

TO: Consultant Planner

FROM: Consultant Planner – Transport

DATE: 7 June 2019

SUBJECT: LUC-2019-250 26 CENTRE ROAD, TOMAHAWK

APPLICATION:

This application relates to a proposal to establish short term visitor accommodation on the subject site. A 60m² building is proposed to be established close to the existing residential activity on the site, located close to Centre Road. The proposed single storey building will be fully self contained, providing accommodation for up to 4 persons within a single, two bedroom unit. The activity will be serviced via the existing driveway, located to the north of the property, and on site parking will be provided for the activity. The bund that is proposed to provide some screening of the activity is set well back from both the site's front boundary, and from the site access.

The site is located within the Rural Zone in the operative District Plan, and is within the Rural Peninsula Coast Zone in the proposed 2GP. The proposal is a discretionary activity due to a failure to meet setback requirements. The site is subject to a landscape annotation under the proposed 2GP, and Centre Road is identified as a local road in that Plan. On further investigation of the proposal, the following specific non-compliances with the proposed 2GP have been identified:

- Rule 6.6.1.5 which requires that parking areas provided for activities other than standard residential must be designed to manage water and stormwater appropriately, be hard-surfaced, and have individual spaces permanently marked (including mobility parks). In this instance, "working from home" is not considered to be standard residential, and as such these requirements apply.
- Rule 6.6.3.3, which identifies the maximum width for a vehicle access for residential activities ("working from home" is considered to fall within the definition of residential activity, as per the nested table contained in section 1.3.2 of the proposed 2GP) to be 6 metres.
- Rule 6.6.3.6, which requires that driveways adjoining a sealed legal road must be hard surfaced for five metres from the edge of the road
- Rule 6.6.3.9, which requires that the minimum formed width for the driveway is 3.5 metres. It is noted that the application does not identify whether compliance with this standard is achieved.

These aspects of the proposal are a restricted discretionary activity.

ACCESS:

The proposed activity will be serviced via the existing driveway for the residential activity on the site. The formation of the access is not particularly well maintained, and given the anticipated intensification of the use of this access in conjunction with this activity, it is appropriate that the non-compliances listed above are appropriately addressed. In this respect, it is noted that the formation of the driveway is showing signs of wear and edge break, and that gravel migration is impeding drainage along this portion of Centre Road (see photographs from 8 June 2019, attached).

The application does not provide detail to enable a full assessment of all matters relating to access, and as such, additional conditions are recommended to address these deficiencies.

For the avoidance of doubt, the location of the bund has been noted to be suitably set back from the site's front boundary such that it avoids any impact on sight distances achieved.

PARKING & MANOEUVRING:

Given the nature of the proposal, the proposed 2GP does not include any specific requirements relating to the number of car parks required to be provided, however does include requirements relating to the manoeuvring areas provided for any parking required for activities on the site. In this instance, the existing driveway will form the parking area for the proposed activity and is not hard surfaced. As set out above, the formation of the site access is such that it does result in some drainage issues, coupled with the gravel migration highlighted above and shown in the attached photographs.

Should the site access be suitably formed as recommended above, it is considered that the parking area is appropriate within the semi-rural context of the site. The effects of gravel migration and poor drainage are addressed by the appropriate formation of the access, and the retention of a gravel surface on the parking/manoeuvring area will not result in any additional adverse effects.

Given the size of the site, and the relatively flat topography in the immediately vicinity of the proposed accommodation unit, should on-site parking be provided for more than 5 vehicles, adequate manoeuvring space can be provided for the 85th percentile motor vehicle contemplated within the residential zone. While the plans submitted do not demonstrate the provision of parking in conjunction with the activity, it is noted that a suitable condition can appropriately address this issue.

GENERATED TRAFFIC:

It is considered that the effects of this proposal on the transportation network will be no more than minor. It is noted that additional vehicular traffic generated by a single accommodation unit for up to four persons is likely to generate additional traffic demand that is imperceptible within the wider vicinity.

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 note:

CONDITIONS:

1. Should parking for more than five vehicles be provided on the site, manoeuvring space shall be provided that is suitable for an 85th percentile design motorcar.
2. The vehicle access shall be a minimum 3.5 metres formed width, hard surfaced from the edge of the seal on Centre Road to a distance not less than 5.0m inside the property boundary, and be adequately drained for its duration.
3. Any damage to any part of the road formation as a result of the demolition or construction works shall be reinstated at the applicant's cost.
4. The maximum width of the vehicle crossing shall not exceed 6 metres.

ADVICE NOTES:

- a) 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 vehicle crossing is constructed/upgraded in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this approval is not included as part of the resource consent process).

SITE PHOTOGRAPHS



View towards site access. Note: the “edge line” in the foreground appears to be the remnants of a historic paint spill that occurred uphill from the subject site. From the site visit, it appears that the spill is no longer visible from just below the site’s access location. Based on Google Streetview images, it appears that this spill may have occurred prior to 2012.



View of access formation. Note signs of edge break and gravel migration.