



Memorandum

TO: Lianne Darby, Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 8 December 2017

SUBJECT: **LUC-2017-418**
401-403 HIGH STREET, DUNEDIN

Application: Consent is sought for a community support activity within a new building within the above sites, plus a reconfiguration of existing residential activities.

Access: The dwelling at 401 High Street has an existing garage at the front of the site, with access directly to High Street. The applicant notes that the garage will be used to teach carving and store related tools, in line with the present situation. The existing access provisions for this dwelling will remain unchanged which is considered to be acceptable.

It is noted that the dwelling at 402 High Street is not provided with vehicle access, and this situation will remain unchanged as a consequence of the proposed development. Transport considers this to be acceptable.

The existing dwelling and proposed new building at 403 High Street will achieve vehicle access via the existing vehicle access from High Street. The existing vehicle access is considered to be constructed in general accordance with District Plan requirements, and is not considered to require upgrade as a consequence of the proposed development.

Parking: It is stated in the application that the applicant owns two vans which typically park on the street outside the site. The applicant also states that due to the nature of activities within the site, it is very rare for visitors/participants to own and use a vehicle. Three on-site parking spaces will be provided in the garage within the proposed new building at the rear of 403 High Street.

Given the unique characteristics of the activities within the site, as described in the application, Transport considers these parking provisions to be acceptable. The surrounding transport network is considered to have sufficient capacity to absorb any parking shortfall that may be generated by the existing and proposed activities.

Manoeuvring: The existing garage at 401 High Street is not provided on-site manoeuvring, though as this is the existing situation it is considered to be acceptable. The proposed garaging within the new building at the rear of 403 High Street will be provided on-site manoeuvring.

Generated Traffic: The adverse effects relating to traffic generated by the proposed are anticipated to be no more than minor.

If necessary, construction-related traffic effects can be dealt with by way of temporary traffic management. Temporary traffic management is normally dealt with outside the resource consent process.

Conclusion: Transport considers the proposed development to have no more than minor adverse effect on the safety/functionality of the transport network.

A handwritten signature in black ink, appearing to read 'Grant Fisher', with a stylized, cursive script.

Grant Fisher
Planner/Engineer
Transport