

TO: John Sule, Senior Planner

FROM: Logan Copland, Graduate Planner – Transport

DATE: 04 December 2018

Subject: **LUC-2018-664**
16 COAST ROAD, WAIKOUAITI

Application:

Land use consent is sought to establish a contractor yard and landscape supplies retailer at the above rural site near Waitati. The site is 4ha in area and is currently in pasture. The contractor yard will occupy part of the southern portion of the site that is bisected by a stream. The site will be accessed from King Street, which adjoins the state highway. The applicant has obtained affected party approval from the NZTA, subject to conditions of consent.

The site is zoned Rural under both District Plans. Waikouaiti-Waitati Road is classified as a National Road (Limited Access) under the District Plan's Roding Hierarchy, and as a Strategic Road in the 2GP's Road Classification Hierarchy. The NZTA is the Road Controlling Authority (RCA) for Waikouaiti-Waitati Road. King Street is classified as a Local Road under both District Plans.

Access:

The site is currently accessed directly from State Highway 1 (SH1), and passes through the adjoining property at 1870 Waikouaiti-Waitati Road via a right of way easement. The applicant proposes to close the existing access from SH1, and construct a new access extending from King Street. The proposed vehicle crossing will be located approximately 40.0m from the State Highway 1/King Street Intersection and upgrades to the formation of King Street are required, and detailed further below. The access must be a maximum 9.0m formed width, hard surfaced for from the edge of the seal of King Street, to a distance of not less than 5.0m inside the property boundary, and be adequately drained for its duration. The vehicle crossing must be constructed to DCC Transport's industrial specification.

It is advised that the vehicle crossing, between the road carriageway and the property boundary, is within legal road and will therefore require a separate vehicle entrance approval from DCC Transport to ensure that the crossing is constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this is not included as part of the resource consent process).

Parking/Loading/Manoeuvring:

The applicant states that there will be ample onsite car parking for the proposed activities, and that as many car parks can be formed as necessary to cater for the parking demand onsite. With regard to the anticipated parking demand, the applicant refers back to Rule 10.5.2 (a) of the Operative District Plan, which outlines minimum parking requirements for industrial and service activities. Parking demand is calculated based on gross floor area (GFA) of buildings onsite.

The proposed GFA of all buildings on the site is shown as 211m², therefore requiring 4 onsite car parks for staff members, plus a single visitor park. According to the Operative District Plan, the proposed activity is required to provide no less than 5 onsite car parks. The applicant acknowledges that 5 onsite car parks is inadequate for the proposed activity, and consequently proposes to provide 10 onsite car parks and 7 truck/plant parks. A further 3 car parks will be allocated to the builder yard area. The application also states that more car parking can be provided onsite if required. Transport considers the proposed parking arrangements to be acceptable.

Transport identifies no concerns regarding onsite manoeuvring.

Signage:

The applicant proposes to construct a sign at the entrance to the site fronting King Street. The sign will read: "Cargill Contracting Ltd" and "Mopanui Studio Homes" and will be 6.0m tall, 3.0m wide and 1.5m deep. The sign will be free standing and located entirely within the site boundaries. The size of the proposed sign will not comply with the 2GP Rules, which limit signs to a maximum height of 2.0m, 1.0m² per display face and 1.0m maximum width. Transport anticipates no traffic safety concerns associated with the sign, due to the low volume use of King Street. Further, the sign will depict the names of the business operating within the site only, and will not mimic regulatory road signage. The proposed sign must be constructed within the site boundaries.

Generated Traffic:

According to the DCC RAMM database, King Street has an estimated ADT of approximately 70 vehicles, with 1.11% of these being heavy vehicles. The proposed activity will generate additional traffic to approximately the first 40.0m of King Street. The scale of this traffic will vary, but will include B-Trains, loaders, forklifts and standard motorcars.

The applicant anticipates approximately 1100 truckloads (8-10 truckloads per day) of fill will be required to complete the preparation of the site, which will be undertaken in 2 two stages over a 6-month period. It is advised that the applicant will require a traffic management plan (TMP), prepared by a suitably qualified person, if the proposed works affect the normal operating hours of the transportation network. The TMP will need to be approved by DCC Transport, prior to any works commencing.

King Street:

King Street is a low-volume Local Road, comprising a narrow, metalled formation. As outlined above, according to the DCC RAMM Database, King Street currently serves 70 ADT. The existing King Street formation is currently approximately 4.0m wide, and therefore does not adequately accommodate for two-way traffic. Transport considers King Street to have a substandard formation to serve the proposed industrial activity, given that the road will be required to serve heavy vehicles and a general increase of daily traffic.

Further, Cargill Contracting Ltd employs 20 staff, which may all be required to enter the site each morning for team meetings. The staff arrivals/departures are anticipated to vary, depending on the work type and location i.e. some staff may go directly to their place of work, bypassing the need to access the site. However, Transport considers it appropriate to provide for the 'worst case scenario', thereby anticipating 20 staff arriving/departing on a daily basis. There will also be a commercial aspect of the development, as landscaping supplies will be available for public purchase.

While the proposed activity would generally require the road to be constructed to an industrial standard as per the DCC Code of Subdivision and Development 2010, i.e. a

9.5m wide carriageway, Transport considers it appropriate in this case for the road to be constructed to a residential standard, thereby having a 6.0m carriageway. This is because the length of the road that is required to be upgraded is relatively short, comprising approximately 45.0m. Transport considers that if the road is constructed to a residential standard in terms of its geometric design, the adverse effects of the proposed industrial activity on the surrounding transport network will be sufficiently mitigated.

As a result of the aforementioned factors, Transport considers that the first 45.0m of King Street must be upgraded so as to achieve a 6.0m wide carriageway, comprising two 3.0m vehicle lanes with appropriate pavement construction and water tables. 45.0m is considered appropriate to allow for heavy vehicles to manoeuvre in and out of the site, without causing any damage to the edge of the seal. Detailed engineering plans showing the upgrades of the first 45.0m of King Street, beginning at the edge of the existing seal, must be submitted to and approved by DCC Transport Group prior to construction. Upon completion of the upgrades of King Street, all works must be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development, or alternative appropriate engineering guidelines. Upon completion of all roading works, the works must be certified as having been constructed in accordance with the approved plans and specifications, and as built plans must be provided to the DCC Transport Group.

Conclusion

Transport considers the effects of this proposed development on the transportation network to be no more than minor, subject to the following condition(s) and advice note(s):

Conditions:

- (i) The access must be a maximum 9.0m formed width, hard surfaced from the edge of the seal of King Street, to a distance of not less than 5.0m inside the property boundary, and be adequately drained for its duration.
- (ii) The new vehicle crossing must be constructed to DCC Transport's industrial specification.
- (iii) The proposed sign must be located wholly within the site boundaries.
- (iv) the first 45.0m of King Street, beginning at the edge of the existing seal, must be upgraded to achieve a 6.0m wide carriageway, comprising two 3.0m vehicle lanes with appropriate pavement construction and water tables.
- (v) Detailed engineering plans showing the upgrades of the first 45.0m of King Street, beginning at the edge of the seal, must be submitted to and approved by DCC Transport Group prior to construction.
- (vi) Upon completion of the upgrades of King Street, all works must be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development, or alternative appropriate engineering guidelines.
- (vii) Upon completion of all roading works, the works must be certified as having been constructed in accordance with the approved plans and specifications, and as built plans must be provided to the DCC Transport Group.

Advice notes:

- (i) It is advised that the vehicle crossing, between the road carriageway and the property boundary, is within legal road and will therefore require a separate vehicle entrance approval from DCC Transport to ensure that the crossing is constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this is not included as part of the resource consent process).

- (ii) It is advised that the applicant will require a traffic management plan (TMP), prepared by a suitably qualified person, if the proposed works affect the normal operating hours of the transportation network. The TMP will need to be approved by DCC Transport, prior to any works commencing.