



Memorandum

TO: Connor Marner, Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 07 November 2017

SUBJECT: **LUC-2017-319**
72 & 76 GORDON ROAD, MOSGIEL

Application:

Consent is sought for the expansion of the existing BP service station at the above address. It is noted that the proposed expansion will include an increase in the number of fuel pumps within the site, establishment of a retail "BP Connect" store, and a car wash facility. The hours of operation will be 24 hours a day, 7 days a week. The site is zoned Residential 2, and has frontage to Gordon Road which is classified as a National Road (SH 87).

The application is accompanied by a Transportation Assessment Report (TAR) prepared by transportation consultants Traffic Design Group, dated 19 June 2017.

The NZTA, who are the road controlling authority for the State Highway network, have been considered to be an affected party in relation to this application and have provided their affected party approval with respect to the development.

Transport Network/Accessibility:

The site is located on Gordon Road, between Mure Street and Ayr Street. The existing transportation network in the vicinity of the site is well detailed in Section 2 of the TAR and these details will therefore not be repeated in this memorandum, though the following features are noted.

Pedestrian facilities on the surrounding roads are typical of an established urban area, and mobility crossing points are generally provided at footpath quadrants at intersections. Bus stops are located in close proximity to the site on Gordon Road. Bus route 77 travels along Gordon Road providing both inbound and outbound services to the central City area. There are no dedicated cycling facilities in the vicinity of the site.

Details of daily and hourly traffic volumes on Gordon Road are described in Section 3 of the TAR, which shows:

- Gordon Road has a 7 day ADT of around 13200 vehicles per day.
- Morning and evening peak traffic volumes of 1200 vehicles per hour.
- Saturday peak traffic volume of 1100 vehicles per hour.

Overall, Transport considers the traffic volumes observed on Gordon Road in the vicinity of the site to be in line with its road classification contained within the District Plan roading hierarchy.

Access:

The site has four existing vehicle crossings to Gordon Road. The service station expansion proposes two vehicle accesses onto Gordon Road, reducing the number of vehicle crossings serving the site. It is stated in the TAR that the reduction of the number of vehicle crossings is expected to improve safety and efficiency, which Transport generally agrees with. Swept path diagrams included with the application show that a 10m rigid truck will be able to enter and exit the site in an acceptable manner.

Overall, the proposed vehicle access arrangements are considered to be acceptable. Consent conditions are recommended, below, requiring the proposed vehicle accesses to be constructed to an appropriate standard, and for the redundant vehicle crossings to be removed.

Parking and Manoeuvring:

The TAR states that since parking standards for service stations are not contained within the Residential 2 zone, reference has been made to relevant Industrial 1 zone rules of the District Plan which do contain parking standards for service stations. Transport considers this to be a reasonable approach.

Based on rules for the Industrial 1 zone, the proposed service station would require 10 on-site parking spaces. As noted within the TAR, the proposed redevelopment will include 20 on-site parking spaces. Transport therefore agrees with the TAR that sufficient on-site parking is provided for the service station. It is noted that the service station will meet the requirements of NZS 4121 and AS/NZS 2890.6 with respect to mobility parking, which is accepted.

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.

Servicing:

Truck servicing arrangements are detailed in Section 7.1.7 of the TAR, and will be actively managed by the operator of the service station. The proposed servicing arrangements are considered to be acceptable.

Generated Traffic Effects:

Section 6.1 of the TAR provides details regarding traffic generation, and it is unnecessary to repeat these details in this memorandum. We note, however, that traffic generation increases are impossible to calculate with absolute certainty.

Statements are contained within the TAR relating to traffic generation for service stations correlating with volumes of passing traffic, and that the proposed service station is primarily aimed at better catering for existing demand. The TAR estimates that traffic generation will increase by about 25% as a result of the increased shop size and goods on offer.

Transport has no reason to significantly question the overall validity/appropriateness of the assessment provided, and that we generally consider the assumptions made to be reasonable. We would, however, note that residential development to the east and south-east of Mosgiel may further increase traffic volumes on Gordon Road, which may in turn generate an additional increase traffic visiting the site not anticipated in the TAR. Transport would consider such an increase to have minor effect, at most, and we note that the NZTA have provided their written approval with respect to the development.

Overall, Transport notes, and generally accepts, that the proposed service station will generate only a small increased volume of traffic and will therefore have negligible adverse effect on the safety/efficiency of the transport network.

Conclusion:

Transport considers that the proposed service station redevelopment is unlikely to give rise to adverse effects on the safety/functionality of the transport network that could be considered to be "more than minor". The following consent conditions are recommended:

Conditions:

- (i) Each proposed vehicle access shall be constructed to a heavy duty standard, generally in accordance with the layout proposed within the application plans.
- (ii) The vehicle crossings made redundant by the proposed redevelopment shall be reinstated as footpath, kerb, and channel.
- (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.

Advice notes:

- (i) The vehicle crossings, between the road carriageway and the property boundary, are within legal road and are therefore required to be constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (available from the DCC Transport Group), and any further requirements of the NZTA.



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