

TO: Liz Lightbourne, Planner

FROM: Reese Martin, Graduate Planner – Transport

DATE: 4 May 2022

SUBJECT: **LUC-2022-117**
124 ABBOTTS HILL ROAD, ABBOTSFORD

APPLICATION:

Resource consent is sought to establish a temporary commercial activity on 124 Abbots Hill Road. The site was previously subdivided into two-lots under SUB-2018-152/A. The site contains an existing shed, a car parking area and a small container sized building located to the front of the site.

The proposed activity is an already existing activity taking place on site. Concerns have been raised by a neighbouring property adjacent to 124 Abbots Hill Road regarding the existing storage activity. In response, the applicant seeks a resource consent in order to continue to use the site under the existing activity as an equipment storage yard, including the loading and unloading of equipment. It is understood that the applicant also intends to construct a residential dwelling at the southern end of the site in the near future, however Transport are unsure if this forms part of the current application. Therefore, for completeness, Transport has assessed the traffic generation for both the anticipated future dwelling and the proposed activity in this assessment.

The site is located within the Rural Residential Zone. The site is irregularly shaped with frontage to Abbots Hill Road which is a Local Road under the 2GP Road Classification Hierarchy. The proposal is a non-complying activity. I have visited the site.

TRANSPORT NETWORK:

Abbots Hill Road is a Local Road, accessed from North Taieri Road which is also a Local Road. Abbots Hill Road is sealed from North Taieri Road for a distance of approximately 560m, at which point it transitions to an unsealed surface. The unsealed section of Abbots Hill Road can be described as undulating, with a formed width of generally between 5-6m. Speed readings taken in May 2020 show Abbots Hill Road to have an 85th percentile speed of 52km/h. This reading was taken on the sealed section, near the intersection with North Taieri Road. There is no speed data on the unsealed section of Abbots Hill Road.

According to RAMM, estimated traffic volumes on Abbots Hill Road show an ADT of 199vpd near North Taieri Road, reducing to 85vpd adjacent to the subject site.

The NZTA Crash Analysis System has been used to evaluate the safety record of Abbots Hill Road, including the North Taieri Road intersection in the most recent 5-year period. This assessment confirms that there have been no reported crashes in this part of the road network

during that period, and on that basis, it is considered that there are no pre-existing road safety deficiencies that are relevant to this proposal.

ACCESS:

Access to the site will remain unchanged, continuing to be accessed via an existing formed gravel vehicle crossing onto Abbotts Hill Road. The applicant states in the application that the formed width of the access is non-compliant with a width of less than 5.0m. However, upon site inspection the existing accessway has a measured width of 6.2m and is therefore compliant with minimum formed width requirements and sight distances are considered favourable for the speed environment.

It is noted that this vehicle access has been formed by the applicant and without prior vehicle entrance approval from DCC Transport. It is therefore advised that the existing vehicle crossing will remain at Council's pleasure and Council does not accept any liability for the maintenance of this vehicle crossing. The applicant is advised that it may be required to be upgraded in the future at the applicant's cost if its continued use results in unacceptable effects with respect to road safety and maintenance.

Subject to the above caveats, Transport considers the proposed access provisions to be acceptable.

PARKING AND MANOEUVRING:

Rule 6.6.1.5. requires parking areas provided for any activity other than standard residential to be hard surfaced and permanently marked. There does not appear to be any dedicated car parking areas on the site. The applicant states that car parking will be provided for up to 4 vehicles on site however these will not be marked and will change dependant on staff numbers and location of storage. No mobility parking is proposed. Since the site will be used by staff only, and acknowledging its rural nature, it is unlikely that mobility parking would be required, and the lack of mobility parking is therefore assessed as being acceptable to Transport in this instance.

It is noted that the applicant promotes a condition of consent which prevents staff vehicles from being parked within the Abbotts Hill Road corridor. In my view this is an unenforceable condition because the Abbotts Hill Road corridor is public land and there are no formal restrictions which would prevent any member of the public (including staff working on the subject site) from parking there. On that basis, I consider a more practical approach to address this potential issue would be to ensure there is adequate space onsite to accommodate the parking demand of the activity so that there is no need or desire for staff to park on the road.

A condition is therefore recommended to ensure that at least 4 car parking spaces are provided on the site, and that these are designed in accordance with the dimension requirements of Rule 6.6.1.1.b. Furthermore, the number of spaces should be subject to a review condition so that additional parking could be created if that was deemed necessary in the future.

Given the rural nature of the site, and noting that Abbotts Hill Road is unsealed, Transport does not require that the parking area is hard surfaced (despite the requirements of Rule 6.6.1.5.a.ii). However, this matter should also be subject to a review condition so that the condition of the parking area is acceptable for ongoing safe and efficient use, in perpetuity.

Subject to the above, the parking and manoeuvring arrangements are assessed as being acceptable to Transport.

GENERATED TRAFFIC:

The applicant proposes that vehicle movements do not exceed 20 per day despite the fact that 20 vehicle movements per day (vpd) is more than they expect will typically occur. Note that numbers of vehicle movements from a single activity could be difficult to monitor and would likely need to be reliant on self-reporting by the applicant. The applicant also states that there will be on average 16 heavy vehicle movements per month included in the 20VPD. The DCC Code of Subdivision states that 8-10 vehicle movements per day per residential unit are anticipated on rural and rural residential lots.

It is noted that although the applicant states that the commercial activity will cease after 30 months and will become a working from home activity, the actual current use of the site would remain unchanged. As the applicant proposes to construct a dwelling in the future, (and noting that this would be anticipated by the zoning of the site), the maximum amount of vehicle movements generated from the site could increase from up to 20 to up to 30. However, it is noted that the provision of living on site acts to mitigate the number of vehicle movements to and from the site, to some degree. This is because there would be some degree of synergy between the residential activity and the current proposed non-residential activity with some of the residents not needing to leave the site to reach their employment destination. The significance of this is unknown, and we therefore place little weight on this component.

As noted above, and according to RAMM, Abbotts Hill Road has an estimated ADT of 85vpd adjacent to the site, including 4.42% of heavy vehicles. Hence, the proposed anticipated increase of up to 30vpd as a result of the proposal will represent an increase of up to 32.5% in daily traffic volumes, and an increase of up to 21% in heavy vehicle traffic.

Although in percentage terms these increases appear somewhat substantial, this is only because Abbotts Hill Road carries a very small amount of traffic. For instance, the site is anticipated to generate up to 16 heavy vehicle movements per month, which equates to 4 per week, and less than 1 per day on average across the working week. On that basis, it is anticipated that the heavy vehicle traffic movements could increase from 3.75vpd to 4.55vpd. This is considered to be only a minor increase and it is noted that in consultation with Transport's Maintenance Team, we consider the proposed increase in traffic is unlikely to result in any significant effect on the frequency of required road maintenance. We do, however, recommend that the heavy vehicle use is subject to a review condition so that Council can address any unforeseen effects in the future. This would allow Council to monitor the heavy vehicle traffic associated with the site and seek to alter this if it was leading to any unforeseen, unacceptable effects.

Therefore, based on the fact that the existing road is adequate for two directional traffic and the proposed activity is unlikely to result in any significant increase in vehicle traffic or result in any significant maintenance concerns, it is considered that the effects of the traffic generated as a result of this proposal on the transportation network will be no more than minor.

CONCLUSION:

Transport considers the effects of the proposed development on the transportation network to be no more than minor, subject to the following condition(s) and advice note(s):

CONDITIONS:

- (i) Car parking must be provided on the site for at least four (4) vehicles. The car parking area must be designed to comply with the minimum dimension requirements of Rule 6.6.1.1.b.
- (ii) Pursuant to Section 128 of the Resource Management Act, the transportation requirements of this activity may be reviewed one year after the commencement of the activity, to ensure any adverse effects on the transportation network are sufficiently managed.

ADVICE NOTES:

- (i) It is advised that in the event of any future development on the site(s), Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application.
- (ii) The existing vehicle crossing will remain at Council's pleasure and Council does not accept any liability for the maintenance of this vehicle crossing. The applicant is advised that it may be required to be upgraded in the future at the applicant's cost.