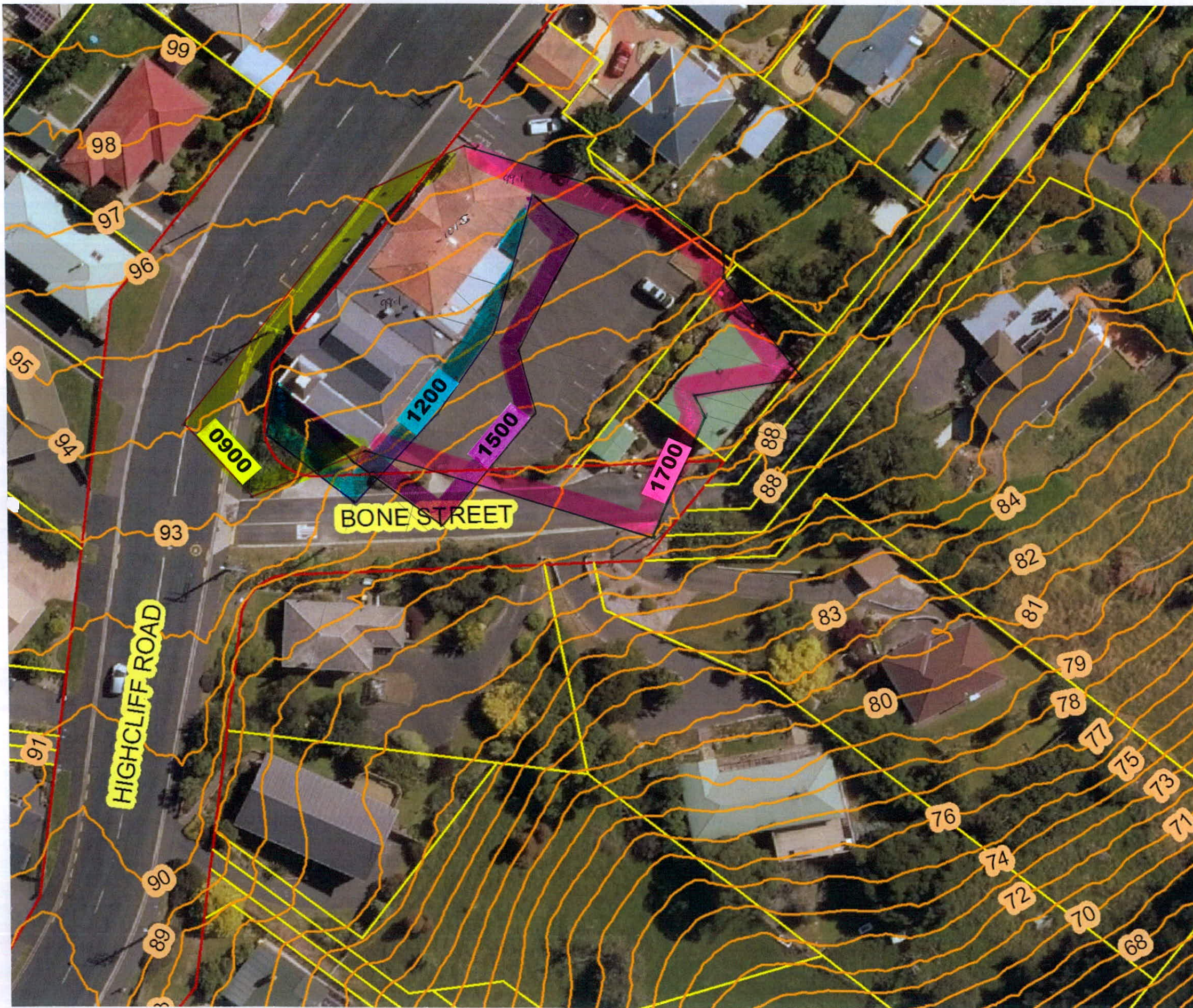
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Purpose/Drawing Title:
Shadow Diagram

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Drawn by:	BWM		
Checked by:			DO NOT SCALE
Approved by:			
Job Ref:	D15122	Sheet No:	Revision No:
		2 of 9	B
			Date Created:
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Existing Buildings Equinox

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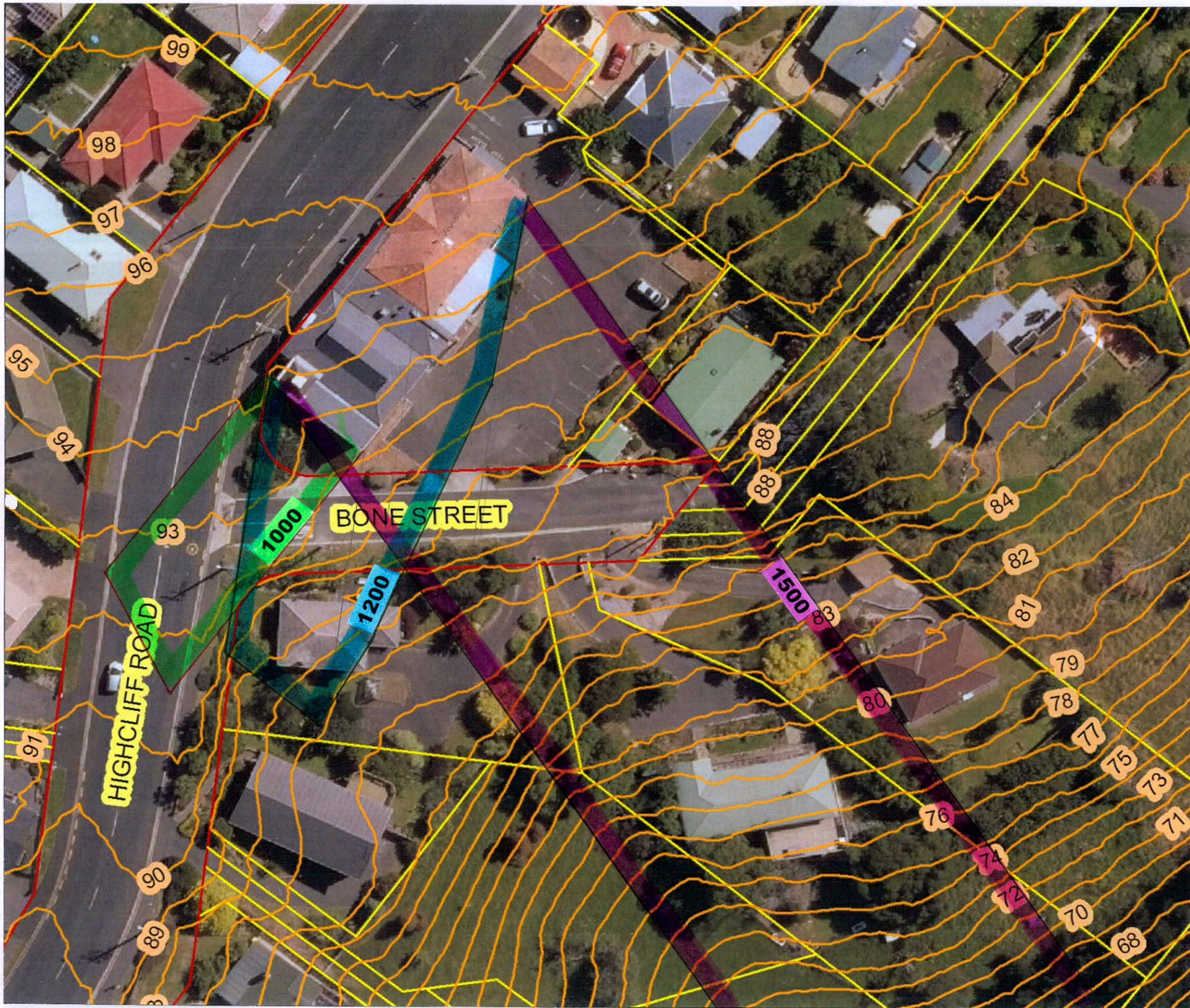
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Drawn by:	BWM		
Checked by:			
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Existing Buildings Winter

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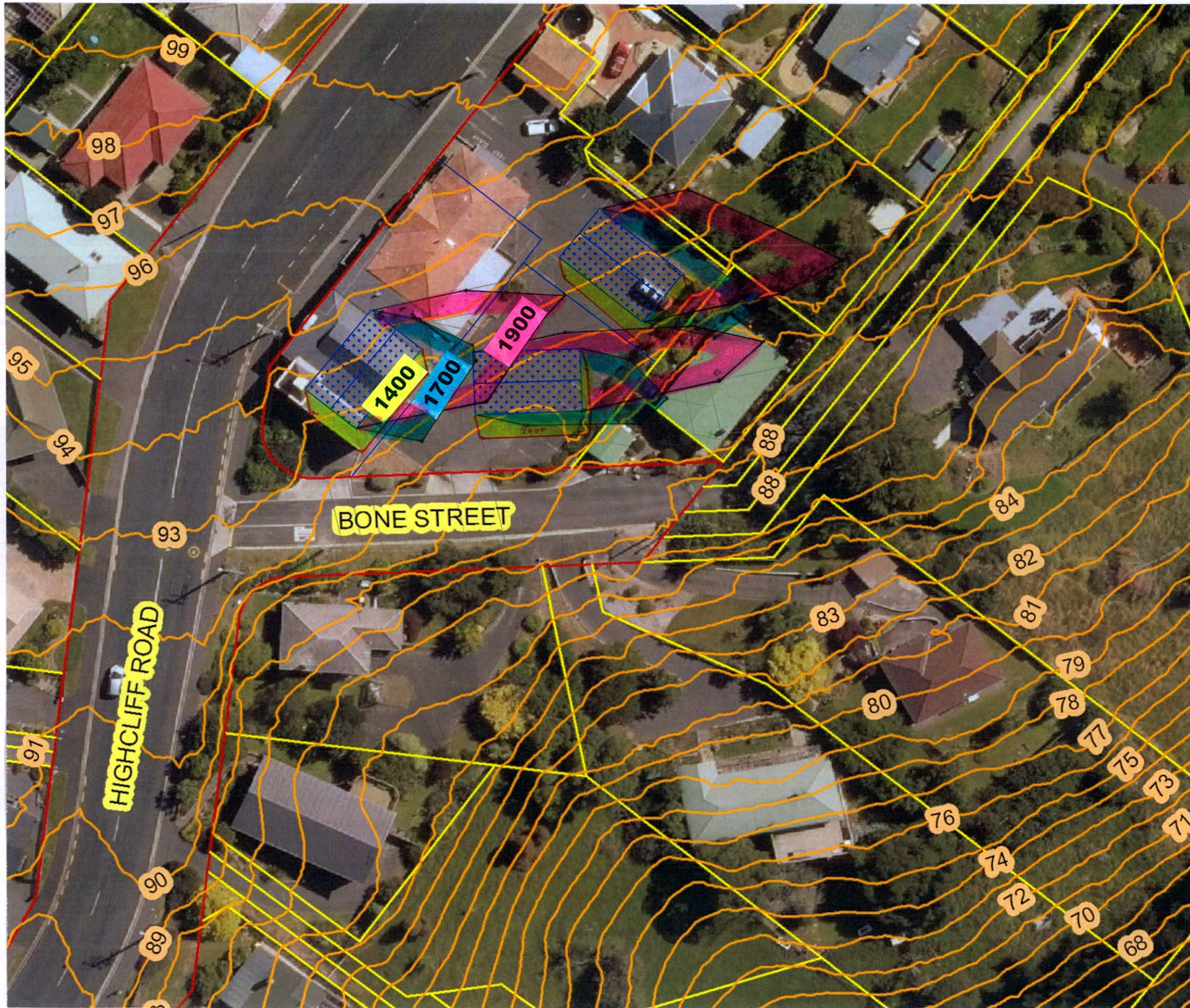
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Checked by:		DO NOT SCALE	
Approved by:		Job Ref:	Revision No:
		8 of 9	B
			Date Created:
			21-04-2016



Possible 3 Lot Development Summer

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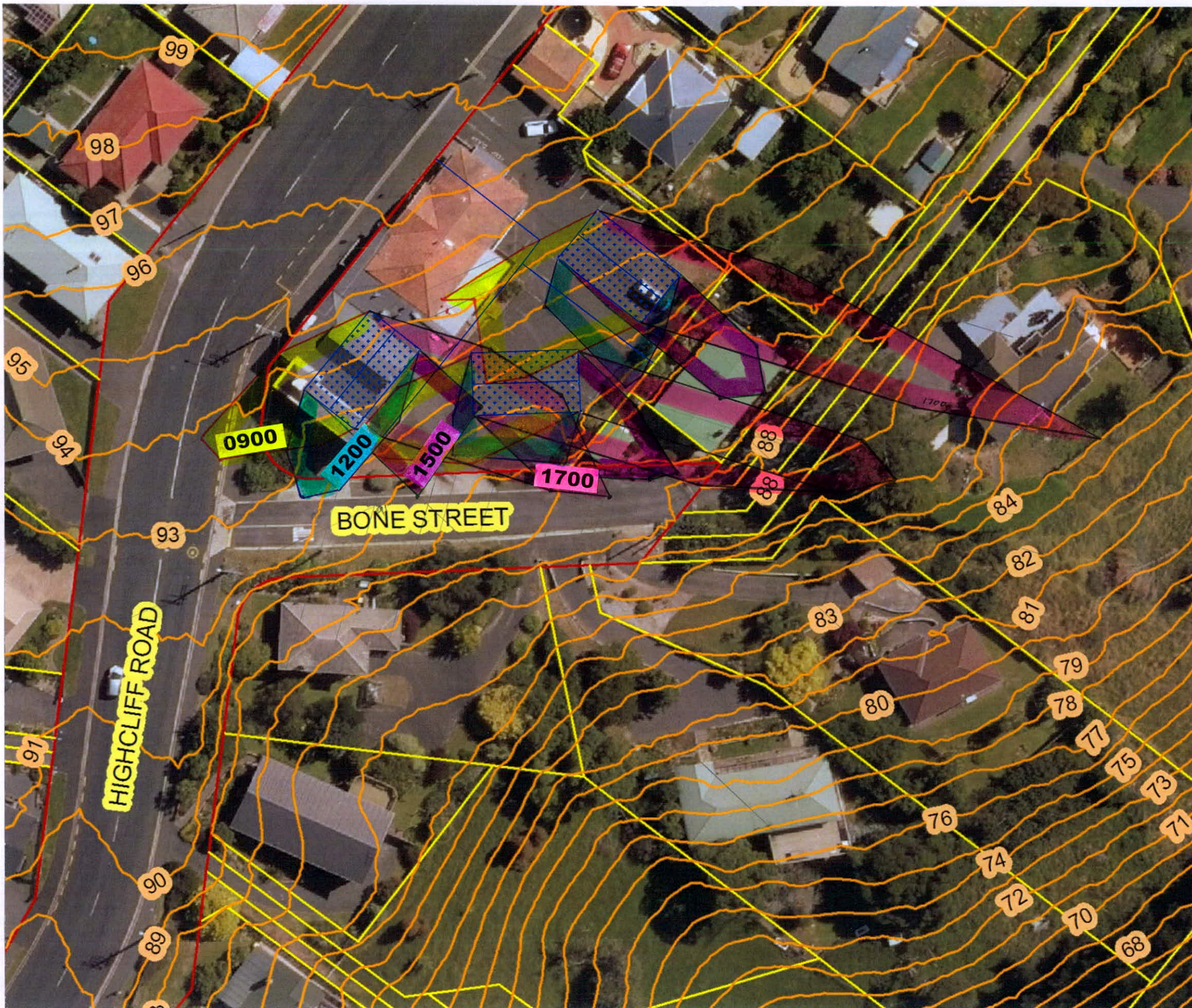
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Job Ref: D15122	Sheet No: 3 of 9	Revision No: B Date Created: 21-04-2016



Possible 3 Lot Development Equinox

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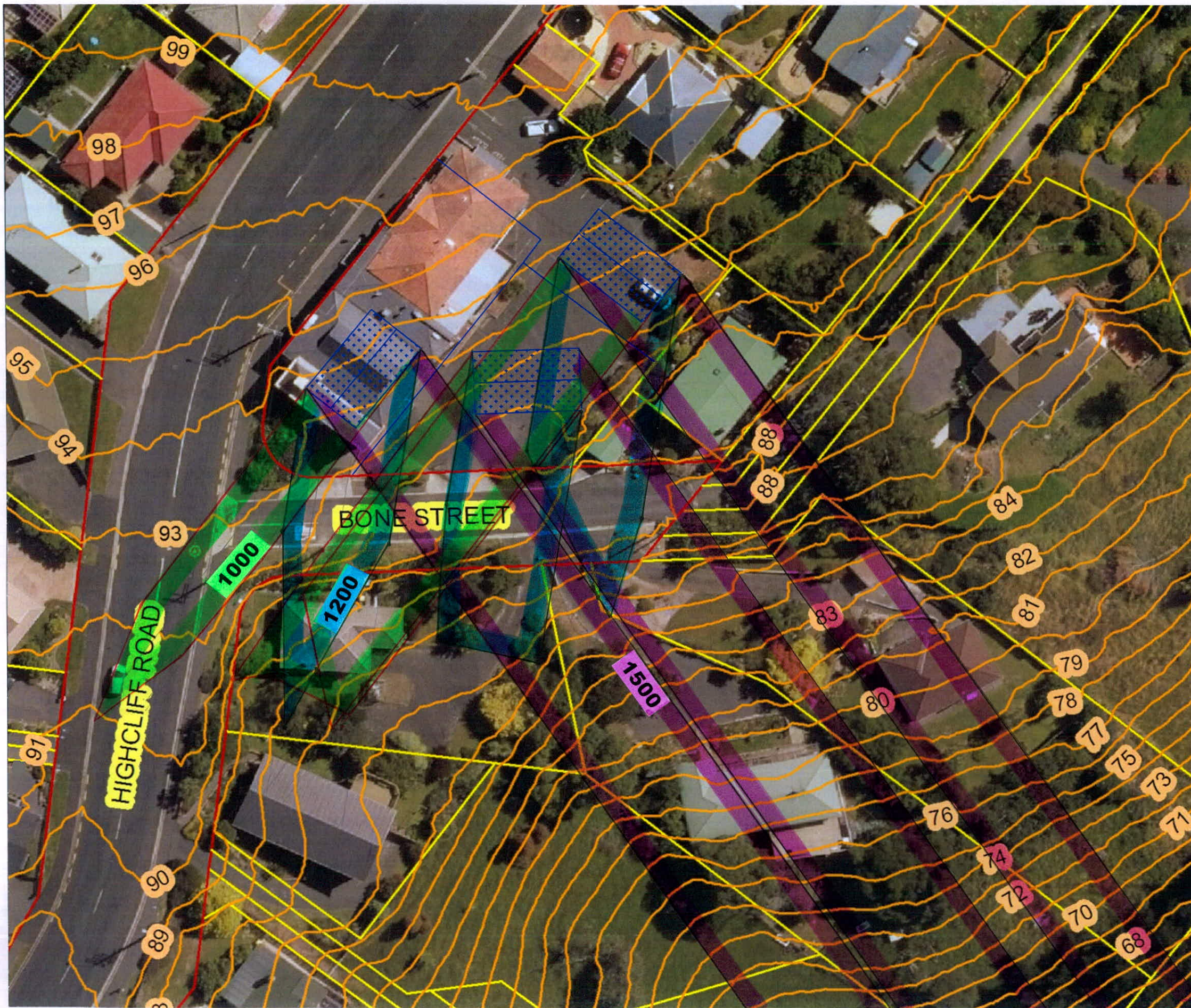
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Client/Location:
Anderson & Co
 140 Highcliff Road
 Dunedin

Purpose/Drawing Title:
Shadow Diagram

Surveyed by:		Original Size:	Scale:
Designed by:		A3	1:500
Drawn by:	BWM		
Checked by:			
Approved by:			DO NOT SCALE
Job Ref:	Sheet No:	Revision No:	Date Created:
D15122	6 of 9	B	21-04-2016



Possible 3 Lot Development Winter

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		9 of 9	B
		Date Created:	21-04-2016

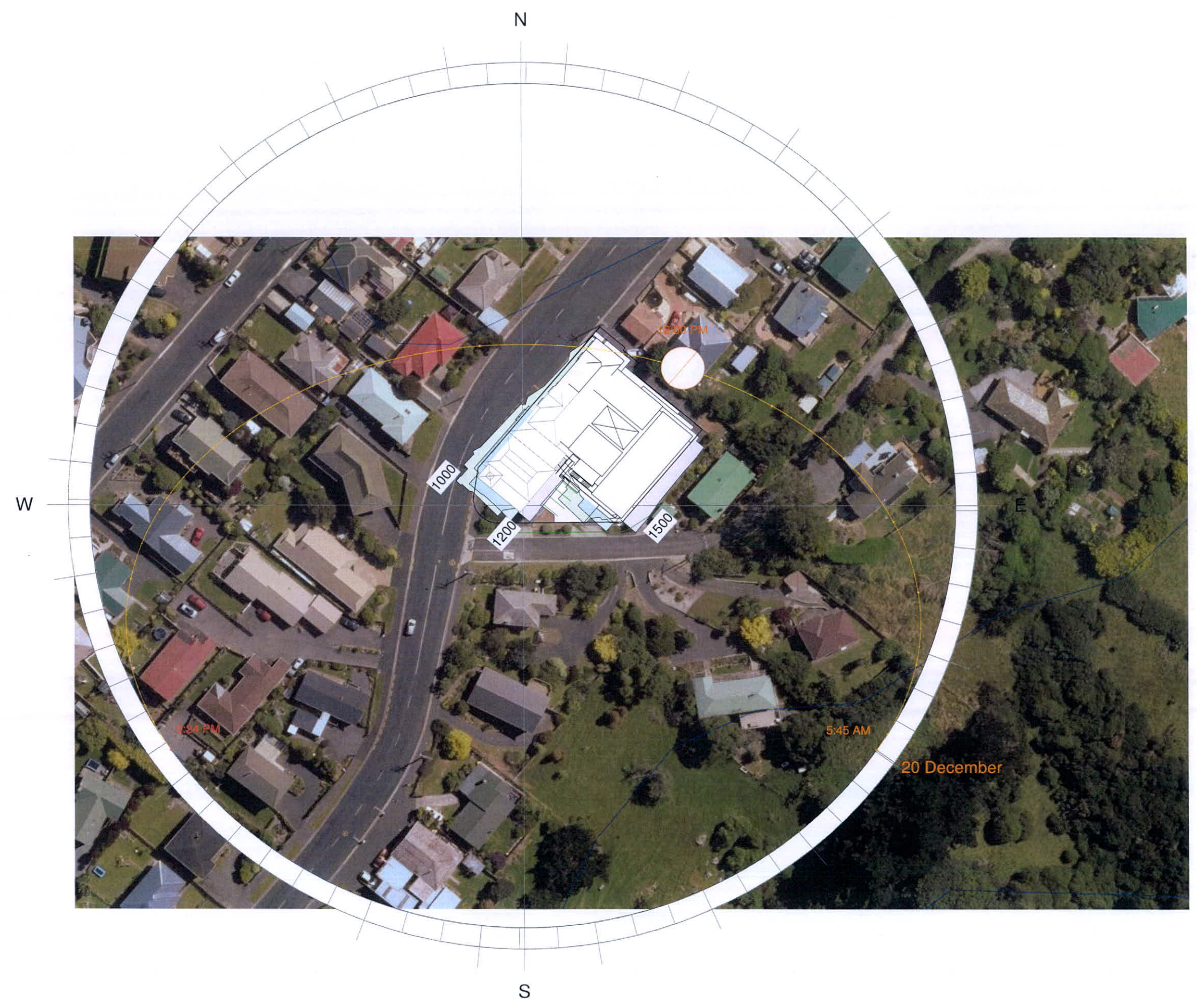
Shadow Diagram - Summer Solstice

NO.	DESCRIPTION	DATE
SCALE @ A3.	1 : 1000	
PROJECT No.	A521	
PLOT DATE.	9/05/2016 11:49:22 AM	

Resource Consent

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1 Shadow Diagram - Summer Solstice 20 December
SCALE @ A3 - 1 : 1000

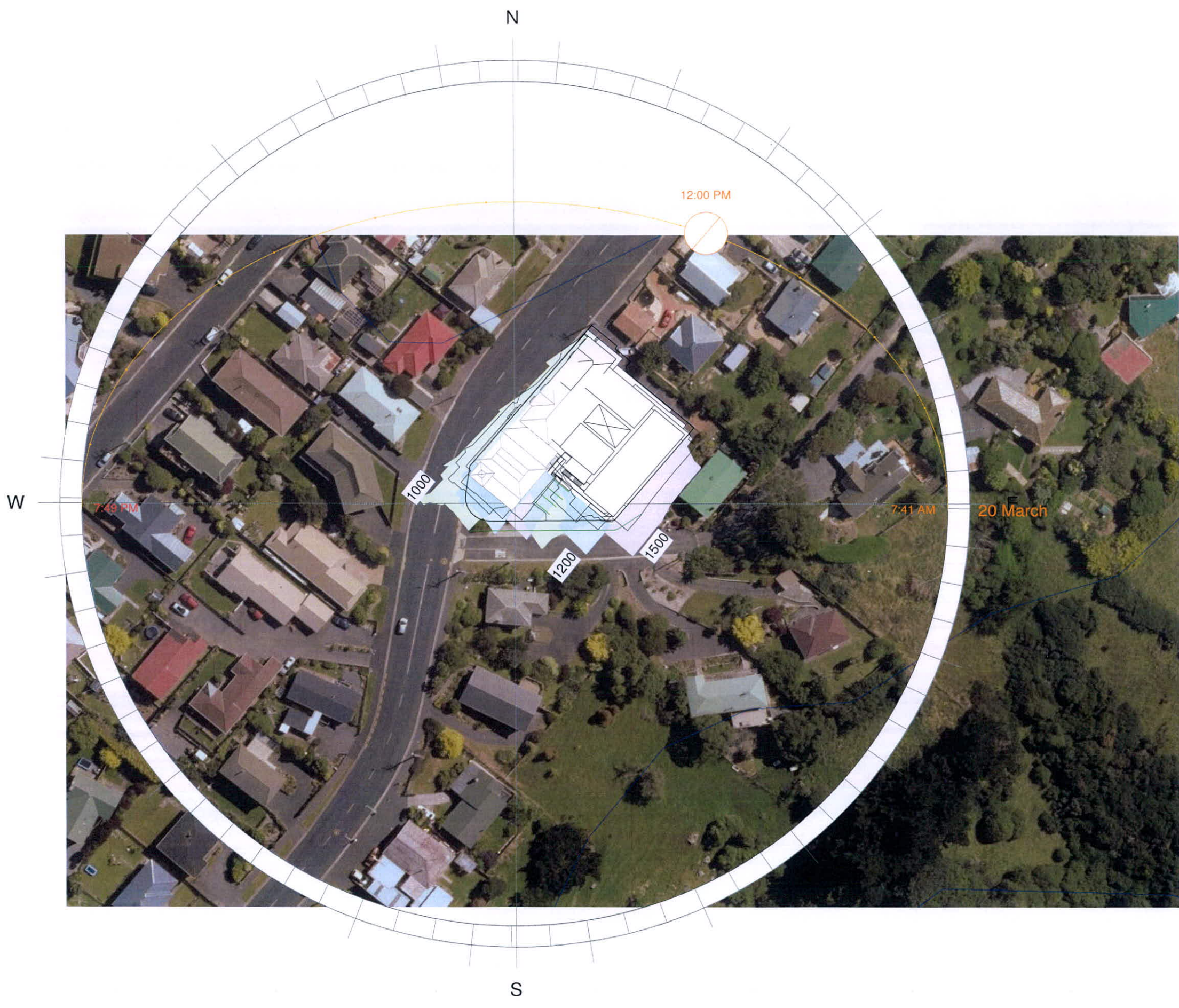
Shadow Diagram - Equinox

NO.	DESCRIPTION	DATE
SCALE @ A3	1 : 1000	
PROJECT No.	A521	
PLOT DATE	9/05/2016 11:49:24 AM	

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1 Shadow Diagram - Equinox 20 March/September
SCALE @ A3 - 1 : 1000

A110 Rev.

SHIEL HILL DEVELOPMENT
Bone Street, Dunedin

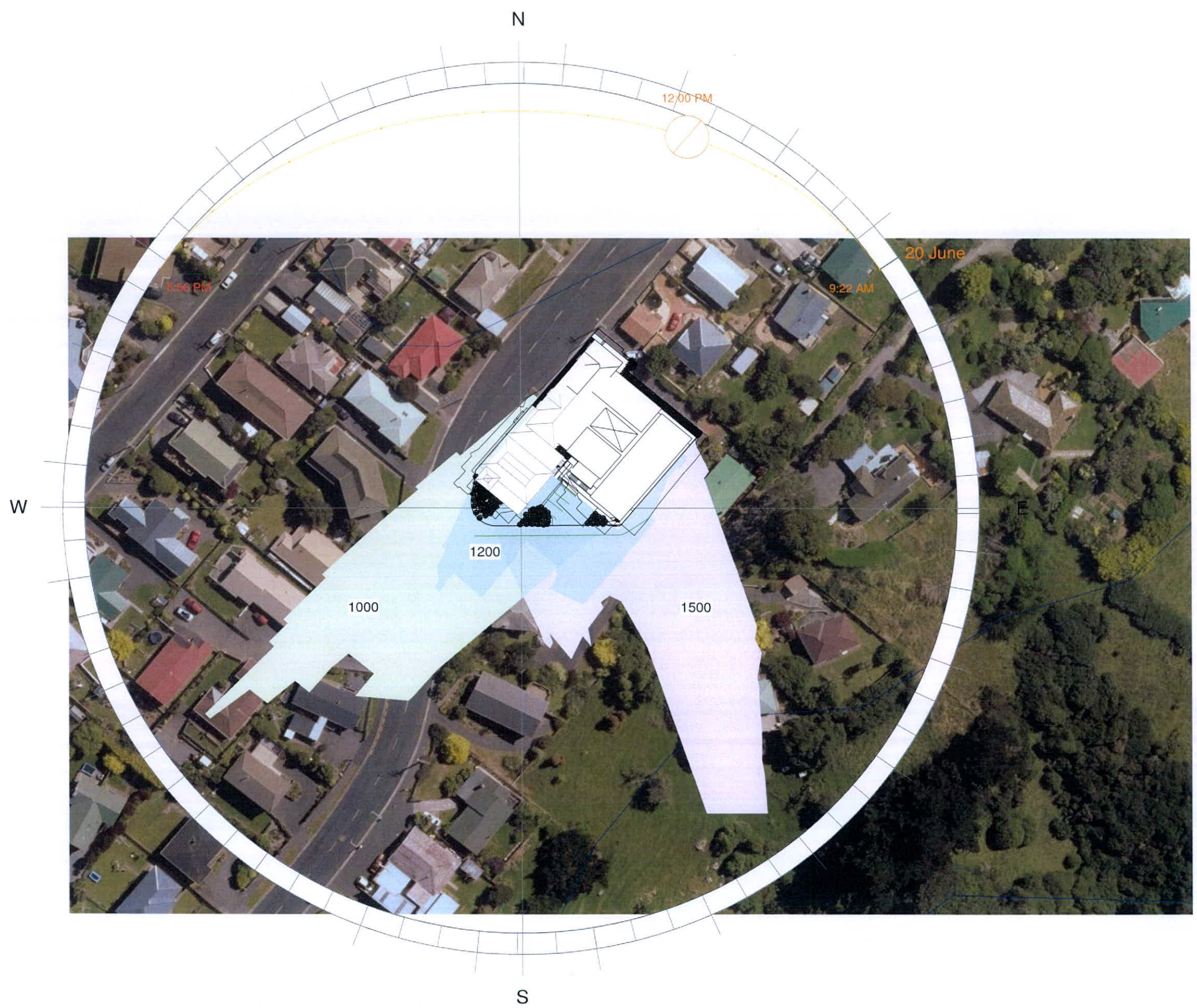
Shadow Diagram - Winter Solstice

NO.	DESCRIPTION	DATE
SCALE @ A3	1 : 1000	
PROJECT No.	A521	
PLOT DATE.	9/05/2016 11:49:21 AM	

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1 **Shadow Diagram - Winter Solstice 20 June**
A300 SCALE @ A3 - 1 : 1000