

Memorandum

TO: John Sule, Senior Planner

FROM: Logan Copland, Graduate Planner – Transport

DATE: 20 August 2018

SUBJECT: **LUC-2018-428**
17, 17A & 25 MELROSE STREET, DUNEDIN

Application:

Resource consent is sought for the proposed expansion of the Otago Boys High School Hostel onto the neighbouring site at 17A Melrose Street. The expansion will not involve an increase in the intensity of use but is designed to provide improved car parking, a hard stand recreation area and improved entrance to hostel facilities.

The proposed car park/recreation area will operate in conjunction with the Otago Boys Hostel and will provide an additional 15 car parks. Stage Two of the development (not yet applied for) will provide a pedestrian linkage between the subject site and 25 Melrose Street. 12 of the 15 car parks will be used for visitors to the site and three separated car parks at the rear of the car park area will be used for permanent hostel van parking.

It is noted in the application that as car parking demand for the hostel activity is typically during the day, during non-peak times the car park has the potential to act as a recreational space for the boys who reside at the hostel.

As part of the car park development, a new pedestrian entranceway will be created towards the rear of 17A Melrose Street. This new pathway is intended to provide a legible entrance into the hostel. The new entranceway is intended to provide a more elegant entrance into the hostel site and the current entrance to the hostel will revert to a service entrance only. The car park and pedestrian entrance area will be low lit.

The application has been lodged recommending limited notification status. The site is zoned Residential 1 under the Operative District Plan and the existing hostel site at 25 Melrose Street is designated as D024. Melrose Street is classified as a Local Road in the District Plan Road Hierarchy.

Access:

Access to 17A Melrose Street will continue to be provided in two separate locations. Access to Right of Way A (over 17A in favour of 17 and 17C), will continue to be achieved via the existing vehicle crossing to Melrose Street at the western edge of the subject site. Right of Way A is hard surfaced, formed to a width of at least 3.0m and adequately drained for its duration. Transport considers the access at the western edge of the site to be acceptable in its current form.

Access to the proposed car park will be achieved via a new 6.0m wide heavy duty vehicle crossing. It is advised that the vehicle crossing, between the road carriageway and the property boundary, is within legal road and is therefore required to be

constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (available from DCC Transport Group).

Boundary treatment along the front of the site will comprise a low stone wall and retractable bollards. Transport considers that the parking area shall have a clearly defined access and the remainder of the property road boundary shall have a physical barrier which separates the parking area from the road. Transport notes that in this case, the proposed low stone wall will act as a physical barrier. Consequently, Transport considers that the proposed stone wall shall not exceed 800mm in height in order to prevent any sight interference.

Parking:

The proposed car park will provide 15 car parking spaces – 12 visitor car parks (including 1 mobility park) and 3 spaces for the hostel vans situated at the rear of the site. Transport considers that the car parking layout shall comply with Table A.3 – Minimum car parking space dimensions (located within Appendix 20B).

Transport notes that the proposal will provide 1 mobility car parking space. Transport is comfortable for the applicant to self-manage their need for mobility parking in this instance, as this proposal is providing additional car parking for an already existing activity.

Transport also considers that the surface of all parking, associated access and manoeuvring areas shall be formed, hard surfaced and adequately drained for their entirety, and parking spaces permanently marked in accordance with the application plans.

Manoeuvring:

The site plan shows that the car parking area will provide for two-way traffic movements, with an aisle width of 6.0m. Transport considers that this complies with the relevant dimensions outlined in Table A.3. Vehicles using the car park will be capable of entering and exiting the site in a forward direction.

Generated Traffic:

The application notes that earthworks will be required as part of this application. More specifically, the earthworks will consist of a volume of 378m² of cut and 27m² of fill. It is advised that the applicant will require a TMP, prepared by a suitably qualified person, if the proposed works affect the normal operating conditions of the transport network. The TMP will need to be approved by Transport, prior to works commencing.

Conclusion:

Transport considers the effects of the proposal on the transport network to be no more than minor, subject to the following condition(s) and advice note(s):

Conditions:

- (i) The vehicle access shall be a maximum 6.0m formed width, hard surfaced, and adequately drained for its duration.
- (ii) The surface of all parking, associated access and manoeuvring areas shall be formed, hard surfaced and adequately drained for their entirety, and parking spaces permanently marked [in accordance with the application plans].
- (iii) The parking area shall have clearly defined access and the remainder of the property road boundary shall have a physical barrier which separates the parking area from the road.

- (iv) The car parking layout shall comply with Table A.3 – Minimum car parking space dimensions (Appendix 20B).
- (v) The proposed stone wall shall not exceed 800mm in height in order to prevent any sight interference.

Advice notes:

- (i) It should be advised that the applicant will require a TMP, prepared by a suitably qualified person, if the proposed works affect the normal operating conditions of the transport network. The TMP will need to be approved by Transport, prior to works commencing.
- (ii) The vehicle crossing, between the road carriageway and the property boundary, is within legal road and is therefore required to be constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (available from DCC Transport Group).