



Memorandum

TO: Shane Roberts, Consultant Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 07 June 2016

SUBJECT: **SUB-2015-78 & LUC-2015-443**
380 SOUTH ROAD, DUNEDIN

Application: Consent is sought for the subdivision of the property at 380 South Road, Dunedin. The proposal includes construction of 5 two-storey three-bedroom units on Lots 1 to 5. Lot 6 will be a shared access lot, and Lots 20 and 30 will be parking areas amalgamated with Lots 2 and 3 respectively.

The site is zoned Residential 1, and South Road is classified as a District Road. South Road forms part of the Strategic Cycle Network, and Strategic Pedestrian Network, both defined in the Dunedin City Integrated Transport Strategy 2013.

Access: Vehicle access to the site is proposed to be via the existing vehicle crossing on South Road, at the eastern end of the sites frontage. The applicant recognises that the proposed establishment of buildings on the site will reduce visibility to the west/north-west of the access, from the current 58m to 44m. Visibility to the east of the access is virtually unimpeded at the carriageway edge.

The applicant assesses the proposed 44m sight distance to be sufficient for the safe operation of the access. They consider the vehicle access to be located in the best position available for the site, and note that a permitted development within the site could have a worse outcome for visibility at the access. Transport notes that the District Plan does not contain sight distance requirements for permitted activities.

The applicant also compares the existing usage of the car park within the site to the proposed use, in terms of vehicle movements. They consider that the proposal will result in similar, or less, vehicle movements than the existing car park. Transport has obtained crash data for the road network in the vicinity of the site, and there have been no reported crashes relating to the operation of the existing access in the last 5 years.

Transport has conducted several site inspections to assess potential impact on road safety as a result of the proposed sight distance. It was observed that most traffic negotiates the road curve to the west/north-west of the access relatively slowly, as this traffic normally enters South Road from either the nearby Caversham Valley Road/Barnes Drive signalised intersection, or the nearby South Road/Barnes Drive intersection, which helps moderate traffic speed. Observations also indicated that drivers negotiating the proposed access would have sufficient visibility to select safe gaps in traffic (with gap formation helped by the platooning of vehicles coming from the signalised Caversham Valley Road/Barnes Drive intersection). Similarly, motorists on the road are considered to have sufficient time to sight and react to residents/visitors utilising the proposed vehicle access.

The access to the site has good inter-visibility with the nearby pedestrian crossing, and it is therefore considered that the access will not impact on the safety of the crossing facility.

Given the above assessment, Transport considers the proposed vehicle access to the site to be acceptable. The applicant proposes height restrictions on plantings and structures within the front yard of the site in order to preserve the visibility, which Transport recommends being incorporated into consent conditions. Detailed plans and documentation showing the full suite of these restrictions shall be submitted to and approved by Transport to ensure their long-term effectiveness.

In accordance with the submitted plans, the vehicle access shall be formed to a width of 5.5m, hard surfaced from the edge of the carriageway of South Road for its full duration, and be adequately drained. It is advised that the vehicle crossing serving the site is required to conform to the the Dunedin City Council Vehicle Entrance Specification (available from Transportation). The vehicle crossing may be required to be upgraded to a heavy duty specification, though this would be assessed at the time of a building consent application.

The submission from 378 South Road states that they presently use the development site in order to access the rear of their property. There is no evidence to show that #378 has legal access over the development site, therefore it is considered to be beyond the scope of this application to address this matter. It should be noted that a compliant development of the site could have the same effect on the submitter. The submitter is advised to liaise with the applicant directly in regard to access over their site.

Parking: Each dwelling will be provided two parking spaces within the site, and an additional on-site visitor parking space for communal use will also be provided. Each dwelling has a gross floor area less than 150m² and therefore has a parking requirement of a single parking space per dwelling. The proposal exceeds the minimum parking requirements for dwellings of the proposed size.

Submissions have raised visitor parking as being a potential issue. Transport is of the view that the dwellings are likely to generate a typical parking demand of a single parking space given their size and number of bedrooms. We therefore anticipate that visitor parking demand can largely be accommodated within the site.

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. The parking spaces shall comply with the minimum dimensions stipulated in Appendix 20B of the District Plan.

Submissions have commented on the loss of parking available within the site, and the additional pressure this will cause on public parking. As the site is privately owned it can be developed as of right, which would have the same effect on public parking near the site. It is therefore considered that effects relating to the loss of the current parking area within the site cannot be considered as part of this application. Instead, submitters are urged to raise these matters via more appropriate forums such as the Annual Plan process, or by contacting the Transport department.

The application plans show an area provided within the site for bicycle storage, which Transport encourages for development such as that proposed. We recommend a consent condition requiring the bicycle storage area to be secure and covered.

Manoeuvring: There is considered to be sufficient manoeuvring space provided within the site to enable vehicles to drive onto and off South Road in a forward direction.

Conclusion: Transport considers the proposed development to have no more than minor adverse effect on the safety/functionality of the transport network, subject to the following:

Conditions:

- (i) Detailed plans and documentation showing how sight distance will be retained at the access shall be submitted to and approved by Transport, prior to the residential activity commencing within the site. The plans shall show all areas where vegetation, structures, and any other visibility obstructions, are limited to no more than 800mm in height.
- (ii) The vehicle access shall be formed to a width of 5.5m, hard surfaced from the edge of the carriageway of South Road for its full duration, and be adequately drained.
- (iii) 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.
- (iv) All parking spaces shall comply with the minimum dimensions stipulated in Appendix 20B of the District Plan.
- (v) The on-site bicycle storage area shall be covered and secure.

Advice notes:

- (i) It is advised that the vehicle crossing serving the site is required to conform to the Dunedin City Council Vehicle Entrance Specification (available from Transportation). The vehicle crossing may be required to be upgraded to a heavy duty specification, though this would be assessed at the time of a building consent application.



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