

Appendix 3: DCC Transport Memo.



Memorandum

TO: Robert Buxton, Consultant Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 22 January 2019

SUBJECT: **DIS-2018-1**
MOSGIEL COMMUNITY & RECREATION AREA

Application:

The proposed designation "Mosgiel Community and Recreation Area" covers Peter Johnstone Park, Memorial Park, and Mosgiel Pool, totalling 221,333m² in area. It provides for a range of future options, including the new Mosgiel Pool. The designation would provide for:

- Community and recreational amenities and facilities including but not limited to:
 - An aquatic centre;
 - Mosgiel Service Centre and Library;
 - Memorial Park and Gardens;
 - Peter Johnstone Park;
- Sporting, recreational and community activities;
- Food and beverage outlets ancillary to community or recreation facilities;
- Buildings and offices associated with club rooms, community facilities and services;
- Vehicle and pedestrian access to facilities;
- Car, cycle and coach parking areas for facilities;
- Directional signage, public art works and other public amenities such as toilets; and
- Landscaping, infrastructure, construction and earthwork activities associated with the above.

Total building site coverage would be limited to 5.5% or 12,173m², although the application states that at present the site coverage is 3%, so the Designation would allow for an additional 2.5% or 5533m² of building.

The application is accompanied by a Transportation Assessment (TA) prepared by transportation consultants Carriageway Consulting, dated 27 September 2018.

The applicant has consulted with the NZTA who are the road controlling authority for the State Highway network (Gordon Road). The applicant states that the NZTA have agreed to the proposed designation conditions requiring consideration of access upgrades and consultation with NZTA prior to finalisation of aquatic centre design.

Transport Network/Accessibility:

The site is located between Gordon Road, Hartstonge Avenue, and Reid Avenue. Gordon Road is a State Highway (SH87), and is classified as a National Road (Strategic Road under the 2GP). Hartstonge Avenue and Reid Avenue are classified as Local Roads under both the ODP and the 2GP.

The existing transportation network in the vicinity of the site is well detailed in Section 3 of the TA and these details will therefore not be repeated in this memorandum. The existing road network is typical for an established urban area and infrastructure generally consistent with road classification, though the following features are noted.

Pedestrian facilities on the surrounding roads are also typical of an established urban area with footpaths, pedestrian crossing points (including zebra crossings), and mobility crossing points at footpath quadrants at intersections. Signalised intersections provide dedicated pedestrian facilities. Bus stops are located in close proximity to the site on Gordon Road, Hartstonge Avenue, and Murray Street. Bus route 77 travels along Gordon Road providing both inbound and outbound services to the central City area. The only dedicated cycling facilities in the vicinity of the site are painted cycling lanes on both sides of Factory Road, and even then mainly to the east of Gordon Road.

Details of daily and hourly traffic volumes on Gordon Road are described in Section 4 of the TA, which shows:

- Gordon Road has a 7 day AADT of around 13600 vehicles per day (at a site toward the southern end of Mosgiel).
- A weekday evening peak period survey on Gordon Road, adjacent to the southernmost site entrance, showed a weekday evening peak hour of 650 vehicles (two-way). It was noted that this surveyed traffic was half of the recorded volume at the traffic counter for the survey taken at the site toward the southern end of Mosgiel.

Overall, Transport considers the traffic volumes observed on the road network in the vicinity of the site to be in line with ODP/2GP road classifications, taking into account nearby existing commercial and recreational land use activities.

Road Safety:

Section 4.3 of the TA investigates recorded crash history for several roads near the site. Crashes appear clustered around intersections, though a notable number of them also occurred along Gordon Road. The TA concludes that "The pattern of crashes in the area is commensurate with the urbanised nature of Mosgiel, and does not indicate any significant road safety deficiencies on the roading network", a statement that Transport generally concurs with.

Access:

The site achieves vehicle access to Gordon Road in two locations. One location is towards the northwest of the site, where there is an access just south of (but on the opposite side of the road to) Eden Street, and this serves a car park with around 30 spaces. It is understood that this part of the site is presently occupied by the community pool. The access is formed as a standard vehicle crossing carrying two-way traffic flows.

The sight distance towards the north is limited by the presence of the bridge across the Silver Stream watercourse and the associated change in grade (as the highway rises to cross the bridge deck) and bridge safety barriers. Measured at 3.5m from the closest edge of the traffic lane (that is, not from the closest edge of the parking lane) then the sight distance is 125m. Sight distances to the south are in excess of 200m.

The second location where access is gained is directly opposite Tyne Street. This serves a large sealed area which is used for car parking (associated with the existing recreational activities on the site) but which is unmarked. This access provided one traffic lane for entry and one for exit, but the lanes are separated by a landscaped central median. There is also a footpath on the northern side of the access, which continues into the site.

The sight distances towards the north and south at this access are in excess of 200m, measured at 3.5m from the closest edge of the traffic lane (that is, not from the closest edge of the parking lane).

The applicant has reached agreement with the NZTA regarding access to the site from Gordon Road, resulting in the following condition:

Prior to the design of the aquatic centre being finalised and an outline plan lodged with Council, consultation shall be undertaken with the New Zealand Transportation Agency to identify the most effective, efficient and safe access to SH87.

Overall, the proposed vehicle access arrangements are considered to be acceptable, subject to the above condition being incorporated into the design.

Parking and Manoeuvring:

The TA states that the activities at the designation site are expected to largely stay as they are at present, with the exception of the aquatic centre. It considers that it is also possible that the existing facilities will be more intensively used, and that this could occur as of right under existing consents held within the site.

Reference is made within the TA to several methodologies relevant to determine parking demand for the range of activities within the site, with emphasis on the proposed aquatic facility. Of particular note is the concluding statement in the TA that "surveys carried out for sporting fixtures show an average vehicle occupancy of between 2.5 and 3.5 people per vehicle". Overall, the applicant considers a parking ratio of 1 space to every 3 people that the building is designed for to be appropriate.

It is noted that this parking requirement is greater than the requirements of the 2GP. For instance, Rule 20.5.5.1.b requires 1 space for every 5 people that the building is designed for. In this case it is considered appropriate to adopt 1 space for every 3 people that the building is designed for, given that this is based on the more targeted survey data available. The parking requirements contained within the 2GP could be considered a more general rate to apply, though as noted in the TA there is a substantial range of parking rates that could be applied to such a facility based on methodology and/or policy relating to on-site parking provision.

Standard conditions for formation of parking areas are considered appropriate. Specifically, all parking areas shall be dimensioned in accordance with the performance standards of the District Plan. Furthermore, 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.

Generated Traffic Effects:

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

Transport generally consider the assessments made in respect of traffic generation to be reasonable, and note that the road network has sufficient capacity to accommodate any predicted traffic increases.

We would, however, also note that residential development to the east and south-east of Mosgiel may further increase traffic volumes on the surrounding road network, which may in turn generate an additional increase in traffic visiting the site not anticipated in the TA. Transport would not consider such an increase to be significant, however, and we note the statement within the application that the NZTA are satisfied

with respect to traffic generated by the proposal (subject to the recommended consent conditions).

Conclusion:

Transport considers that the development enabled by the proposed designation is unlikely to give rise to significant adverse effects on the safety/functionality of the transport network. The following consent conditions are recommended:

Conditions:

- (i) An on-site parking requirement of 1 carpark to every 3 people shall be applied for any new building.
- (ii) Should a new building greater than 500m² in area be established consideration shall be given to whether upgrade or reconfiguration of the vehicle access into the site is necessary to manage increased traffic flows and the outcomes of this consideration be included in the outline plan for the works.
- (iii) Prior to the design of the aquatic centre being finalised and an outline plan lodged with Council, consultation shall be undertaken with the New Zealand Transportation Agency to identify the most effective, efficient and safe access to SH87.
- (i) All on-site parking areas shall be dimensioned in accordance with the performance standards of the District Plan
- (ii) 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.

Advice notes:

- (i) It is advised that the vehicle crossing(s), between the road carriageway and the property boundary, are within legal road will therefore require a separate vehicle entrance approval from DCC Transport, and any further requirements of the NZTA. This is to ensure that the crossings(s) are constructed/reinstated in accordance with the Dunedin City Council Vehicle Entrance Specification (note: this is not included as part of the resource consent process).



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