

Memorandum

TO: Lianne Darby, Planner

FROM: Logan Copland, Graduate Planner – Transport

DATE: 20 August 2018

SUBJECT: SUB-2018-84

35 & 35A MUSSELBURGH RISE, DUNEDIN

Application:

Consent is sought for the fee-simple subdivision of the above site(s) into 3 residential lots. Proposed Lot 1 will more or less coincide with Flat A and Court A, and will have an area of 332m². Proposed Lot 2 will be a smaller version of Flat B and Court B, with an area of 278m². Proposed Lot 3 will be a vacant site of 300m².

The site is long and narrow, with 2 existing dwellings at the northwest (rear) end. The front-most section of the property is vacant land.

Access will be via Right of Way over 31 and 33 Musselburgh Rise, although the present housing (at 35 and 35A), gain access over land not having a right of way easement. This application will allow proposed Lots 1, 2 and 3 to gain appropriate legal access.

The subject site is zoned Residential 1 under the Operative District Plan. Musselburgh Rise is classified as a District Road in the District Plan's Roding Hierarchy.

Access:

Transport notes that the existing access currently serves 6 residential units. Transport notes that that the pursuant to Rule 20.5.7 (v)(b), any private vehicular access in urban areas serving 4-6 residential units, is required to be constructed to a minimum formed width of 4.5m. This application will increase the number of users of the driveway from 6 users to 7 users. Private vehicular accesses in urban areas that serve 7-12 residential units are required to be constructed to a minimum 5.0m formed width.

The application claims that at the road frontage, the right of way corridor is both legally and physically 4.4m wide and it widens to 5.9m where there is widening for turning, before then reducing back to approximately 3.9m adjacent to the residential unit on number 35 Musselburgh Rise. The driveway then widens to 4.5m adjacent to the applicant's attached garaging before then leading to 33 Musselburgh Rise and the rear of 36 Portobello Road leads off. The driveway is hard surfaced and adequately drained for its duration. All interested parties associated with the driveway have given their written consent in support of this application.

Transport notes that this application for resource consent seeks to add one additional user to the existing access and increase the total number of users from 6 to 7. Further, this consent seeks to establish Rights of Way over 31 and 33 Musselburgh Rise, in favour new Lots 1, 2 and 3 in order to provide new Lots 1, 2 and 3 with appropriate legal access.

In this instance, Transport is accepting of the under-width driveway, given the fact that granting consent will not significantly increase the intensity of the use of the driveway. In this instance, Transport considers it appropriate to refer to AS/NZS 2890.1:2004 – Clause 3.2.2, which states that 30 or more vehicle movements in a peak hour (in and out combined) would usually require provision for two-way traffic, i.e. minimum 5.5m formed width. Furthermore, with reference to the NZTA Research Report 453 – Trips Related to Land-use (2011), the proposed activity is anticipated to generate less than 30 vehicle movements in a peak hour, suggesting that provision for two-way traffic is unnecessary in this case.

Finally, Transport considers that all current users of the driveway have provided their written consent in support of the application. As all potentially affected parties have provided written consent for this proposal, as well as the minimal increase in traffic volumes on the driveway as a result of this resource consent, Transport considers the existing driveway formation to be acceptable.

It is advised that a formal agreement be drawn up between the owners/users of the private access in order to clarify their maintenance responsibilities.

Parking/Manoeuvring:

Both existing units on proposed Lots 1 and 2 have onsite garage parking. Likewise, the proposed dwelling on Lot 3 will provide a 1 onsite garage park. Transport considers that all dwellings are, or will be less than 150m² GFA. Consequently, the proposal satisfies the relevant minimum car parking requirements in the Operative District Plan.

Transport considers that Lots 1, 2 and 3 will be able achieve onsite manoeuvring by utilising the right of way formation, which will allow vehicles to cross onto Musselburgh Rise in a forward direction.

Generated Traffic:

It is considered that the effects of the proposal on the transport network will be no more than minor.

Conclusion:

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

Advice notes:

- (i) It is advised that a formal agreement be drawn up between the owners/users of the private access in order to clarify their maintenance responsibilities.