



Memorandum

TO: Lianne Darby, Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 10 October 2017

SUBJECT: **SUB-2017-49 & LUC-2017-255**
94 HOLYHEAD STREET, OUTRAM

Application: Consent is sought to subdivide proposed Lot 27 SUB-2017-32 at 94 Holyhead Street, Outram, into 15 residential lots, road and accessway. The lots will be residential lots ranging in size from 1010m² to 1550m².

Access: It is proposed that a new road extending from the cul-de-sac head of SUB-2017-32 will vest as road, terminating in a new cul-de-sac head. This road extension (comprising Lots 47 and 48) will serve Lots 33 to 41, 43, 44 and 53. Transport considers the proposed road extension to be generally in accordance with design guidance contained in the Dunedin Code of Subdivision and Development 2010.

A pedestrian accessway (Lot 50) will be constructed between the proposed new road and Mountfort Street. The applicant states that the proposed accessway will be gravelled only. Transport does not support the accessway being unsealed as it is not in accordance with Council requirements and is likely to become a future maintenance concern. It is therefore recommended that the accessway formation be sealed for its full duration.

It is proposed that Lots 42, 45 and 46 will come off Mountfort Street, for which the New Zealand Transport Agency (NZTA) is the road controlling authority. The NZTA have provided a neutral submission with regard to the application, subject to six conditions being imposed should Council approve the subdivision. These relate to the adequacy of sight distance at the State Highway 87 intersection, and include recommendations that Lots 42, 45 and 46 are not accessed from Mountfort Street.

Transport generally supports the intent of the conditions promoted by the NZTA. However, we do not support their proposed condition that the accessway be converted into a right of way to enable vehicle access to Lots 42, 45, and 46 from the proposed cul-de-sac, as accessways are provided for non-motorised traffic only. Instead, alternative access provisions for these lots should be explored in order to enable them to be accessed from the proposed cul-de-sac.

Standard consent conditions for the proposed roads to vest should be imposed. Specifically, detailed engineering plans, showing the details of the construction of the proposed roads to vest, and accessway, shall be submitted to and approved by the DCC Transport Group prior to construction.

Upon completion of construction of the new roading infrastructure, all works shall be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development. Upon completion of all the roading infrastructure, the works shall be certified as having been constructed in accordance with the approved plans and specifications, and as-built plans shall be provided to the DCC Transport Group.

Similarly, standard consent conditions relating to the private rights of way should also be imposed. The full length of Right of Way E shall be a minimum 5.0m formed width, adequately drained, and hard surfaced for its duration.

Parking/Manoeuvring: It is advised that in the event of any future development on the site, Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application.

Generated Traffic: Subject to recommended consent conditions, outlined below, the adverse effect of traffic generated by the proposed subdivision is considered to be no more than minor.

Conclusion: Transport considers the proposed subdivision to be acceptable, subject to the consent conditions recommended by the NZTA (except for the conversion of Lot 50 to a right of way), and the following consent conditions and advice notes:

Conditions:

- (i) Detailed engineering plans, showing the details of the construction of the proposed roads to vest, and accessway, shall be submitted to and approved by the DCC Transport Group prior to construction. The proposed roading infrastructure designs shall comply with DCC Code of Subdivision and Development 2010, and the proposed accessway formation shall be sealed for its duration.
- (ii) Upon completion of construction of the new roading infrastructure, all works shall be tested to demonstrate that they meet the acceptance requirements of the DCC Code of Subdivision and Development.
- (iii) Upon completion of all the roading infrastructure, the works shall be certified as having been constructed in accordance with the approved plans and specifications, and as-built plans shall be provided to the DCC Transport Group.
- (iv) Alternative vehicle access shall be provided to enable Lots 42, 45, and 46 to enable them to be accessed from the proposed cul-de-sac.
- (v) The full length of Right of Way E shall be a minimum 5.0m formed width, adequately drained, and hard surfaced for its duration.

Advice notes:

- (i) It is advised that a formal agreement be drawn up between the owners/users of all private accesses in order to clarify their maintenance responsibilities.
- (ii) It is advised that in the event of any future development on the site, Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application.



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