

## **Consultation Feedback on Proposed Parking Restrictions on Andersons Bay Road and McBride Street**

**Submission by: Otago Land Group Limited**

**Otago Land Group Limited Supports the proposal to introduce 35 P60 car parks and wishes to be heard in support of this submission.**

### *Background*

Otago Land Group Limited (OLGL) is a major landowner and property owner in the consultation area being the owners of:

350 Andersons Bay Road – the Mitre 10 Mega building and car parking;

375 Andersons Bay Road – the Kmart building and car parking;

408 Andersons Bay Road – the Liquorland building and car parking;

### *Submission*

OLGL supports the introduction of P60 restricted parking on McBride Street and Andersons Bay Road as notified in the consultation documentation. OLGL further submits that the restricted parking area should be extended to include the northern side of McBride Street as shown on the attached plan.

OLGL does not support the recommendation in the 10<sup>th</sup> July 2024 Hearings Committee papers to reduce the number of restricted parking spaces to 16. OLGL does not support any reduction in the number of restricted parking spaces to be created.

OLGL acknowledges that there have been some submissions opposing parking restrictions in the interests of the safety of staff who work anti-social hours in nearby businesses. OLGL suggests that restricted parking could be limited to the hours of 9am – 6pm seven days a week, which would allow staff working late the opportunity to move cars to these spaces after 6pm.

### *Reasons for Submission:*

OLGL properties are all tenanted by retail businesses. While each retailer provides on-site car parking, OLGL considers it important that the on-street car parking in the surrounding area reflects and supports the retail activities taking place.

The proposed parking restrictions relate to areas zoned Trade Related Zone (TRZ) and South Dunedin Large Format Zone (SDLFZ) in the 2<sup>nd</sup> Generation District Plan (2GP), which are both part of the 13 commercial and mixed-use zones in the city.

The TRZ is described in the 2GP as providing for a category of activities which generate high traffic volumes and having 'car-focused' characteristics.

The SDLFZ adjoins both the South Dunedin Principle Centre Zone and the TRZ and provides for a range of retail activities such as large format and bulky goods. The type of activity provided for in the SDLFZ is closely aligned with those provided for in the Centre Edge zones.

Therefore, in accordance with the 2GP, Council's intended use of the Andersons Bay Road area is for commercial and retail activity characterised by high vehicle trips.

In other areas of the City (outside of the CBD) where retail and commercial activity is the intended use, Council has introduced a range of parking restrictions. In the Warehouse Precinct and the Centre Edge Commercial Zone South there are considerable restrictions ranging from P5 to P120 to reflect the nature of and provide for the activities taking place in the zones, particularly along the main thoroughfares of Crawford Street and Vogel Street.

The Andersons Bay Road area is similar in terms of activity to the Centre Edge and Warehouse Precinct Zones. The Council should take a consistent approach to managing on-street parking within these zones.

The adjacent South Dunedin Principle Centre has P30 restrictions that extend some way towards the proposed parking restrictions on McBride Street. The proposed restrictions would be a continuation of these existing restriction and would result in better legibility of parking restrictions in the area for users rather than a fragmented and confusing array of parking restrictions.

OLGL recognises that there are competing demands in terms of parking demand management across the commercial areas of the City between long-stay (staff) parking demands and visitor/shopper demands.

Shopping is a discretionary or even spontaneous activity where shoppers often drive to their destination (particularly for trade, bulky or large format shopping trips) with the expectation of a convenient park and either circulate until they find a park or leave. While OLGL tenants provide on-site parking there are times when this is not available, or on-street parking is more convenient. Providing short stay on-street parking supports the business and meets the demands of the customer.

By contrast, long-stay or employee car parking is a less dynamic occurrence. It is something that can be planned in advance in terms of identifying where parking might be available or what options there are for alternative modes of transport i.e. public transport, cycling, walking, ride-share. OLGL understands many of the larger businesses work with staff to provide alternative parking solutions or encourage alternative modes of transport.

OLGL considers parking for short stay visitor and customer parking must be prioritised by the Council in areas where the 2GP anticipates commercial activity. This is particularly relevant in respect of the National Policy Statement on Urban Development 2020, which requires the removal of minimum car parking requirements from District Plans but encourages local authorities to manage effects associated with parking supply and demand through a comprehensive parking management plan.

In terms of the proposed P60 areas on McBride Street and Andersons Bay Road, these are main routes through a commercial area servicing a concentration of retail and other commercial businesses. They are however a small part of the wider commercial area. A large amount of on-street parking in other streets will remain unrestricted while the intensively used areas (Andersons Bay Road and McBride Street) will be restricted for the benefit of businesses and visitors.

### *Summary*

In summary, OLGL wholly supports the introduction of P60 car parking to the extent shown in orange and red on the attached plan. OLGL considers this is a balanced approach to managing the parking demands of the area resulting from activity anticipated by the 2GP. OLGL considers any reduction in the number of restricted car parks proposed would be an illogical and unacceptable outcome, one which OLGL would be vehemently opposed to. However, OLGL would accept limited hours of parking restrictions of 9am – 6pm seven days a week.

Signed on behalf of the submitter:



Martin Dippie

Director – Otago Land Group Limited

5<sup>th</sup> August 2024