

TO: Robert Buxton, Consultant Planner

FROM: Planner – Transport

DATE: 28 February 2020

SUBJECT: **LUC-2019-122**
27 BELMONT LANE, DUNEDIN

APPLICATION:

Land use consent is sought to utilise the existing residential dwelling at the above address for visitor accommodation purposes. It is understood that standard residential activity will not occur concurrently with the proposed visitor accommodation activity on the site. The site is zoned General Residential 1 under the 2GP. Belmont Lane is a privately owned and maintained vehicle access serving many residential properties.

The proposed activity, visitor accommodation, is a restricted discretionary activity under in the General Residential 1 Zone of the 2GP.

ACCESS:

Vehicle access to the existing dwelling on the subject site is achieved via Belmont Lane, which connects to Rochester Terrace, in Musselburgh. Belmont Lane is made up of a combination of right of ways. Its formation width varies from between 3-4.9m for its duration and is hard surfaced. The site also has a leg-in strip of 2.5m wide, which affords pedestrian access directly to Moana Crescent.

The existing number of users on Belmont Lane would typically necessitate a formation of at least 3.5m wide under Rule 6.6.3.9(a) of the proposed 2GP (7+ residential units), and a formation of at least 5.0m wide under Rule 20.5.7(v)(b) of the 2006 District Plan. Based on the scale of residential use on Belmont Lane, Transport considers that minimum 5.0m formation width is appropriate (in accordance with the 2006 District Plan). That said, it is evident that Belmont Lane's 'substandard' formation width, is an historic situation.

Therefore, considering the access provisions of the 2006 District Plan, the change in use of the subject site from standard residential to visitor accommodation does not have any implications on the minimum width requirement for the vehicle access (both activities would require 5.0m for its full duration, and this has never been the case). Furthermore, while the 2GP requires a minimum formation width of 3.5m for 7+ residential units, this provision is considered by Transport to be impractical, considering it does not place a 'cap' on the number of users of a private access, nor does it require provision for two-way traffic.

Notwithstanding the above, Transport is cognisant that concerns have been raised by submitters surrounding the existing formation width of Belmont Lane. While Belmont Lane narrows to a single width carriageway, there are several sections that provide for passing

opportunities. Overall, while the vehicle access is narrower than required by the 2006 District Plan (more restrictive than the 2GP), it is relevant to note that this is an existing breach and is one that will not be exacerbated by the proposed change in use on the subject site.

As per normal advice, Transport considers that pursuant to Schedule 5 of the Property Law Act, a formal agreement should be drawn up between the owners/users of Belmont Lane in order to clarify their maintenance responsibilities.

PARKING AND MANOEUVRING:

The site contains a double garage, as well as a paved car parking area sufficient in accommodating up to 2 vehicles. Rule 15.5.8.6.1 requires 1 onsite car parking space per visitor accommodation unit, though this space is required to comply with the minimum dimensions for a mobility car park in accordance with Rule 15.5.8.6.1(a).

Overall, there is sufficient space to accommodate 4 standard onsite car parks – 2 in the garage and 2 in the paved parking area. It is also noted that the paved parking area satisfies the minimum mobility parking dimensions specified in Rule 6.6.1.

With respect to onsite manoeuvring, it is expected that vehicles entering the paved parking area would reverse from the vehicle access into the adjacent car park. Likewise, similar manoeuvres can be undertaken for vehicle entering/exiting the double garage. These manoeuvres are considered to be fairly typical and are not a cause of concern from a transportation perspective.

Overall, Transport considers the proposed parking and manoeuvring provisions to be acceptable.

GENERATED TRAFFIC:

Transport has undertaken an analysis of the existing traffic generation and vehicle movements along Belmont Lane (assuming that 27 Belmont Lane is currently operating as a standard residential activity) and has compared that with the traffic that is expected to be generated by the proposed visitor accommodation activity. While undertaking this analysis, Transport considers it relevant to note that standard residential activity is generally accepted to result in approximately 10 vehicle movements per day, in accordance with NZTA Planning Policy Manual. Therefore, it is considered appropriate to consider that the existing established residential activity on the site is expected to generate up to 10 vehicle movements per day, which can be used as a baseline for traffic generation in this instance.

There is limited guidance on traffic generation relating to visitor accommodation such as the one proposed. NZTA Research Report 453 contains several different land-uses within the residential category, including motels and hostels. According to Table C.1, 85th percentile survey results suggest that hostels generate 2.5 daily trips per bed and Motels generate 3 daily trips per occupied unit. While the proposed activity is somewhat differently defined to a motel or a hostel, there are some similarities. Applying the above figures as a 'worst-case' scenario for the current proposal results in a maximum of 12 vehicle movements per day (motel figures, based on each bedroom being an 'occupied unit') and 10 movements per day (hostel figures, based on four beds).

Additionally, applying the proposed visitor accommodation scenario in a practical sense, the application states that a typical scenario is that 1 or 2 vehicles arrive for a stay of 2 to 3 days,

and during their stay they come and go 2 to 3 times per day. A 'worst-case' scenario would therefore result in up to 12 vehicle movements per day along Belmont Lane. This scenario is similar to that of a standard residential activity.

On that basis, while an access of this nature is not supported by Transport, we are cognisant that the proposed change of use is unlikely to generate significant volumes of traffic, over and above that of a permitted standard residential activity. It is noted however, that submitters have raised concerns about larger vehicles, such as camper vans, using Belmont Lane if consent is granted. Their concerns appear to relate to the size of these vehicles, and their associated impact on potential passing opportunities, as well as the increased potential for damage to the asphalt surface of Belmont Lane. In response to these concerns, Transport considers that a condition should be imposed on the consent which prohibits these types of vehicles (heavy) from accessing the site.

Submitters have also raised concerns about unfamiliar drivers using the lane, and getting lost (arriving at the wrong address, for example). In response to these concerns, the applicant has created a video to assist with wayfinding. It is considered likely that the video would mitigate the potential for drivers to become lost or confused when driving along the lane, though it is advised that stringent measures are put in place to ensure visitors will watch it.

CONCLUSION

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

CONDITIONS:

- (i) Access to the site by heavy vehicles, such as campervans, must be prohibited.

ADVICE NOTES:

- (i) Pursuant to Schedule 5 of the Property Law Act, a formal agreement be drawn up between the owners/users of Belmont Lane in order to clarify their maintenance responsibilities.
- (ii) The applicant should ensure that all practicable measures are undertaken to ensure that visitors watch the wayfinding video before arriving at the site.

Phil Marshall

From: Logan Copland
Sent: Tuesday, 3 March 2020 10:52 a.m.
To: Robert Buxton
Subject: RE: LUC-2019-122 - 27 BELMONT LANE, DUNEDIN

Hi Robert,

Generally speaking, the 85th percentile operating speed is reflected by the geometrical characteristics of the lane/road. This includes formation width, surfacing type i.e. sealed or unsealed, adjacent land uses and road side infrastructure.

The Dunedin Code of Subdivision and Development 2010 does not indicate an appropriate design speed for private ways.

My overall comment on this matter is that given the number of dwellings on the private lane, the likelihood of it being used by pedestrians as well as vehicles could be relatively high (noting that this is the existing scenario), suggesting that promoting lower vehicle speeds would be appropriate.

Regards,
Logan.

Logan Copland
PLANNER
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From: Robert Buxton <robert@buxtonwalker.co.nz>
Sent: Tuesday, 3 March 2020 9:50 a.m.
To: Logan Copland <Logan.Copland@dcc.govt.nz>
Subject: FW: LUC-2019-122 - 27 BELMONT LANE, DUNEDIN
Importance: High

Thanks Logan

Was writing up report yesterday. Wondered if you had had time to add a comment on the 20km/h being too fast as mentioned by Submitter JS Smith. All I was going to say was "Having visited the site, I found that 20km/h appeared to be suitable."

Note I have just been advised by Phil that they need report ASAP, so would need it today, sorry.

Cheers, Robert.

From: Logan Copland <Logan.Copland@dcc.govt.nz>
Sent: Friday, 28 February 2020 5:02 PM
To: Robert Buxton <robert@buxtonwalker.co.nz>

Cc: Transport <Transport@dcc.govt.nz>

Subject: LUC-2019-122 - 27 BELMONT LANE, DUNEDIN

LUC-2019-122 - 27 BELMONT LANE, DUNEDIN

Hello Robert,

As requested, I have completed comments on the above land use consent.

Can you please let me know if you would like to discuss any of this, before you finalise your report?

Regards,
Logan.

[Logan Copland](#)

PLANNER

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