

Consultation Feedback on Proposed Parking Restrictions on Andersons Bay Road and McBride Street

Submission by: Home Centre Properties Limited

Home Centre Properties Limited Supports the proposal to introduce 35 P60 car parks and wishes to be heard in support of this submission.

Background

Home Centre Properties Limited (HCPL) owns the property at 363 – 383 Andersons Bay Road, which has direct frontage to the proposed parking change area along both Andersons Bay Road and McBride Street.

The HCPL property has become an established location for quick serve and drive-thru food tenants including Burger King, Wendy's, Subway and Domino's. The activities on-site are high intensity with high number of visitors making relatively short duration visits to the premises.

The site benefits from two areas of on-site parking, which is restricted to P30. Two accesses to the site are provided from Andersons Bay Road as well as access from McBride Street and Macandrew Road via a Right of Way through the car park at 375 Andersons Bay Road (Kmart).

Submission

HCPL supports the proposed restricted parking on McBride Street and Andersons Bay Road as notified in the consultation documentation. HCPL further submits that the restricted parking area should be extended to include the northern side of McBride Street as shown on the attached plan.

HCPL does not support the recommendation in the 10th July 2024 Hearings Committee papers to reduce the number of restricted parking spaces to 16.

Reasons for Submission:

The proposed parking restrictions relate to areas zoned Trade Related Zone (TRZ) and South Dunedin Large Format Zone (SDLFZ) in the 2nd Generation District Plan (2GP), which are both part of the 13 commercial and mixed-use zones in the city.

The TRZ is described in the 2GP as providing for a category of activities which generate high traffic volumes and having 'car-focused' characteristics.

The SDLFZ adjoins both the South Dunedin Principle Centre Zone and the TRZ and provides for a range of retail activities such as large format and bulky goods. The type of

activity provided for in the SDLFZ is closely aligned with those provided for in the Centre Edge zones.

Therefore, in accordance with the 2GP, Council's intended use of the Andersons Bay Road area is for commercial and retail activity characterised by high vehicle trips.

In other areas of the City (outside of the CBD) where retail and commercial activity is the intended use, Council has introduced a range of parking restrictions. In the Warehouse Precinct and the Centre Edge Commercial Zone South there are considerable restrictions ranging from P5 to P120 to reflect the nature of and provide for the activities taking place in the zones, particularly along the main thoroughfares of Crawford Street and Vogel Street.

The Andersons Bay Road area is similar in terms of activity to the Centre Edge and Warehouse Precinct Zones. The Council should take a consistent approach to managing on-street parking within these zones.

HCPL recognises that there are competing demands in terms of parking demand management across the commercial areas of the City between long-stay (staff) parking demands and visitor/shopper demands.

Shopping is a discretionary or even spontaneous activity where shoppers often drive to their destination (particularly for trade, bulky or large format shopping trips) with the expectation of a convenient park and either circulate until they find a park or leave. Providing short stay parking in these areas supports the business and meets the demands of the customer.

By contrast, long-stay or employee car parking is a less dynamic occurrence. It is something that can be planned in advance in terms of identifying where parking might be available or what options there are for alternative modes of transport i.e. public transport, cycling, walking, ride-share.

In light of this, HCPL considers parking for short stay visitor and customer parking must be prioritised in areas where the 2GP anticipates commercial activity. This is particularly relevant in respect of the National Policy Statement on Urban Development 2020, which requires the removal of minimum car parking requirements from District Plans but encourages local authorities to manage effects associated with parking supply and demand through a comprehensive parking management plan. While HCPL and other businesses in the area provide some on-site car parking, this should form part of a comprehensive parking strategy for the area which includes sufficient short-term on-street parking to support the surrounding businesses.

In terms of the proposed P60 areas on McBride Street and Andersons Bay Road, this is a small part of the wider commercial area. A large amount of on-street parking in the area

will remain unrestricted while the intensively used areas (Andersons Bay Road and McBride Street) will be restricted to the benefit of businesses and visitors.

Summary

In summary, HCPL supports the introduction of P60 car parking to the extent shown in orange and red on the attached plan. HCPL considers this is a balanced approach to managing the parking demands of the area resulting from activity anticipated by the 2GP.

Signed on behalf of the submitter:

A handwritten signature in blue ink, consisting of a large, loopy initial 'A' followed by a series of smaller, connected loops and a final horizontal stroke.

Allan Dippie

Director – Home Centre Properties Limited

19th July 2024