

Memorandum

TO: Robert Buxton, Consultant Planner

FROM: Logan Copland, Graduate Planner – Transport

DATE: 15 November 2018

Subject: **SUB-2018-118**
33 GLADFIELD ROAD, EAST TAIERI

Application:

Resource consent is sought to subdivide the above site into 2 lots. Lot 1 of 5.3ha will be created for the purpose of residential development, with a building plan proposed near the southern boundary of the proposed lot. Lot 2 of 15.8ha will retain the Gladfield Country Golf Course and associated clubrooms, and the land use function of the site will remain unchanged.

The site is zoned Rural under the Operative District Plan and is zoned Taieri Plain Rural in the 2GP. Access to Lot 1 will be from Gladstone Road South, classified as a Local Road in the District Plan's Rooding Hierarchy; and access to Lot 2 will be from Gladfield Road, also classified as a Local Road in the District Plan's Rooding Hierarchy. Both roads are Local Roads in the 2GP's Road Classification Hierarchy. The subdivision is non-complying in both District Plans.

Access:

Access to Lot 1 will be achieved directly from Gladstone Road South. The access is currently constructed as a farm access, and will require upgrading to meet District Plan requirements. Transport considers that the access to Lot 1 must be a minimum 3.5m formed width and be adequately drained for its duration. 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 access is constructed/upgraded in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this is not included as part of the resource consent process).

Access to Lot 2 will continue to be achieved via the existing vehicle crossing to Gladfield Road. The use of the access will not change as a result of this subdivision. After inspection, Transport notes that there is some loose material migrating from the subject site onto the carriageway of Gladfield Road. By way of mitigation, Transport considers that the applicant must undertake all practicable measures to prevent loose material being tracked from the subject site onto the carriageway of Gladfield Road.

Parking/Manoeuvring:

If this was to be assessed by the Operative District Plan, there would be no onsite parking requirements for proposed Lot 1, as it is a rural site and will not front a state highway. However, the 2GP provisions would require onsite parking to be established on the site, pursuant to Rule 15.5.8 (2). The number of parks would be determined by the number of habitable rooms on the site, with 1-4 habitable rooms requiring 1 car park; and 5 or more habitable rooms requiring 2 car parks.

It is advised that in the event of future development on Lot 1, Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application. Onsite parking provisions for Lot 2 (golf course) will remain unchanged as a result of this subdivision consent and are considered to be acceptable.

Generated Traffic:

It is considered that the effects of this proposal on the transportation network will be no more than minor.

Conclusion

Transport considers the effects of this proposed development on the transportation network to be no more than minor, subject to the following conditions and advice notes:

Conditions:

- (i) The access to Lot 1 must be a minimum 3.5m formed width and be adequately drained for its duration.
- (ii) The applicant must undertake all practicable measures to prevent loose material being tracked from the subject site onto the carriageway of Gladfield Road.

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 access 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 in the event of future development on Lot 1, Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application.