

**BEFORE THE COMMISSIONERS ON
BEHALF OF DUNEDIN CITY COUNCIL**

IN THE MATTER of Application for Resource Consent
under Section 88 of the Resource
Management Act 1991

BY **NZ HORIZON HOSPITALITY
GROUP LIMITED**

LUC 2017-48 and SUB 2017-26

RESPONSE TO ANDREW CARR EVIDENCE

**GALLAWAY COOK ALLAN
LAWYERS
DUNEDIN**

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INTRODUCTION

1. Following a review of the evidence provided by Andrew Carr. I have assessed his evidence and consider some of the concerns he has are valid. The plans for the hotel have been revised to address these concerns and the specific changes assessed in the following paragraphs.

Long section of the perimeter roadway

2. This was the point that Mr Carr considers critical to the functioning of the hotel. I accept the issues identified are worthy of review and a new design for the internal parking layout and access has been prepared which shows that a solution that complies with industry standards can be demonstrated. There may be other solutions that will also function appropriately and these can be assessed during detailed design to ensure the optimal solution has been prepared. Noting that details will evolve as the structural engineering design proceeds, items such as column spacing for example may change allowing for additional carparking spaces or requiring different manoeuvre paths within the building. Hence, a solution that demonstrates an acceptable design is available is required at resource consent stage with further refinement for building consent in accordance with any conditions imposed at resource consent. These new plans demonstrate an acceptable design.
3. Although AS2890.2-2002 "Commercial Vehicle Parking" has never been adopted as a NZ standard, it has been used to assess the design criteria for the manoeuvring of buses and trucks around the site. The design vehicle from AS2890.2 is the Heavy Rigid Vehicle (HRV) which most closely resembles a coach and encompasses a small rigid truck. Mr Carr outlines the critical criteria for gradients and changes of gradients within the circulating roadway.
4. The new design presented today has a maximum longitudinal gradient of 1:6 with transition ramps at each end. This slightly exceeds the maximum recommended gradient of 1:6.5 from AS2890.2 but I am confident that with appropriate treatment through detailed design that this could become compliant. The maximum change of gradient in both the summit and sag curves is 7% which is well within Mr Carrs

recommended limits. However, the final design will be checked and modified if necessary using the templates in Appendix A of AS2890.2.

5. Therefore, it can be concluded that the perimeter circulating roadway will perform well for both passenger vehicles and heavy vehicles including coaches and small delivery trucks.

Parking requirements

6. My calculation of the parking requirements for the site is consistent with the Dunedin City Plan requirements. The activity is a hotel and will be promoted as such. There will be 210 hotel rooms, 64 apartments and 4 penthouses. While owners of the apartments and penthouses will have the opportunity to offer their units to the hotel for management as hotel rooms, there is no obligation on either party to make or accept the offer. Hence, there will be between 210 and 278 hotel rooms available. The percentage of hotel rooms will be between 100% and 75% depending on how many of the units are offered and accepted. Even at 75% with all apartments and penthouses under hotel management, the activity is still predominantly a hotel and I have assessed it as such. I consider the presence of a kitchen in the apartments and penthouses to be irrelevant to the calculation. Any apartments or penthouses accepted for hotel management will simply be added to the existing 210 rooms as additional hotel stock.
7. However, if the Commissioners are of a mind to accept Mr Carrs assessment, it should be noted that the parking supply has increased with the new plans to 86 car parking spaces on site.
8. Note also that 5 coach parking spaces have been supplied on site to maximise compliance with the Operative Dunedin City Plan. I do not believe that these coach spaces will be required by the development. Coach drivers are unlikely to stay at the hotel and will find accommodation at other locations. They will also take the coach off site for cleaning and maintenance and will find parking for the coach near their accommodation. This is typical of other areas such as Tekapo where groups of coaches are seen parked together in locations remote from the accommodation unit.

9. It is important to also note that in the 2GP Dunedin City Plan coach parking will no longer be required. Note also that the parking ratio for visitor accommodation in the 2GP will be the following:

"In CBD, centres, WP, PPH, SSYP, CEC and HE zones: 1 parking space per 6 visitor accommodation units, where the activity is based on guest rooms (e.g. hotels)

In CBD, centres, WP, PPH, SSYP, CEC and HE zones: 1 parking space per 3 visitor accommodation units, where the activity is based upon units (e.g. motels)"

10. The car parking required under the 2GP will be 46 spaces for the 278 guest rooms if all are hotel rooms. Even under Mr Carrs calculation, the total requirement for car parking would be 58 car parking spaces. Since there have been no submissions against these clauses in the 2GP consultation process, it is extremely likely that these clauses of the proposed 2GP will be adopted. Assuming the 2GP becomes operative before the hotel is constructed, the new parking rates and deletion of the coach parking spaces could be used for design without need for further resource consent.

Traffic generation

11. The proposal is now that all circulation around the site will be in a clockwise direction. This has implications for the road network in that there are now additional traffic movements associated with the hotel that will access the proposed roundabout since valets will drive onto Moray Place when retrieving vehicles for the guests.
12. When a guest arrives at the hotel, their vehicle will be parked with 1 vehicle movement. Assuming they then leave the site for sightseeing etc once through the day, that would be 3 movements (valet exits the site, valet reenters the site, guest leaves the site). When the guest returns, that is another movement. Assuming a guest had vacated the hotel in the morning, that would be 3 more movements (valet exits the site, valet reenters the site, guest leaves the site). The total vehicle movements for guests and valets would then be 8 movements per parking space.

13. Assuming the car park is operating at capacity and all spaces are used by guests, the 86 car parking spaces could generate 688 vehicle movements per day. This is 344 cars entering the site at Moray Place and 344 cars leaving the site through the proposed roundabout.
14. The 4 spaces for public hot pools and 14 staff parking spaces previously identified separately have now been included in this calculation rather than separately.
15. It is anticipated that 8 coaches per day would use the site. This would be 1 trip to arrive in the evening to drop off guests and then leave and one trip to arrive the next morning to pick up guests then leave. This is a total of 32 coach movements per day assuming no coaches park on site.
16. As in the original ITA, 20 medium truck movements per day are expected.
17. This then is a total of 344 car movements and 26 coach and truck movements entering the site at Moray Place and the same number exiting the site onto the proposed Filleul St roundabout each day assuming the hotel is at capacity. This is an extreme case.
18. It has been estimated that the Filleul Street car park can currently generate at least 540 vehicle movements each day, all through the Filleul Street/Moray Place sign controlled intersection.
19. It is clear that even when all vehicles retrieved by the valets must exit and reenter the site, there is still likely to be less traffic generated at the Filleul Street exit than the current situation.

Moray Place/Filleul Street proposed roundabout

20. Mr Carr raises concerns about the roundabout design. This roundabout has not had any detailed design carried out. However, it is expected that a roundabout can be constructed at the intersection that will be safe and efficient. The central island as shown at this stage is a possible central island that will allow for circulation of coaches and HRV. A second lower level concentric ring with a larger radius is likely to be constructed to ensure that cars negotiate the intersection with a low speed.

21. Sight distances cannot yet be assessed since the detailed design has not been carried out. However, Mr Carr assumes the sight distance required from Moray Street east is equivalent to an approach speed on Filleul Street of 30 km/hr. This is incorrect and a lower approach speed will occur due to the deflection that occurs with Filleul Street being the minor road approach to a 3 leg roundabout. The maximum approach speed is likely to be less than 20 km/hr.
22. It goes without saying that as part of the standard design process, Dunedin City Council will be heavily involved in approving the design and will require a safety audit of the whole design of Moray Place including the Filleul Street roundabout and the results of any agreed urban design features on the road.

DUNEDIN MORAY PLACE HOTEL

MORAY PLACE, DUNEDIN

LEVEL 4

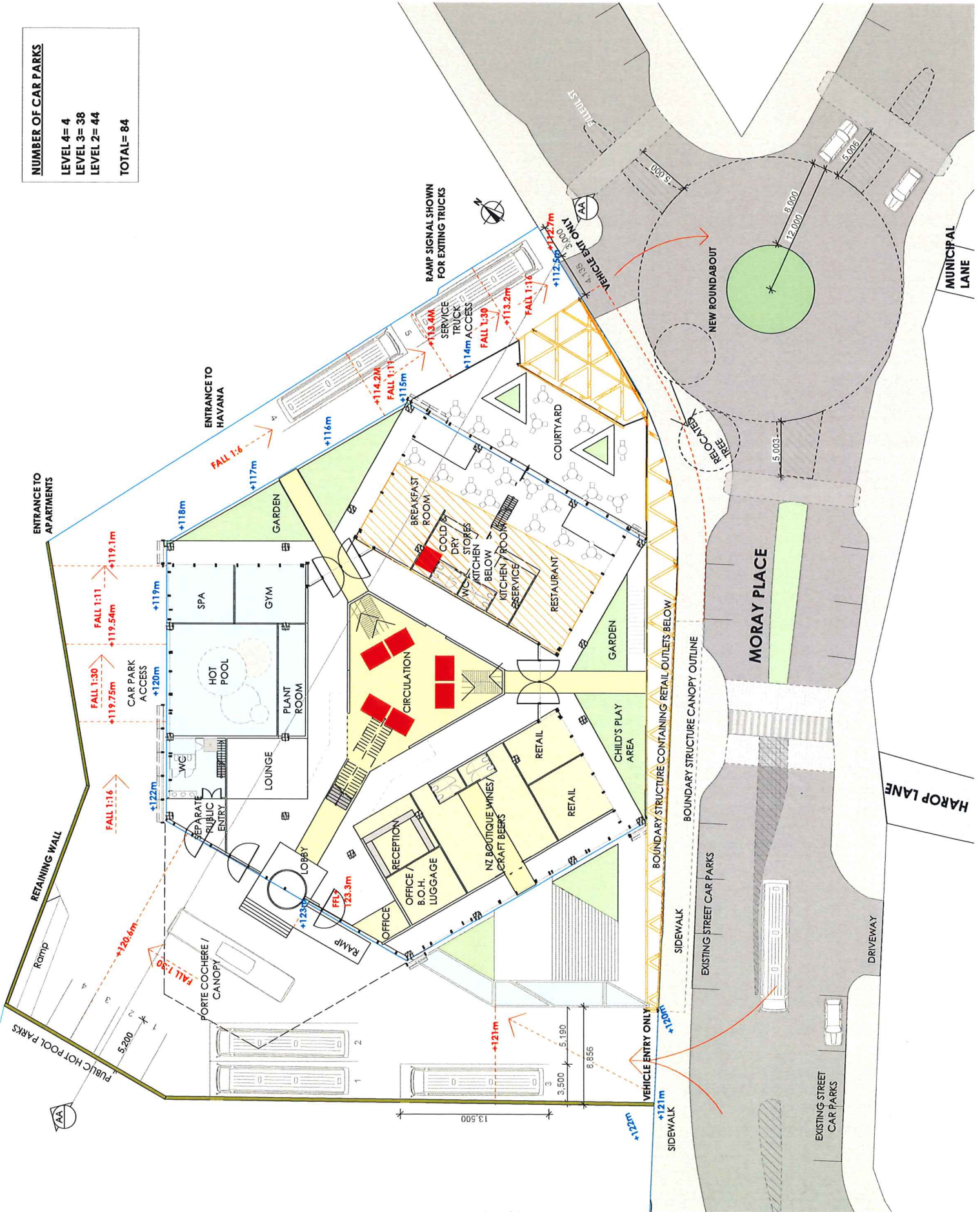
DATE: 28/07/2017 SCALE: 1:300 @ A3

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NZ HORIZON
 HOSPITALITY GROUP

NUMBER OF CAR PARKS	
LEVEL 4= 4	
LEVEL 3= 38	
LEVEL 2= 44	
TOTAL= 84	







NZ HORIZON
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DUNEDIN MORAY PLACE HOTEL

MORAY PLACE, DUNEDIN

LEVEL 2

DATE: 28/07/2017 SCALE: 1:250 @ A3

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DIMENSIONS OF CAR PARKS: 2.5m x 5.2m
ACCESSIBLE CAR PARKS: 3.6m x 5.2m

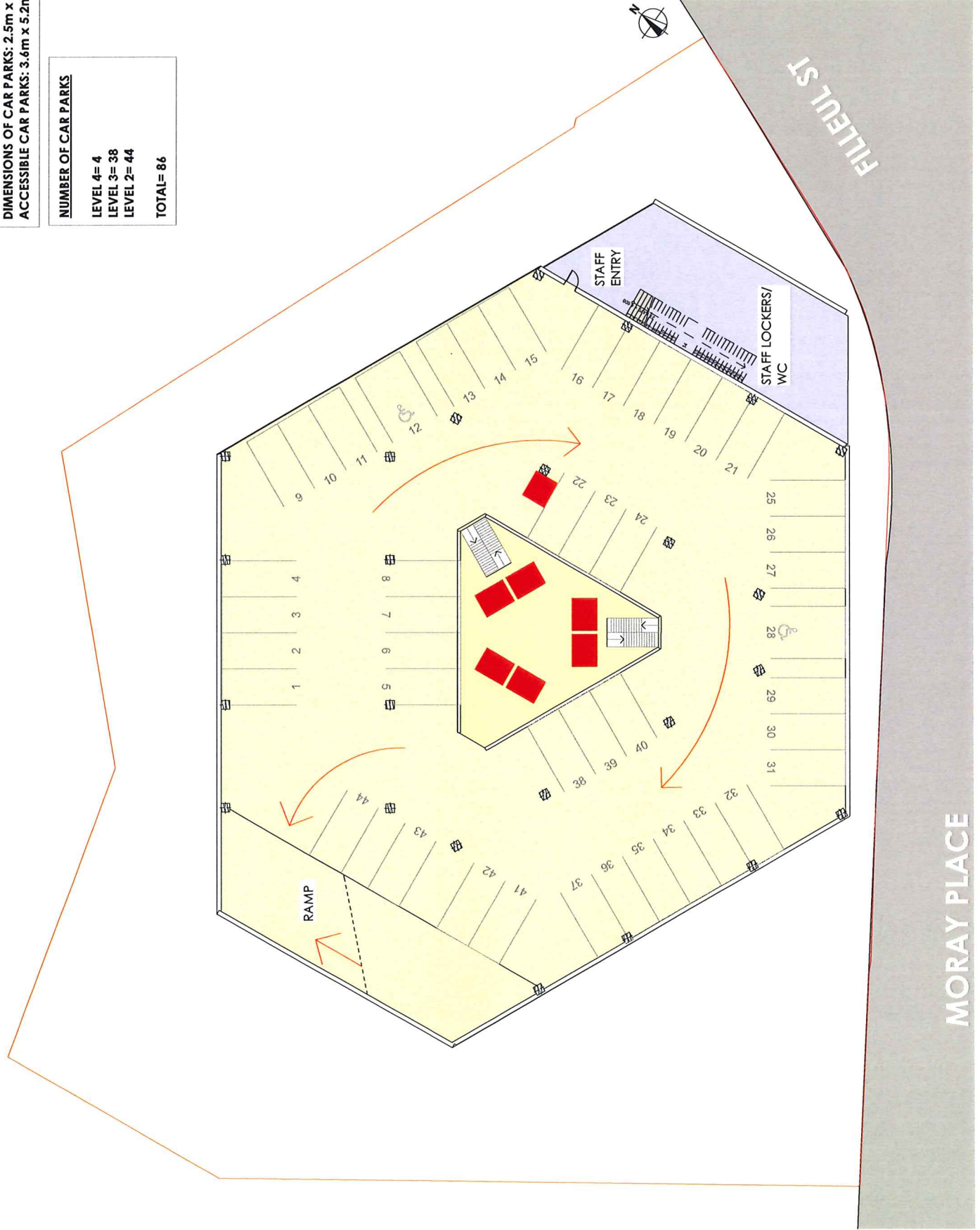
NUMBER OF CAR PARKS

LEVEL 4= 4

LEVEL 3= 38

LEVEL 2= 44

TOTAL= 86



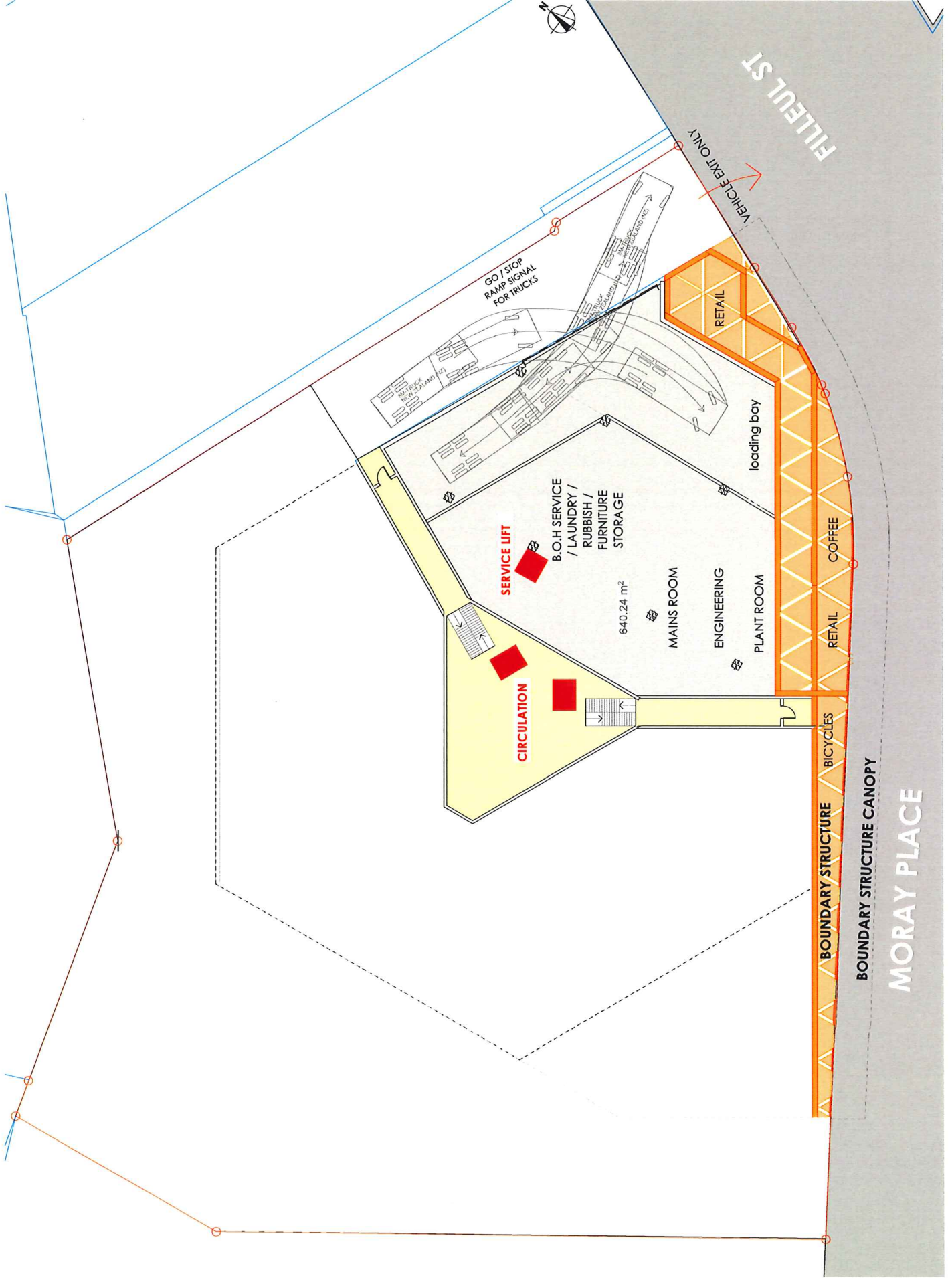
DUNEDIN MORAY PLACE HOTEL

MORAY PLACE, DUNEDIN

LEVEL 1

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SECTION AA

WORAY PLACE, DUNNEDIN

DUNNEDIN MORAY PLACE HOTEL

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