

Further Information

04 September 2015

Cuisine Dunedin Limited
C/O Anderson and Co
PO Box 5933
Moray Place
Dunedin 9058

Dear Conrad

LUC-2015-345 -140 HIGHCLIFF ROAD, DUNEDIN - Request for further information

Thank you for your application for land use consent to establish a retirement village with an associated restaurant at 140 Highcliff Road, Dunedin. After initial assessment of your application, the Dunedin City Council has determined that further information is required pursuant to section 92 of the Resource Management Act 1991 as well as written approvals under Section 95E.

Requested information:

The further information being the clarification of the issues in your application is detailed below. It will help the Council to better understand your proposed activity, its effect on the environment and the ways any adverse effects on the environment might be mitigated.

1. *Can you please provide the following plans?*
 - a. *The existing site plan*
 - i. *It's noted that the internal layout has been altered a number of times and currently it is not clear exactly what the changes will be undertaken to the existing internal layout*
 - b. *The rough internal layouts of both Type A and Type B rooms*
 - i. *This is to understand exactly what a studio format and one bedroom room consists of*
 - c. *Site plan showing earthworks that need to be undertaken onsite*
 - i. *The plans show some retaining wall details, and the site is sloping, therefore it is assumed some earthworks will be undertaken onsite*
 - d. *Site plan showing outdoor amenity*
 - i. *There is effectively no usable amenity space on the site plans currently, can you please indicate the usable outdoor amenity areas for each residential unit.*
2. *Clarification on staff numbers?*
 - a. *This may have an effect of the parking required onsite*
3. *Traffic Safety Assessment at the intersection of Bone Street and Highcliff Road*
 - a. *Assessment of the intersection of Bone Street and Highcliff Road is required. This is because the visibility from the intersection point is half of what is required in the NZTA guidance document (RTS6) for private access'. While Bone Street is not a private access, it is treated similarly to one.*

b. *This comment would also include a comparison of traffic movements from the current activities onsite with what the anticipated vehicle movements generated as a result of this proposal.*

4. *Clarification on the number of residential unit's onsite*

5. *Clarification of what is referred to as a 'club'*

a. *Will the club be accessible to the public? If so, how?*

i. *Will the club be servicing the occupants of the retirement home only or will this be open to the public.*

b. *An explanation of how the operation can be distinguished in a meaningful way from a restaurant and bar.*

Written Approvals

The effects of the proposed retirement village are considered to cross the threshold where the neighbouring dwellings are deemed to be affected.

As such, pursuant to section 95E of the Resource Management Act 1991, the Dunedin City Council requires the written approval of the following potentially affected parties in order to continue processing the consent on a Non-Notified basis:

- 130 Highcliff Road, Dunedin
- 4 Bone Street, Dunedin
- 5 Bone Street, Dunedin
- 6 Bone Street, Dunedin
- 148 Highcliff Road, Dunedin

Responding to this request:

Within 15 working days from the date of this letter you must either:

- provide the requested information; or
- provide written confirmation that you cannot provide the requested information within the timeframe, but do intend to provide it; or
- provide written confirmation that you do not agree to provide the requested information.

The processing of your application has been put on hold from **4 September 2015**.

If you can not provide the requested information within this timeframe, but do intend to provide it, then please provide:

- written confirmation that you can provide it; and
- the likely date that you will be able to provide it by; and
- any constraints that you may have on not being able to provide it within the set timeframe.

The Council will then **set** a revised timeframe for the information to be provided.

If you do not agree to provide the requested information, then please provide written confirmation of this to the Council.

Restarting the processing of your application:

The processing of your application will restart:

- when all of the above requested information is received (if received within 15 working days from the date of this letter being **25 September 2015**); or
- from the revised date for the requested information to be provided, if you have provided written confirmation that you are unable to meet the above timeframe and the Council has set a revised timeframe for the information to be provided; or

- from the date that you have provided written confirmation that you do not agree to providing the requested information; or
- 15 working days from the date of this letter (if you have not provided the requested information or written confirmation being **25 September 2015**).

Once the processing of the application restarts:

If you have provided all the requested information, then we will consider its adequacy and make a final decision on whether your application requires public or limited notification pursuant to sections 95A, 95B, 95D, 95E and 95F of the Resource Management Act 1991.

If you have not provided the requested information, then your application will continue to be processed and determined on the basis of the information that you have provided with the application:

- if the Council decides to give public or limited notification of the application, then the Council must publicly notify the application under section 95C(1) of the Resource Management Act 1991. You will be invoiced for any outstanding payment needed to make up the \$5,700 deposit required for public notification.
- if the Council decides to process the application on a non-notified basis, and all written approvals have been received, then the application must be considered under section 104 of the Resource Management Act 1991. The Council may decline the application on the grounds that it has inadequate information to determine the application. In making an assessment on the adequacy of the information, the Council must have regard to whether this request resulted in further information being made available.

Please do not hesitate to contact the writer on 03 474 3699 if you have any questions or concerns regarding the above request or the further processing of the application.

Yours faithfully



Sophie Lord
Planner

Sophie Lord

From: Don Anderson <don@pprm.co.nz>
Sent: Tuesday, 8 September 2015 08:33 a.m.
To: Sophie Lord
Cc: Don Anderson
Subject: FW: LUC-2015-345
Attachments: 07092015150258-0001.pdf; 07092015144533-0001.pdf; 07092015144516-0001.pdf

Sophie

Thank you for your request for further information which we respond to as follows:

- 1a The existing site plan prepared by Paterson Pitts Surveyors is attached. The best internal plan of the existing internal layout is also attached. It was sourced from Building Control.
 - 1b A rough internal plan of Type A and Type B units is attached.
 - 1c Paterson Pitts Surveyors have calculated the required earthworks quantity, based on the attached sketch which shows the basement level and the height of the retaining walls which will require structural design as part of the Building Consent process.
 - 1d There is minimal outdoor amenity proposed. Retirement housing does not have a great demand for such a facility. The residents seek shelter and views which will both available from the "club room"
- 2 No staff are required for the retirement housing. The club room will be staffed by a chief and an assistant. There will be cleaning staff come in after trading hours.
- 3 We have requested comment on both the intersection and the existing/proposed comparison from Carrigeway Consulting, Christchurch.
- 4 There will be 25 proposed retirement housing units
- 5 The existing premises holds a liquor licence and so is a license premises as defined in the district plan. It is proposed to eliminate the public bar and limit access to the lounge bar/dining room to residents, their gueats, and members of the public who sign up to membership. This is no different to a typical golf club. And the like. In saying that, Council's licensing officer was not all that supportive of the idea and suggested that the longe bar/ dining room remain open to the general public. This may not be what the residents are comfortable with. The district plan only discusses licensed premises.

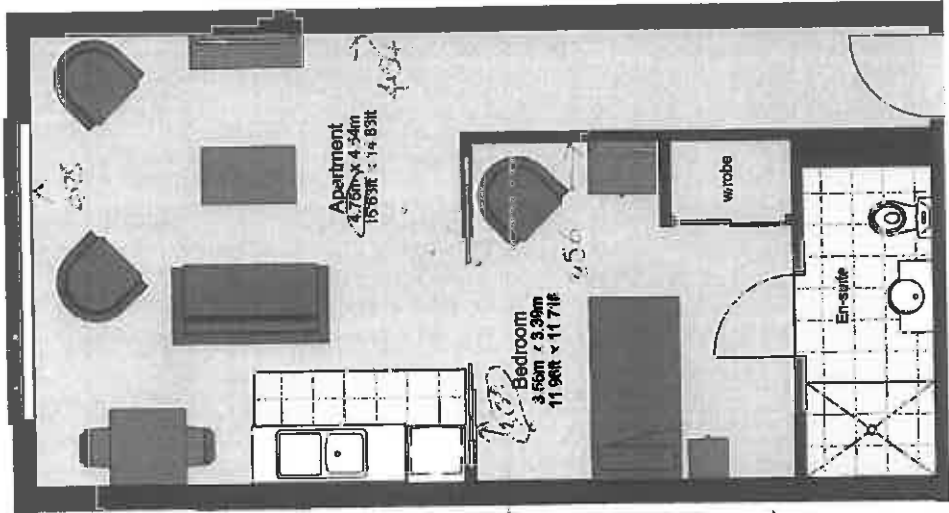
| | |
|---|---|
| <p>Don Anderson Anderson & Co Resource Management</p> <p>03 479 0005 Work 027 443 9791 Mobile don@pprm.co.nz www.AndersonAndCo.co.nz</p> <p>"Your RMA Professionals"</p> |  |
|---|---|

Note: Anderson & Co Resource Management is the trading name of Paterson Pitts Resource Management Limited.

Caution: This email message and any attachment(s) may be confidential and subject to legal privilege. If you are not the intended recipient of this email message, you may not use, disseminate, distribute, or copy this message or attachment(s), in full or in part. If this email message is not intended for you, please notify us immediately and delete this email message and any attachment(s). Any views expressed may not necessarily reflect the views of the Company, our clients or associated entities.

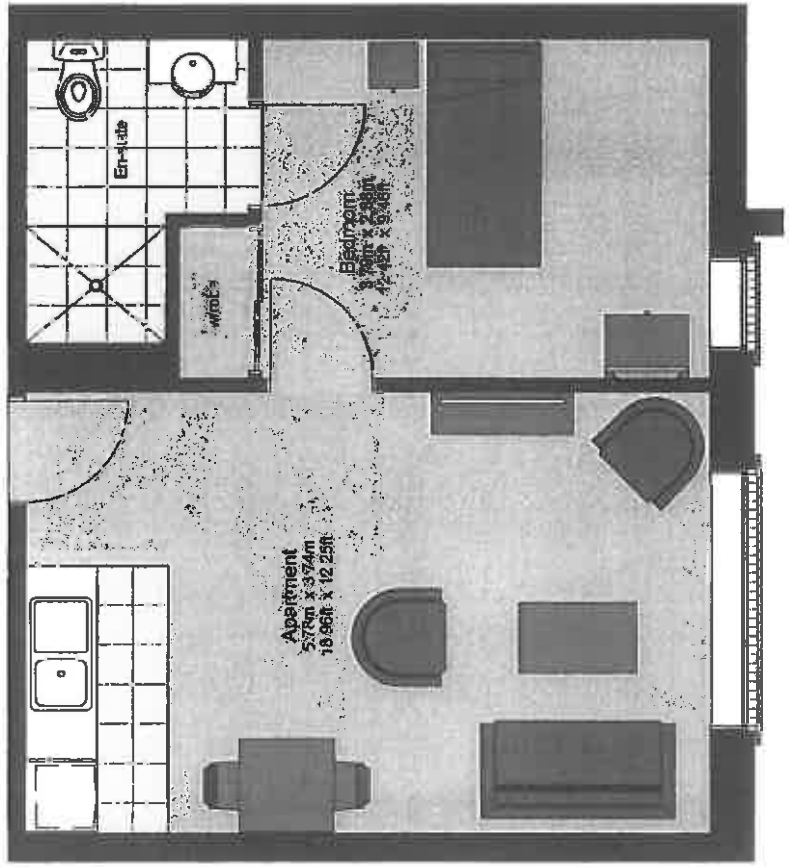
Type 'A'

475



| |
|-----|
| 475 |
| 100 |
| 330 |
| 120 |
| 81 |

Type 'B'



0711 578

Sophie Lord

From: Don Anderson <don@pprm.co.nz>
Sent: Tuesday, 8 September 2015 02:08 p.m.
To: Sophie Lord
Cc: Conrad Anderson - Anderson & Co Resource Management
Subject: Shiel Hill LUC-2015-345

Sophie

Carriageway Consulting should have its assessment of the intersection finished by the end of the week.
Is the further information sufficient in the meantime?

Just to clarify, the two types of units are what is being provided else where in Dunedin ie Frances Hodgkins and Yvette Williams and are just a bit smaller than Council's own Elderly Person flats. The Council does not provide any on site staff at its units.

Please advise if you require anything more

Regards
don

| | |
|---|--|
| <p>Don Anderson Anderson & Co Resource Management</p> <p>03 479 0005 Work 027 443 9791 Mobile don@pprm.co.nz www.AndersonAndCo.co.nz</p> <p>"Your RMA Professionals"</p> |  |
|---|--|

Note: Anderson & Co Resource Management is the trading name of Paterson Pitts Resource Management Limited.

Caution: This email message and any attachment(s) may be confidential and subject to legal privilege. If you are not the intended recipient of this email message, you may not use, disseminate, distribute, or copy this message or attachment(s), in full or in part. If this email message is not intended for you, please notify us immediately and delete this email message and any attachment(s). Any views expressed may not necessarily reflect the views of the Company, our clients or associated entities.

Sophie Lord

From: Don Anderson <don@pprm.co.nz>
Sent: Monday, 28 September 2015 03:46 p.m.
To: Sophie Lord
Cc: Conrad Anderson - Anderson & Co Resource Management
Subject: FW: Proposed Shiel Hill Retirement Housing
Attachments: 14160-140915-anderson.pdf

Sophie

Sorry for the delay. A mix up between Conrad and myself.

The traffic assessment is attached

don

| | |
|---|---|
| <p>Don Anderson Anderson & Co Resource Management</p> <p>03 479 0005 Work 027 443 9791 Mobile don@pprm.co.nz www.AndersonAndCo.co.nz</p> <p>"Your RMA Professionals"</p> |  |
|---|---|

Note: Anderson & Co Resource Management is the trading name of Paterson Pitts Resource Management Limited.

Caution: This email message and any attachment(s) may be confidential and subject to legal privilege. If you are not the intended recipient of this email message, you may not use, disseminate, distribute, or copy this message or attachment(s), in full or in part. If this email message is not intended for you, please notify us immediately and delete this email message and any attachment(s). Any views expressed may not necessarily reflect the views of the Company, our clients or associated entities.

CCL Ref: 14160-140915-anderson

14 September 2015

Don Anderson
Anderson and Co Resource Management

By e-mail only: don@pprm.co.nz



▲ PO Box 29623, Christchurch, 8540
■ 03 377 7010
■ office@carriageway.co.nz

Dear Don

Shiel Hill Retirement Housing: Preliminary Assessment of Transportation Matters

Further to our recent e-mails, we have carried out an initial review of transportation matters associated with the redevelopment of a site adjacent to the Highcliff Road / Bone Street intersection.

We understand that Dunedin City Council has requested a review of the sight distances at the intersection and a comparison between what is proposed and the operation of the previous tavern on the site. Our response to the Council's request is set out below, and as discussed, has been produced on a 'desktop' basis without a site visit.

Background

From the information provided, the development site lies to the immediate northeast of the Highcliff Road / Bone Street intersection, in the suburb of Shiel Hill, Dunedin. There are already buildings on the site which are adjacent to Highcliff Road, and until recently these operated as the Shiel Hill Tavern and Pumpnickels Family Restaurant.



Figure 1: Site Location

With the closure of the tavern and restaurant, it is now proposed to provide 25 retirement units within the site, and to convert the existing lounge bar into a 'club' for residents of the retirement units as well as member of the public from the surrounding residential area.

Sight Distances at the Highcliff Road / Bone Street Intersection

From topographical plans of the area, Highcliff Road has a gradient in the order of 1 in 9 in this location (11%), sloping downhill towards the southwest, and the speed limit is 50km/h. For the purposes of analysis we are therefore required to assume a design speed of 60km/h.

The Austroads Guide to Road Design Part 4A (*'Unsignalised and Signalised Intersections'*) sets out a number of differing sight distances, including:

- Approach Sight Distance (ASD): the distance travelled by a vehicle between the time when driver receives a stimulus signifying a need to stop, and the time at which the vehicle comes to rest; and
- Safe Intersection Sight Distance (SISD): sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.

Measured at a 3m distance along the minor road as permitted under the Austroads Guide, and taking account the road gradient, ASD of 85m is required to the north of Bone Street and 65m is required towards the south. For SISD, 135m is required to the north of Bone Street and 115m is required towards the south.

Assessment of aerial photographs shows that a sight distance of 47m is provided to the north of Bone Street and 95m is provided to the south.



Figure 2: Sight Distance Towards the North



Figure 3: Sight Distance Towards the South

As the buildings that give rise to the shortfall in the sight distance towards the north are already present, we have used the NZTA CAS database to identify the reported accidents in the immediate area to evaluate whether the limited sight distance results in a safety issue at the Highcliff Road / Bone Street intersection.

In the 10-year period from 2005 to 2015, only one accident was recorded in the vicinity. This involved a northbound car on Highcliff Road which veered into the southbound traffic lane and struck parked cars on the eastern side of the road. The accident report notes that the driver was intoxicated.

In view of the low number of recorded accidents, we extended the search to cover the period from 1990 to 2005. Only one further accident was reported, which occurred towards the north of Bone Street where a south-facing car which had been parked by the side of the road, pulled out in front of another southbound vehicle.

Neither of these accidents were due to turning vehicles at the intersection.

Proposed and Previous Development

To identify whether the proposed development will result in any changes to the excellent accident record of the Highcliff Road / Bone Street intersection, we have firstly evaluated the traffic generation associated with the previous and proposed land uses.

Previous Development

From the plans provided, Pumpernickels restaurant provided a total of 270sqm Gross Floor Area (GFA) of which 180sqm was Public Floor Area (PFA). PFA was therefore two thirds of GFA, which in our experience is within the normal range for a land use of this type.

Restaurants typically generate their maximum traffic flows during the evening. According to the RTA Guide to Trip Generating Developments, a restaurant could be expected to generate 5 vehicle movements per 100sqm GFA in the peak hour and 60 vehicle movements per 100sqm GFA per day. In this case, the peak traffic generation would be 14 vehicle movements (two-way) and there would be 162 vehicle movements per day.

The Shiel Hill Tavern was also 270sqm in size, and assuming the same proportion of GFA to PFA, then 180sqm PFA was provided. NZTA Research Report 453 (*'Trips and Parking Related to Land Use'*) notes that a bar can be expected to generate 10.3 vehicle movements per 100sqm GFA in the busiest hour, and 63.5 vehicle movements per 100sqm GFA per day. Hence the traffic arising from this element of the development site would be 28 vehicle movements (two-way) in the peak hour and 172 vehicle movements per day.

The two land uses could be expected to generate traffic at the same time, and therefore for the site as it previously operated, the peak traffic generation would be 42 vehicle movements (two-way). Per day, the site would generate 334 vehicle movements (two-way).

The plans show that the car park had two accesses – one via Bone Street and the other towards the north of the site directly onto Highcliff Road. We are unaware of any data that has been collected to show which carried the greatest traffic flows, but generally, drivers tend to select the first access that they encounter. In the absence of any further details, we therefore suggest that both accesses would be used in equal measure.

Thus Bone Street could be expected to carry 21 vehicle movements at the peak times and 167 vehicle movements per day.

Proposed Development

Based on the traffic generation characteristics of other retirement complexes, we anticipate that the retirement units will each generate 2 vehicle movements per day (allowing for both residents and guests). With 25 units proposed, this means that the traffic generation will be 50 vehicles per day (two-way). Of these, 20% will be generated in the peak hour, resulting in a volume of 10 vehicle movements (two-way).

It is harder to evaluate the effects of the club development – if it was open solely to residents of the retirement units than the traffic generation would be negligible, but as it is open to the public, then the traffic generation will be higher. We suggest that a robust approach would be to adopt the value of the Shiel Hill Tavern, of 28 vehicle movements (two-way) in the peak hour and 172 vehicle movements per day.

It is unlikely that the peak hour movements of the retirement units and the club will coincide, and retirees tend not to travel during the peak hour (since they have no need to travel for education or employment purposes) or during hours of darkness. Accordingly, we consider that the traffic generation of the development proposal in the peak hour will be that arising from the club, at 28 vehicle movements (two-way) in the peak hour. Over the day, the site would generate 222 vehicle movements (two-way). All of these vehicles would use Bone Street.

Discussion

In practice, drivers travelling uphill towards Bone Street will be travelling more slowly than the 60km/h design speed, and in this regard, we note that the available sight distance of 95m is suitable for a prevailing speed of 52km/h. Accordingly, we consider that the sight distance to the south is appropriate, in other words, that there is no practical shortfall in this direction.

Towards the north, the sight distance is less than required even if a lower vehicle speed is allowed for on Highcliff Road. Furthermore, our calculations show that the proposed development will increase the existing traffic flows on Bone Street by around a third, meaning that there will be an increased potential for conflicts between vehicles travelling south on Highcliff Road and those emerging from Bone Street. That said, the increase is small and equates to just 50 vehicle movements per day.



We are cognisant that there have been no accidents associated with turning vehicles at this intersection for at least 25 years. Consequently, to assess what safety risk the additional vehicles may create, we have used the accident prediction equations in the NZTA Economic Evaluation Manual.

The New Zealand Transport Agency Crash Analysis System (CAS) includes details of traffic flows on roads drawn from Councils' RAMM databases and this shows that Highcliff Road carries in the order of 2,300 vehicles per day (two-way). As noted above, under the previous land uses, Bone Street could be expected to carry 167 vehicle movements per day, and accordingly, the equations indicate that 1 injury accident could be expected every 14 years. It can be seen that the prevailing situation is far better than this (zero accidents in 25 years).

With the proposed development in place, Bone Street could be expected to carry 222 vehicle movements per day, and under this scenario the equations indicate that 1 injury accident could be expected every 13 years.

Overall, we consider that the proposal will result in only a very slight increase in the accident rate. When compared to the previous land uses, the additional traffic will give rise to one *additional* injury accident every 133 years. Moreover, in practice this is likely to be a 'worst case' scenario because the existing accident record of the intersection is far better than might be expected.

Summary and Conclusions

Having reviewed the geometry of the intersection, we conclude that the sight distance towards the south will be appropriate for the prevailing vehicle speeds.

Towards the north there is a shortfall in the sight distance, but despite this the records show that the accident rate is considerably better than at a typical priority intersection where visibility meets requirements. The traffic generated by the proposal is slightly higher than under the previous land uses, but the generalised NZTA accident production equations indicate that the additional traffic will only result in one additional injury accident every 133 years. In view of the good accident record at this location, we consider that this may be an overestimate.

Consequently, although the sight distance towards the north at Bone Street falls below requirements, we consider the proposed development is unlikely to give rise to any adverse road safety effects.

I trust that this review is of assistance, but please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards
Carriageway Consulting Limited

Andy Carr
Director | Traffic Engineer

Mobile 027 561 1967
Email andy.carr@carriageway.co.nz

Sophie Lord

From: Don Anderson <don@pprm.co.nz>
Sent: Wednesday, 30 September 2015 02:24 p.m.
To: Sophie Lord
Subject: RE: Proposed Shiel Hill Retirement Housing

Sophie
Paterson Pitts Group, surveyors estimate the total earth works to be 892m³.
don

From: Sophie Lord [<mailto:Sophie.Lord@dcc.govt.nz>]
Sent: Wednesday, 30 September 2015 1:28 p.m.
To: Don Anderson
Subject: RE: Proposed Shiel Hill Retirement Housing

Thanks for that, Don.

Just a quick question in respect to the volume of earthworks required, can you please provide the quantity of excavations/fill? The earthworks plan shows the change in ground levels but doesn't not give a quantity.

Thanks,
Sophie Lord
Planner, City Planning
Dunedin City Council

50 The Octagon
P O Box 5045 Moray Place
Dunedin 9058, New Zealand
T 03 474 3699 F 03 474 3451 E sophie.lord@dcc.govt.nz



 Please consider the environment before printing this e-mail

From: Don Anderson [<mailto:don@pprm.co.nz>]
Sent: Monday, 28 September 2015 3:46 p.m.
To: Sophie Lord
Cc: Conrad Anderson - Anderson & Co Resource Management
Subject: FW: Proposed Shiel Hill Retirement Housing

Sophie
Sorry for the delay. A mix up between Conrad and myself.
The traffic assessment is attached
don