

## Memorandum

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**TO:** Melissa Shipman, Planner

**FROM:** Grant Fisher, Planner/Engineer Transport

**DATE:** 2 February 2018

**SUBJECT:** **LUC-2017-361**  
**5 CLARK STREET, DUNEDIN**

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**Application:** Consent is sought to establish a new 7-bedroom apartment on the ground floor, and reconfigure the three existing apartments on the first floor, of the building at 5 Clark Street, Dunedin. The reconfiguration of the first floor apartments will result in an additional habitable room.

**Access:** Vehicle access to the on-site parking area will be via the existing hard surfaced driveway from Clark Street. It is noted that the vehicle access will not meet the 4.5m width requirement for four residential units as required by the District Plan. The vehicle access width is, however, considered to be acceptable as per provisions of AS/NZS 2890.1:2004, Clause 3.2.2. Overall, Transport considers the existing vehicle access provisions to be acceptable to serve the proposed development.

**Parking:** Transport accepts that each of the upstairs unit will generate need for a single parking space, and the larger 7-bedroom unit will generate need for two parking spaces. Four parking spaces can be accommodated within the site, leaving a shortfall of a single parking space.

The application notes that kerbside parking in the immediate vicinity of the site is presently time-restricted, and that the site is located in close proximity to the CBD. The applicant will also create two bicycle parks within the site. It is stated in the application that given these aspects any likely parking shortfall generated by the proposed development "should not be fatal to the application".

Transport generally agrees, and considers the anticipated parking shortfall to be acceptable in this instance. It is considered appropriate that each on-site parking space be allocated to each unit. Allocation of a parking space to each unit will, in particular, ensure that the largest 7 bedroom unit will be guaranteed on-site parking, which will minimise the effect of any parking shortfall created by that unit to only a single motorcar.

Normal consent conditions are recommended, below, in order to ensure the safe and efficient use of the parking area within the site.

**Manoeuvring:** On-site manoeuvring is not required as Clark Street is classified as a Local Road. Nevertheless, there is generally considered to be sufficient manoeuvring space within the site to enable vehicles to drive onto and off Clark Street in a forward direction.

**Conclusion:** The proposed development can be supported from a transport perspective, subject to the following:

**Conditions:**

- (i) All on-site parking spaces shall be permanently marked in accordance with the layout in the consent application.
- (ii) Each on-site parking space shall be allocated individually to each of the residential units.
- (iii) Dedicated, covered, and secure storage for at least two bicycles shall be provided within the site.



Grant Fisher  
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