APPLICATION FORM FOR A RESOURCE CONSENT

PLEASE FILL IN ALL THE FIELDS

Application details

I/We Totara Dunedin Properties Limited

(must be the FULL name(s) of an individual or an entity registered with the New Zealand Companies Office. Family Trust names and unofficial trading names are not acceptable: in those situations, use the trustee(s) and director(s) names instead) hereby apply for:

✓ Land Use Consent ○ Subdivision Consent

I opt out of the fast-track consent process: ✓ Yes ○ No
(only applies to controlled activities under the district plan, where an electronic address for service is provided)

Brief description of the proposed activity:

Consent is being sought to create two vehicle crossings at 380-392 Princes Street, a primary pedestrian frontage.

Have you applied for a Building Consent? ○ Yes, Building Consent Number ABA ✓ No

Site location/description

I am/We are the: (✓ owner, ○ occupier, ○ lessee, ○ prospective purchaser etc) of the site (tick one)

Street address of site: 380 Princes Street, Dunedin

Legal description: Lot 1 DP366424

Certificate of Title: CFR 269174

Contact details

Name: Allan Cubitt (○ applicant ✓ agent (tick one))

Address: PO Box 9054 Dunedin

Postcode: 9047

Phone (daytime): 027 2083181 Email: allan@cubittconsulting.co.nz

Chosen contact method (this will be the first point of contact for all communications for this application)

I wish the following to be used as the address for service (tick one): ✓ Email ○ Post ○ Other:

Ownership of the site

Who is the current owner of the site? Totara Dunedin Properties Limited

If the applicant is not the site owner, please provide the site owner's contact details:

Address: [redacted]

Postcode: 8025

Phone (daytime): [redacted] Email: [redacted]

Planning Application Fees Payment Details (Who are we invoicing)

THIS FORM MUST BE COMPLETED FOR ALL PLANNING APPLICATIONS THAT ATTRACT A FEE. ALL FIELDS ARE MANDATORY.

This information is required to assist us to process resource consent invoices and refunds at lodgement and the end of the process. If you have any queries about completing this form, please email ***planning@dcc.govt.nz***

Deposit Payment Payee Details:

Full Name of Deposit Payee (Person or Company):

Totara Dunedin Properties Limited

Mailing Address of Deposit Payee (please provide PO Box number where available):

[redacted]

Email Address of Deposit Payee: [redacted]

Daytime contact phone number [redacted]

Important Note: The Payee will automatically be invoiced for the deposit and/or any additional costs. Should a portion of the deposit be unspent, it will be refunded to the payee.

Fees

Council recovers all actual and reasonable costs of processing your application. Most applications require a deposit and costs above this deposit will be recovered. A current fees schedule is available on ***www.dunedin.govt.nz*** or from Planning staff. Planning staff also have information on the actual cost of applications that have been processed. This can also be viewed on the Council website.

Development contributions

Your application may also be required to pay development contributions under the Council's Development Contributions Policy. For more information please ring 477 4000 and ask to speak to the Development Contributions Officer, or email *development.contributions@dcc.govt.nz*.

Occupation of the site

Please list the full name and address of each occupier of the site:

vacant

Monitoring of your Resource Consent

To assist with setting a date for monitoring, please estimate the date of completion of the work for which Resource Consent is required. Your Resource Consent may be monitored for compliance with any conditions at the completion of the work. (If you do not specify an estimated time for completion, your Resource Consent, if granted, may be monitored three years from the decision date).

(month and year)

Monitoring is an additional cost over and above consent processing. You may be charged at the time of the consent being issued or at the time monitoring occurs. Please refer to City Planning's Schedule of Fees for the current monitoring fee.

Detailed description of proposed activity

Please describe the proposed activity for the site, giving as much detail as possible. Where relevant, discuss the bulk and location of buildings, parking provision, traffic movements, manoeuvring, noise generation, signage, hours of operation, number of people on-site, number of visitors etc. Please provide proposed site plans and elevations.

See attached AEE

Description of site and existing activity

Please describe the existing site, its size, location, orientation and slope. Describe the current usage and type of activity being carried out on the site. Where relevant, discuss the bulk and location of buildings, parking provision, traffic movements, manoeuvring, noise generation, signage, hours of operation, number of people on-site, number of visitors etc. Please also provide plans of the existing site and buildings. Photographs may help.

See attached AEE

(Attach separate sheets if necessary)

District plan zoning

What is the District Plan zoning of the site? CBD

Are there any overlaying District Plan requirements that apply to the site e.g. in a Landscape Management Area, in a Townscape or Heritage Precinct, Scheduled Buildings on-site etc? If unsure, please check with City Planning staff.

See attached AEE

Breaches of district plan rules

Please detail the rules that will be breached by the proposed activity on the site (if any). Also detail the degree of those breaches. In most circumstances, the only rules you need to consider are the rules from the zone in which your proposal is located. However, you need to remember to consider not just the Zone rules but also the Special Provisions rules that apply to the activity. If unsure, please check with City Planning staff or the Council website.

See attached AEE

Affected persons' approvals

I/We have obtained the written approval of the following people/organisations and they have signed the plans of the proposal:

Name:

Address:

Name:

Address:

Please note: You must submit the completed written approval form(s), and any plans signed by affected persons, with this application, unless it is a fully notified application in which case affected persons' approvals need not be provided with the application. If a written approval is required, but not obtained from an affected person, it is likely that the application will be fully notified or limited notified.

Assessment of Effects on Environment (AEE)

In this section you need to consider what effects your proposal will have on the environment. You should discuss all actual and potential effects on the environment arising from this proposal. The amount of detail provided must reflect the nature and scale of the development and its likely effect. i.e. small effect equals small assessment.

You can refer to the Council's relevant checklist and brochure on preparing this assessment. If needed there is the Ministry for the Environment's publication "A Guide to Preparing a Basic Assessment of Environmental Effects" available on www.mfe.govt.nz. Schedule 4 of the Resource Management Act 1991(RMA) provides some guidance as to what to include.

Attached

(Attach separate sheets if necessary)

The following additional Resource Consents from the Otago Regional Council are required and have been applied for: ○ Yes ○ No

○ Water Permit ○ Discharge Permit ○ Coastal Permit ○ Land Use Consent for certain uses of lake beds and rivers ✓ Not applicable

Assessment of Objectives and Policies

In this Section you need to consider and assess how your application proposal aligns with the relevant objectives and policies in the District Plan relating to your activity. If your proposal is a discretionary or non-complying activity under the District Plan more attention to the assessment will be necessary as the objectives and policies of the District Plan may not always be in support of the proposed activity.

See attached AEE

Declaration

I certify that, to the best of my knowledge and belief, the information given in this application is true and correct.

I accept that I have a legal obligation to comply with any conditions imposed on the Resource Consent should this application be approved.

Subject to my/our rights under section 357B and 358 of the RMA to object to any costs, I agree to pay all the fees and charges levied by the Dunedin City Council for processing this application, including a further account if the cost of processing the application exceeds the deposit paid.

Signature of: ○ Applicant ✓ Agent (tick one):

Allan Cubitt

Date: 10 12 2024

Privacy – Local Government Official Information and Meetings Act 1987

You should be aware that this document becomes a public record once submitted. Under the above Act, anyone can request to see copies of applications lodged with the Council. The Council is obliged to make available the information requested unless there are grounds under the above Act that justify withholding it. While you may request that it be withheld, the Council will make a decision following consultation with you. If the Council decides to withhold an application, or part of it, that decision can be reviewed by the Office of the Ombudsmen.

Please advise if you consider it necessary to withhold your application, or parts of it, from any persons (including the media) to (tick those that apply):

- Avoid unreasonably prejudicing your commercial position
- Protect information you have supplied to Council in confidence
- Avoid serious offence to tikanga Māori or disclosing location of waahi tapu

What happens when further information is required?

If an application is not in the required form, or does not include adequate information, the Council may reject the application, pursuant to section 88 of the RMA. In addition (section 92 RMA) the Council can request further information from an applicant at any stage through the process where it may help to a better understanding of the nature of the activity, the effects it may have on the environment, or the ways in which adverse effects may be mitigated. The more complete the information provided with the application, the less costly and more quickly a decision will be reached.

Further assistance

Please discuss your proposal with us if you require any further help with preparing your application. The Council does provide pre-application meetings without charge to assist in understanding the issues associated with your proposal and completing your application. This service is there to help you.

Please note that we are able to provide you with planning information but we cannot prepare the application for you. You may need to discuss your application with an independent planning consultant if you need further planning advice.

City Planning Staff can be contacted as follows:

IN WRITING: Dunedin City Council, PO Box 5045, Dunedin 9054

IN PERSON: Customer Services Centre, Ground Floor, Civic Centre, 50 The Octagon

BY PHONE: (03) 477 4000

BY EMAIl: planning@dcc.govt.nz

There is also information on our website at ***www.dunedin.govt.nz***

Information requirements

- Completed and Signed Application Form
- Description of Activity and Assessment of Effects
- Site Plan, Floor Plan and Elevations (where relevant)
- Written Approvals
- Payee details
- Application fee (cash, eftpos, direct credit or credit card (surcharge may apply))
- Certificate of Title (less than 3 months old) including any relevant restrictions (such as consent notices, covenants, encumbrances, building line restrictions)
- Forms and plans and any other relevant documentation signed and dated by Affected Persons

In addition, subdivision applications also need the following information:

- Number of existing lots
- Number of proposed lots
- Total area of subdivision
- The position of all new boundaries

In order to ensure your application is not rejected or delayed through requests for further information, please make sure you have included all of the necessary information. A full list of the information required for resource consent applications is in the Information Requirements Section of the District Plan.

OFFICE USE ONLY

Has the application been completed appropriately (including necessary information)? ○ Yes ○ No

Application: ○ Received ○ Rejected

Received by: ○ Counter ○ Post ○ Courier ○ Other:

Comments:

(Include reasons for rejection and/or notes to handling officer)

Planning Officer: Date:

APPLICATION FOR RESOURCE CONSENT

TOTARA-DUNEDIN PROPERTIES LIMITED

380 – 392 PRINCES STREET DUNEDIN

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1. Description of Proposal

1.1 Description of the Site

The application site is located at 380-392 Princes Street. It is legally described as Lot 1 DP366424 and comprises 727m^2.

Figure 1: The site

Pursuant to LUC-2023-77/A the buildings within the site have been demolished and it is currently sitting bare whilst redevelopment options are explored.

The Site is located in the Central Business District Zone and the South Princes Commercial Heritage Precinct overlay zone. It is also a Primary Pedestrian Street Frontage Mapped Area (PPF).

The site has a number of constraints that influence its ability to be redeveloped. These include:

- It is bounded on the South and West by existing buildings – including the Historically significant Empire Hotel.
- Presence of historically significant bread ovens at 392 Princes Street.
- Desire to retain the heritage facades on the adjoining site at 372-378 Princes Street.

1.2 Proposed Activity

1.2.1 The Applicant

Totara Dunedin Properties Limited owns the land and is spearheading the exploration into redevelopment options for the site.

1.2.2 The Existing Environment

The site is subject to LUC-2023-77/A which provided for the demolition of the buildings within the application site and 11 Stafford Street. As previously noted, that demolition has been completed. That consent was granted subject to a condition requiring detailed and ongoing engagement with the Council regarding the redevelopment of the site. That forms the existing environment. This proposal does not affect those obligations and is in fact complementary as it allows the parties to engage in more detail regarding the activation of the pedestrian frontage by the buildings for which consent will ultimately need to be sought.

1.2.3 The Proposal

Consent is being sought to create two vehicle crossings at 380-392 Princes Street, as shown below. These would operate as entry only and exit only, to and from the site on to Princes Street if/when the site is redeveloped.

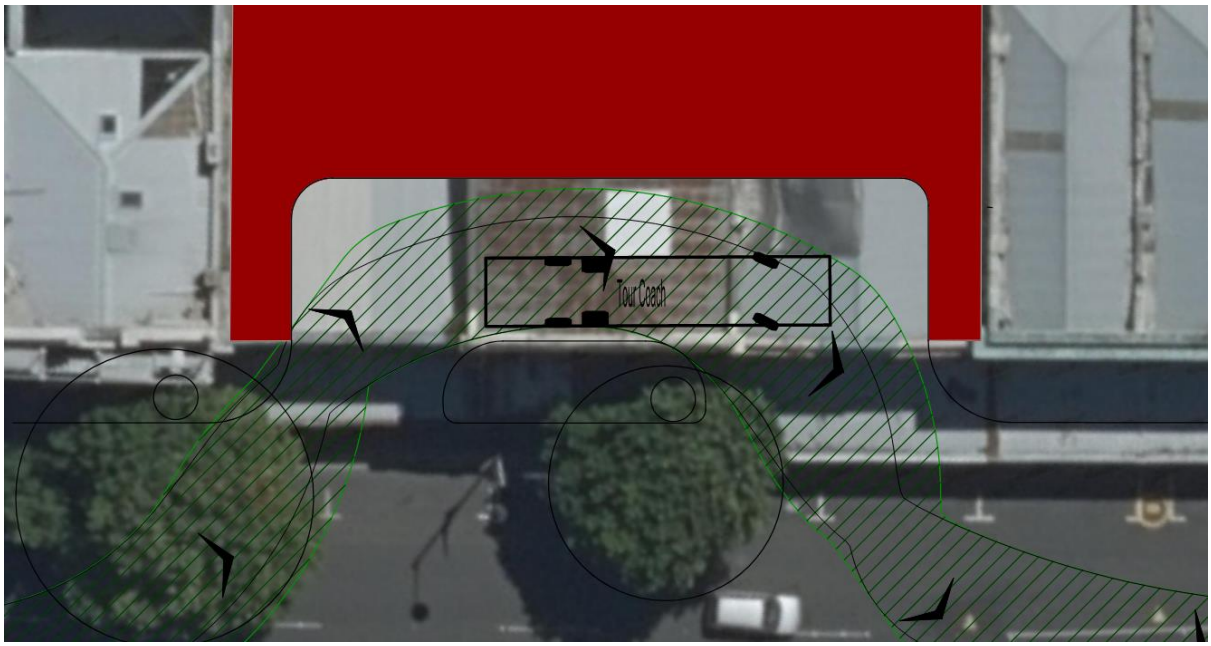


Figure 2: The proposed access configuration

Gaining a vehicle access crossing is an essential prerequisite to support comprehensive redevelopment of the wider site. In order for detailed design of new buildings to be advanced to support an application for development of buildings on the site, it is necessary to know whether a vehicle crossing is available.

The applicant is exploring different development options. Their preferred option is a comprehensive commercial residential accommodation development. Such a development must have an off-street area to enable guests to come and go from the site. If off-street vehicle access is not available, the site cannot be developed for this purpose.

It must also be noted that the crossings themselves do not generate traffic movements. It will be the subsequent development of the site that does this. Given that the site is currently completely vacant resource consents will be required to establish buildings on the site. Therefore, the effects of the use of the crossings and how those can be managed are more appropriately assessed in the context of the application for the building development.

1.2.4 Consent Sought

As noted above, the consent sought from the Dunedin City Council (**Council**) under the Council's 2nd Generation Plan (**Plan**) is for 2 vehicle crossings (although effectively operating as one) within the primary pedestrian street frontage mapped area (**PPF**) located on Princes Street (**Application**). Allowing the vehicle access would set the Site up to accommodate future commercial residential activities and provide certainty to support detailed design of a building to redevelop the wider site.

Status of the Activity

The activity is considered a parking, loading and **access** activity. The Plan defines this as:

> *Parking, loading and access*
>
> > *New or additions and alterations to vehicle tracks, **driveways**, parking areas, manoeuvring areas, and loading areas. Note that vehicle tracks and driveways **include vehicle crossings and vehicle accesses**.*
> >
> > *Parking areas are managed as a sub-activity of parking, loading and access.*
> >
> > *Parking, loading and access is an activity in the site development activities sub-category, which is in the development activities category.*

Parking, loading and access is considered a development activity. As the vehicle crossing would be into a scheduled heritage site the relevant activity status is identified at rule 18.3.6.23.

18.3.6 Development Activity Status Table

	Development activities on a scheduled heritage site, where visible from an adjoining public place or a public place within the heritage site	Activity status	Performance standards
23.	Parking, loading and access	RD	Parking, loading and access standards

The parking loading and access standards at rule 18.6.14 provides:

1. *Parking, loading and access must comply with Rule 6.6.*
2. *New vehicle accesses are not allowed across any primary pedestrian street frontage mapped area.*
3. *Vehicle accesses that contravene the performance standard in Rule 18.6.14.2 are a non-complying activity.*

The Application is for a vehicle crossing over Princes Street footpath, which is a primary pedestrian street frontage mapped area. Therefore, rule 18.6.14.2 is breached and the activity status for the Application is non-complying.

Rule 18.4.3.1 requires that the Application is notified:

Rule 18.4 Notification

[…]

3. Applications for resource consents for the following activities will be publicly notified in accordance with section 95A of the RMA:

1. New vehicle accesses that cross a primary pedestrian street frontage mapped area (PPF);

There is a distinction between requirement for notification of the vehicle access, as opposed to notification of the activity the vehicle access will service. This Application considers the adverse environmental effects of the vehicle access. Effects of development of the site to be served by the access will be addressed when consent is sought for that at a future date. However, that application cannot be advanced without determining whether a vehicle access from Princes Street is available. In that sense this proposal is an enabling work.

While public notification is required by the 2GP, we request that it is publicly notified as soon as reasonably practicable.

2. Assessment of Environmental Effects

2.1 Introduction

In order to enable an assessment of environmental effects of establishing the vehicle crossings the following has been assumed:

- 2 Crossings are sought (an entry crossing and an exit crossing) to avoid vehicles having to reverse onto Princes Street and across the footpath.
- That no more than 250 vehicle movements would occur.

2.2 Visual Amenity effects

The visual amenity values of the street frontage are currently low. The buildings within the application site have been demolished therefore there is no street activation or cover for pedestrians. The buildings on the adjacent site to the north are empty and run down. To the South the Empire Hotel building has been maintained and from this point on the amenity of the footpath improves with more active businesses. However, the vibrancy of this area is relatively low compared with the CBD to the north of the site.

LUC-2023-77/A required the consent holder to enter into a covenant requiring the developer will engage with Council at the commencement of, and ongoing development of, the design options for the site. That covenant has been registered and the engagement process is ongoing. Due to that covenant being in place it is not considered necessary for a further covenant to be registered. However, the applicant does propose conditions as follows:

- *As part of the engagement process required by condition 3 of LUC-2023-77A the consent holder must discuss building design solutions to ensure redevelopment of the site provides a quality amenity outcome for pedestrians of Princes Street having specific regard to the matters in Policy* 18.2.3.2
- *The vehicle crossing authorised by this consent must not be constructed until building consent to establish a new building on the site has been obtained.*

Providing for the vehicle crossing will ultimately improve the amenity of the streetscape by facilitating the redevelopment of the site. Use of the application site will result in a more activated frontage and improved amenity.

Establishing a crossing and enabling vehicle access to the site is likely to be a better outcome than reliance on street solutions. For example, enabling drop off and pick-ups associated with commercial residential activities to occur within the application site will avoid significant congestion on the surrounding footpath while the unload and loading of cars and buses occurs.

The Applicant has already entered a covenant with the Council to engage with the Council at the commencement of, and ongoing development of, the design options for the site. The covenant requires that the Applicant's architect liaise with the Council's heritage advisor and urban designer every 4 weeks until lodgement of resource consent for the new development. Via the proposed conditions this will continue and will explicitly include the pedestrian frontage matters.

2.3 Safety and Traffic

The road classification for the stretch of Princes Street adjacent to the Site is as an Arterial Road. A crossing itself does not generate Traffic, for the purposes of this application no more than 250 vehicle movements are expected.

The parking, loading and access standards at rule 18.6.14 require that parking, loading and access must comply with rule 6.6. The Standards in rule 6.6 relate to:

- Car Parking Design,
- Vehicle Loading Design, and
- Vehicle Access Design and Location.

The relevant standards for the Application are at rule 6.6.3, the Vehicle Access Design and Location standards. Rule 6.6.3.1 provides the maximum number of vehicle crossings permitted on each road frontage of any site as follows:

Frontage length		1. Local road and Industrial road	2. Collector road	3. Arterial road (less than 100kmh) and Urban High Density Corridor	4. Strategic road
i.	0m - 18m	1	1	1	1
ii.	>18m - 60m	2	1	1	1
iii.	>60m - 100m	3	2	1	1
iv.	>100m - 200m	3	3	2	1
v.	>200m	3	3	2	2

The frontage is 75m so 1 crossing is provided for. This application seeks two crossings (although they would effectively operate as one by providing entry and exit only). Activities that contravene this performance standard are restricted discretionary activities.

The speed limit for the relevant stretch of Princes Street is 50km/h. The minimum sight distance required by rule 6.6.3.2 is 69m. These site distances are easily achieved given the straight formation of Princes Street. It is also noted that due to the raised median on Princes

Street vehicles will always enter from the south and exit the site travelling north. Therefore site distances to the north are not particularly relevant.

Rule 6.6.3.3 requires that the maximum width of a vehicle access for commercial residential activity is 9m and that is what is sought. This will enable the likes of buses to manoeuvrer onto the site should a commercial residential development be approved.

Rule 6.6.3.4 provides the minimum distances of a new vehicle crossing from intersections on roads where the speed limit is less than 70km/h. The frontage road is considered an arterial road, the intersecting road type for Manse Street and Jetty Street are arterial, for the intersecting part of Princes Street are commercial centre, while Stafford Street does not have a road classification. To be consistent with rule 6.6.3.4 the minimum distance of a new vehicle crossing from the intersection must be 30m which is complied with in this case. The nearest intersection is 50m away, so this standard is complied with.

Beca Ltd (Beca) has been commissioned by the applicant to undertake a Transport Assessment to identify the potential impacts on the local transport network resulting from the establishment of two crossings at the site. That report is attached at Appendix 1. Without repeating the detail of that assessment, Beca confirmed that they were comfortable that two accesses could be developed at the site that would be acceptable in terms of pedestrian safety. They concluded that:

> *Overall, the proposed development is expected to have minimal impact on the transport network with potential pedestrian safety impacts from the proposed accesses on the Princes Street Primary Pedestrian. Frontage minimised through design and operation of the accesses.*

2.4 Positive Effects

The application site has been in a dilapidated state for many years. Multiple landowners have attempted to redevelop the site without success. This application will help unlock the potential of the site and with the proposed conditions construction will only occur when the wider site development takes place. This will enable wider effects of site development (when they are fully understood) to be assessed and for the Applicant and Council to more fulsomely engage in accordance with the conditions of the existing LUC-2023-77/A.

The proposal will enable a significantly underutilised site within Dunedin’s central business district to be redeveloped.

2.5 Conclusion

Overall, we conclude that any adverse effects of allowing the establishment of the access configuration shown in Figure 2 will be no more than minor in respect to traffic and pedestrian safety. The proposal will in fact have the positive effect of enabling significant development options to be considered for the site, which will eventually lead to an enhanced pedestrian environment in this locality. On this basis, we conclude that the proposal passes through the effects gateway test of s104D of the RMA.

3. The Policy Framework

3.1 The District Plan

The Plan provides an overview of the resource management issues affecting Dunedin City. The Plan's purpose is to assist the Council in carrying out its functions under s 31 of the RMA.

The Plan also identifies Objective 18.2.3 and Policy 18.2.3.2 as priority considerations.

> **Objective 18.2.3**
>
> *Land use and development maintains or enhances the amenity of the streetscape, including the visual and environmental amenity for pedestrians along identified pedestrian street frontage mapped areas.*

This objective is concerned with maintaining or enhancing the amenity of the streetscape on PPF's. Maintaining the visual and environmental amenity for pedestrians is the paramount consideration of the Objective. The Objective is not concerned with safety. Appropriate design of the vehicle crossing can be completed to maintain and enhance the amenity of the streetscape. The current amenity of the streetscape is low.

> **Policy 18.2.3.2**
>
> *Require buildings along a **primary pedestrian street frontage mapped area** to be located, designed and operated to provide a high level of pedestrian amenity by:*
>
> *a. providing a continual frontage of buildings along the street, apart from pedestrian alleyways;*
>
> *b. providing a clear and direct visual connection between the street and the building interior;*
>
> *c. providing a direct physical connection to the building interior through clearly identified pedestrian entrances on the highest order pedestrian street frontage mapped area;*
>
> *d. providing shelter for pedestrians on footpaths, in the form of a verandah;*
>
> *e. being of a height that maintains existing sunlight access to footpaths and public open spaces;*
>
> *f. providing an architecturally interesting façade and human-scale design, through building modulation and consistent alignment of windows;*
>
> *g. being designed to have commercial activities at the ground floor, with an adequate ground floor to ceiling height to accommodate these activities; and*
>
> *h. providing customer-facing activities on the ground floor.*

The design outcomes sought by (b) to (h) of this policy are not directly relevant as this application does not seek to establish a building. They will become relevant when that application is made and assessed. However, as we have discussed above, these matters are already adequately addressed via the conditions associated with LUC-2023-77/A requiring an engagement process with Council regarding the redevelopment of the site.

We do however acknowledge that the crossings sought will prevent the provision of a continual frontage of buildings along this stretch of Princes Street, which is sought by

subsection (a) of the Policy. However, this part of the CBD suffers from a lack of vibrancy and offers little in aesthetic value to the city. The character of the retail activities in the area is 'down at heel', with shops that do not attract large numbers of people to the area.

As things currently stand the site is vacant. This applicant is seeking to redevelop the site so that it may positively contribute to the streetscape and wider City. Part of that redevelopment is gaining certainty about access to the site for vehicles. While there is some inconsistency with this particular part of the policy, the overall objective of the policy suite will be achieved by enabling new development which will invigorate what is a tired and rundown area.

Objective 6.2.1
Transportation infrastructure is designed and located to ensure the safety and efficiency of the transport network for all travel modes while:

a. minimising, as far as practicable, any adverse effects on the amenity and character of the zone; and

b. meeting the relevant objectives and policies for any overlay zone, scheduled site, or mapped area in which it is located.

Objective 6.2.4
Parking areas, loading areas and vehicle accesses are designed and located to:
a. provide for the safe and efficient operation of both the parking or loading area and the transport network; and

b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel modes.

We consider the Proposal to be consistent with these objectives. The proposed two crossings will enable vehicles to access and exit the site easily and safely by avoiding the need to reverse out of the site. This also facilitates the safe interaction with vehicles on Princes Street by avoiding potential conflicts between vehicles entering and exiting the site. Utilising an on-street solution to support redevelopment of the site for permitted activities such as a commercial residential activity would increase congestion along the footpath, increase demands for short term parking around the vicinity of the site which would have adverse effects on the safe and efficient functioning of the surrounding network. It would also adversely affect the amenity of pedestrians using the Princes Street Frontage.

Policy 6.4.2.2

Require driveways to be designed to ensure that:

a. the surfacing and gradient of the driveway allows it to be used safely and efficiently;

b. mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths;

c. the width of the driveway is sufficient to allow the type and number of vehicles (including emergency vehicles), likely to be using it to do so safely and efficiently; and

d. sufficient distance is provided between shared driveways and dwellings.

Policy 6.2.4.4
Require vehicle accesses to be limited in number and width, in order to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on:
a. pedestrian and cyclist safety and ease of movement; and

b. the safety and efficiency of the multi-modal transport network.

There are currently no vehicle crossings on the relevant block and the proposed crossing will enable an integrated development plan of all of the properties from the corner of Princes and Stafford Street to the Empire Hotel. Enabling vehicles to get off Princes Street will be a safer and more efficient outcome than those same vehicles parking on street due to the constrained nature of Princes Street.

Policy 6.2.4.5

Require new vehicle accesses to be located a sufficient distance from intersections and level crossings to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on safety and efficiency due to:
a. vehicles queuing to enter the crossing hindering the efficient functioning of the intersection or level crossing; and
b. confusion over whether indicating vehicles are seeking to turn at the crossing or the intersection.

The proposed crossing comfortably complies with set back and sightline distances

Policy 6.2.4.6

Require sufficient visibility to be available:

a. at vehicle crossings, to minimise, as far as practicable, the likelihood of unsafe vehicle manoeuvres; and

b. where a road, driveway or vehicle track crosses an operational rail network via a level crossing, to maintain the safety of the road and rail users.

The proposed crossing comfortably complies with set back and sightline distances.

3.2 Conclusion

The proposed crossings are consistent with the safety related policy provisions. While there is some inconsistency with the PPF policies, the outcomes sought by this policy suite will be achieved.

Overall, the proposal is not contrary to the objectives and policies of the 2GP. As a consequence, the proposal also passes through the policy gateway test of s104D of the RMA.

4. Part 2 of the Act

Under s 104(1) of the RMA, a consent authority must consider resource consent applications "subject to Part 2" of the RMA, specifically, sections 5, 6, 7 and 8.

The Court of Appeal has recently clarified how to approach the assessment of "subject to Part 2" in section 104(1). In *R J Davidson* the Court of Appeal found that:

- Decision makers must consider Part 2 when making decisions on resource consent applications, where it is appropriate to do so. The extent to which Part 2 of the RMA should be referred to depends on the nature and content of the planning documents being considered

- Where the relevant planning documents have been prepared having regard to Part 2 of the RMA, and with a coherent set of policies designed to achieve clear environmental outcomes, consideration of Part 2 is not ultimately required. In this situation, the policies of these planning documents should be implemented by the consent authority. The consideration of Part 2 "would not add anything to the evaluative exercise" as "genuine consideration and application of relevant plan considerations may leave little room for Part 2 to influence the outcome". However, the consideration of Part 2 is not prevented, but Part 2 cannot be used to subvert a clearly relevant restriction or directive policy in a planning document.

- Where it is unclear from the planning documents whether consent should be granted or refused, and the consent authority must exercise a judgment, Part 2 should be considered.

- If it appears that the relevant planning documents have not been prepared in a manner that reflects the provisions of Part 2, the consent authority is required to consider Part 2.

In this case, we have not identified any invalidity, incompleteness or uncertainty of meaning in the relevant planning documents Hence, we do not consider it necessary to consider these matters in this assessment.

5. Summary and Conclusion

The application is for a ‘parking, loading and access’ development activity within the Central Business District Zone. The site lies within the ‘South Princes Commercial Heritage Precinct overlay’ and has Primary Pedestrian Street Frontage. Before development options for the site can be designed with any certainty, it is critical that vehicular access is enabled to the site. However, the PPF means that the access development activity is a non-complying activity and any application to establish such access must be publicly notified. That create significant uncertainty for any development proposal that may be considered for the site. As a consequence of this uncertainty, consent is sought for the proposed accesses before those development options are finalised.

A previous consent for the site (LUC-2023-77/A) requires detailed and ongoing engagement with the Council regarding the redevelopment of the site. That condition essentially addresses the key matter to be addressed by applications of this nature, which is the activation of the pedestrian frontage by any development that may eventually occur on the site. With that issue already addressed, the traffic related effects have been assessed in this application by Beca, who have confirmed that the proposed access configuration as shown in Figure 2 would be acceptable in terms of pedestrian safety. We have proposed a condition that ensures the access cannot be created until such time as building consent has been received for any development of the site. Building consent will not be granted until a resource consent is granted, which will address the pedestrian amenity aspects of future development on the site.

We have concluded the proposal passes through both s104D gateway tests. This allows the consenting authority to consider the proposal for consent. The proposed activity will be a very minor aspect of any future development of the site. Unfortunately, it creates the most uncertainty because of the draconian approach to the notification process codified in the 2GP. Granting this consent will enable the development of the site to move forward. If it is not granted, the site is unlikely to be developed any time soon. In our view, granting the consent will enable the sustainable management of Dunedin’s CBD, thereby achieving the purpose of the Act.

Princes Street Development Transport Assessment

Prepared for Totara-Dunedin Properties Limited
Prepared by Beca Limited

6 December 2024

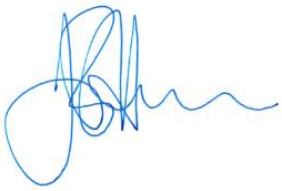
Contents

Appendices

Revision History

Revision Nº	Prepared By	Description	Date
1	Hayden Trumper	Final for Resource Consent	06/12/2024

Document Acceptance

Action	Name	Signed	Date
Prepared by	Hayden Trumper, Lucas Wheadon		06/12/2024
Reviewed by	Craig Richards		06/12/2024
Approved by	John Heenan		06/12/2024
on behalf of	Beca Limited		

Executive Summary

Beca Ltd (Beca) has been commissioned by Totara-Dunedin Properties Limited to undertake a Transport Assessment for a proposed development located at 380-392 Princes Street, Dunedin. The options for the redevelopment of the site are being considered with the current preferred option being a visitor accommodation development.

Currently, the site is vacant with commercial buildings located on adjacent properties. The site has a frontage on Princes Street which is classified as an arterial road with the arterials of Manse Street and Jetty Street located nearby. This provides the site with comprehensive access infrastructure. The historical safety and crash record for the immediate area does not suggest any significant existing safety issues.

The exact size and type of the development that may occur on the site is to be confirmed, with the layout heavily influenced by the nature of access available to the site. For the purposes of this assessment, it is assumed that the site will be used for visitor accommodation.

Given the central location of the site, with good access to public transport services, it is expected that most guests will arrive by taxi, tour coach or public transport and there will not be excessive vehicle access requirements. In instances where there is demand for parking, visitors will be directed to use the ample nearby on-street parking and public off-street parking facilities.

This application seeks to establish a vehicle access to the property at 380-392 Princes Street. Following consideration of this application, the Applicant can proceed to detailed development of a building design to redevelop the site. Without consent for an access, it is not possible to do this. The accesses proposed are compliant with the District Plan Standards so far as they are applicable. An assessment of the proposed vehicle crossings is required as the DCC 2GP states no new vehicle crossings are permitted on the Princes Street primary pedestrian frontage. The DCC 2GP also only allows a single vehicle crossing on arterial roads such as Princes Street given the road frontage length. The impact of the proposed vehicle crossings on pedestrian safety along the primary pedestrian frontage on Princes Street also been assessed.

Two ‘crossings’ are proposed, but they will effectively operate on a one-way basis. The proposed accesses allow for tracking of a coach avoiding trees and structural poles on either side of the entrance and exits. Onsite building design can include safety measures enhancing vehicle and pedestrian visibility, with differentiated surfaces and development of a Management Plan in consultation with DCC to prioritise pedestrian safety. As such, the effects of the proposed vehicle crossings on pedestrian safety are considered acceptable. Conditions to secure this outcome are proposed.

In conclusion, the site is adeptly positioned to integrate with Dunedin’s transport frameworks, facilitating efficient operational dynamics and enhanced urban connectivity when ultimately redeveloped. Consent to establish access to the site will enable detailed site design to be undertaken to maintaining pedestrian safety, managing impacts on the existing transport network and enabling the amenity of pedestrians to be addressed through building design.

1 Introduction

1.1 Project Background

Beca Ltd (Beca) has been commissioned by Totara-Dunedin Properties Limited to undertake a Transport Assessment to establish 2 vehicle crossings at 380-392 Princes Street. These crossings will enable more detailed options regarding redevelopment of the site to be developed. Figure 1-1 shows the proposed site and nearby sites of significance.

The site is located on Princes Street between Stafford Street and Carroll Street in Central Dunedin.

Figure 1-1 Proposed site location and surrounding significant sites.

1.2 Purpose and Report Structure

This Transport Assessment provides an assessment of the current operation of the site and identifies the potential impacts on the local transport network resulting from the establishment of the proposed accesses. This report is structured as follows:

- Section 2 – Existing Transport Context: Provides a description of the current operation of the site and existing transport environment.
- Section 3 – Proposed Development: Provides a description of the proposed development.
- Section 4 – District Plan Assessment: Assesses the proposed development against the requirements set out in the Dunedin City Council Second Generation District Plan (DCC 2GP).

- Section 5 – Transport Effects Assessment: Identifies potential transport effects of the facility including consideration of vehicle, pedestrian, cycle, and public transport impacts.
- Section 6 – Conclusion: Provides the conclusions and recommendations of the Transport Assessment.

2 Existing Transport Context

2.1 Existing Site Operation

The site is located at 380-392 Princes Street between Stafford Street and Carroll Street in Central Dunedin as shown in Figure 2-1. The site is currently vacant due to the dilapidated buildings having been demolished. There are commercial buildings located on adjacent propoerties.

Figure 2-1 Proposed development site and existing access points.

2.2 Surrounding Land Use

The proposed site is located within the Central Business District in the Dunedin City Council Second Generation District Plan as shown in Figure 2-2. According to the District Plan, the Central Business District "*encompasses the central part of the city and extends northwards along George Street to Albany Street. It includes the Octagon and Moray Place, extends south along upper Princes Street to Hope Street, east to include the Dunedin Railway Station and Toitū Otago Settlers Museum and west to the Smith Street and York Place (SSYP) Zone. The CBD is the focus for employment, retail, entertainment, leisure, visitor accommodation and art and culture activities".*

Figure 2-2 Surrounding land uses.

The site has a Warehouse Precinct zone located 60m east, Princes, Parry and Harrow Street zone located 60 southwest, Inner City Residential zone located 120m west, and CBD Edge Commercial South zone located 100m south.

392 Princes Street has been classified as an archaeological site within the District Plan. In DCC 2GP, it explains that "*an archaeological site is defined as any place in New Zealand that was associated with human activity that occurred before 1900 and provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand*". On this property are pre-1900's brick laid bread ovens which are significant to the history of Dunedin. Redevelopment of the site will need to preserve these features which is a constraint of the site.

2.3 Local Road Network

Figure 2-3 shows the surrounding road network with the road category in accordance with DCC 2GP Road Classification.

Figure 2-3 Surrounding road network with road classifications.

2.3.1 Princes Street

Princes Street shown in Figure 2-4 is a two-way 4-lane raised median divided road between Hope Street and Rattray Street with 11,073 annual daily traffic (ADT) (MobileRoads, 2024) with 3.2% heavy vehicles south of Jetty Street, and 9,300 ADT with 5% heavy vehicles north of Jetty Street. The DCC 2GP classifies Princes Street as an Arterial Road. The road has footpaths on both sides with some shops having verandas to protect pedestrians from rain, and a posted speed limit of 50km/h.

In the DCC 2GP, an arterial road is defined as *"roads (including an urban high-density corridor) that connect, distribute and collect within and between residential, rural, commercial and industrial areas; as well as providing access to properties. In urban areas, these roads support a range of travel modes including frequent public transport services and considerable pedestrian and cycle activity. On an Arterial Road, it may be appropriate to prioritise road space allocation/road design to support safe cycling and/or public transportation. This can result in less space for on-street parking…".*

Figure 2-4 Princes Street.

The DCC 2GP designates both sides of Princes Street as Primary Pedestrian Frontage to the north of Carroll Street, which includes all of the road frontage of the site.

2.3.2 Car Parking

Figure 2-5 shows on-street parking restrictions near the proposed site. There is a range of restricted parking ranging from 5-60 minutes around the site, 30-minute parking directly outside the site, and some paid parking further north and east. A mixture of parallel and 90-degree unrestricted car parks are available nearby on Stafford Street and Carroll Street, within 400m of the site, to the west of Hope Street. Figure 2-6

shows the nearby commercial (Wilsons) car parking sites with additional car park buildings provided by DCC on Great King Street, Wall Street and Lower Moray Place.

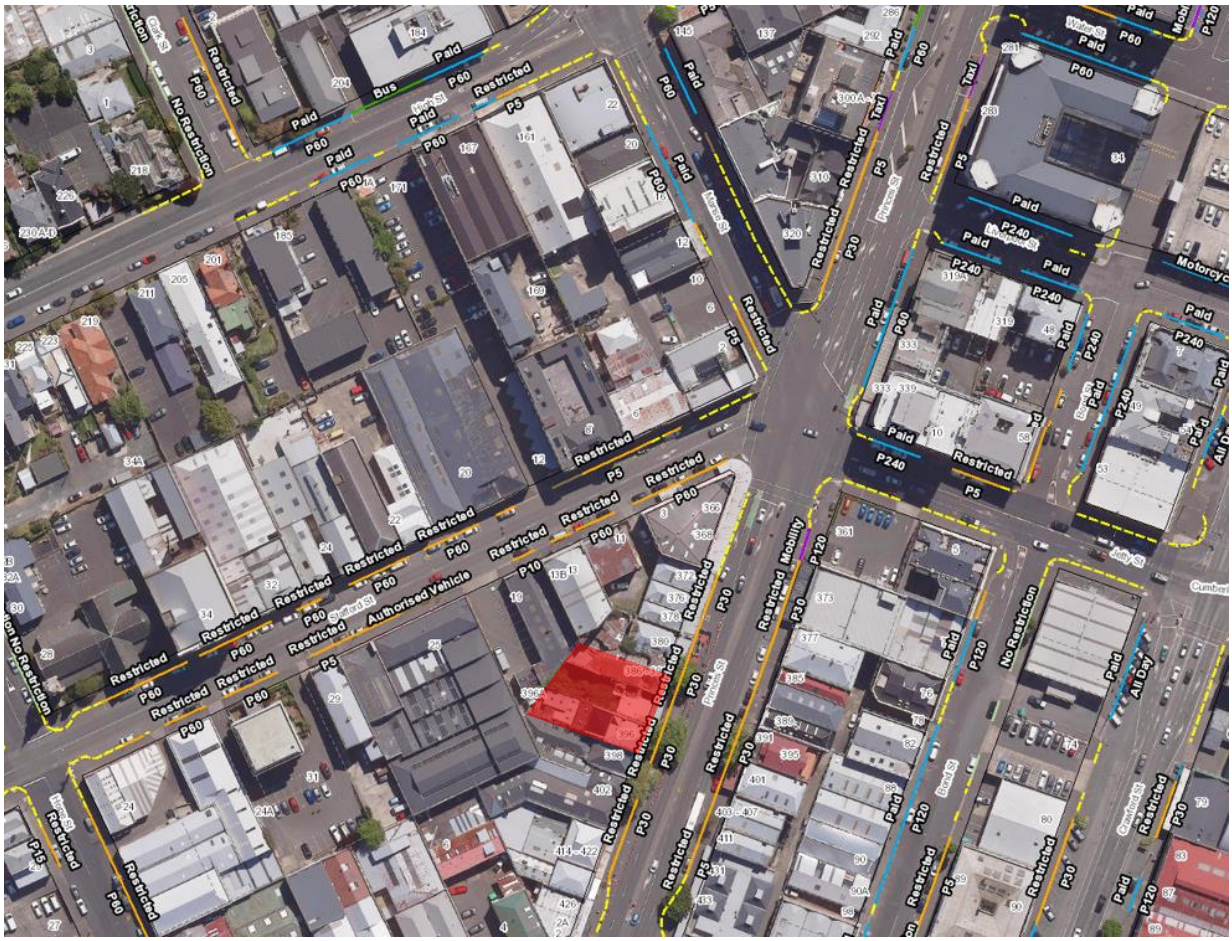


Figure 2-5 Parking restrictions near the site.

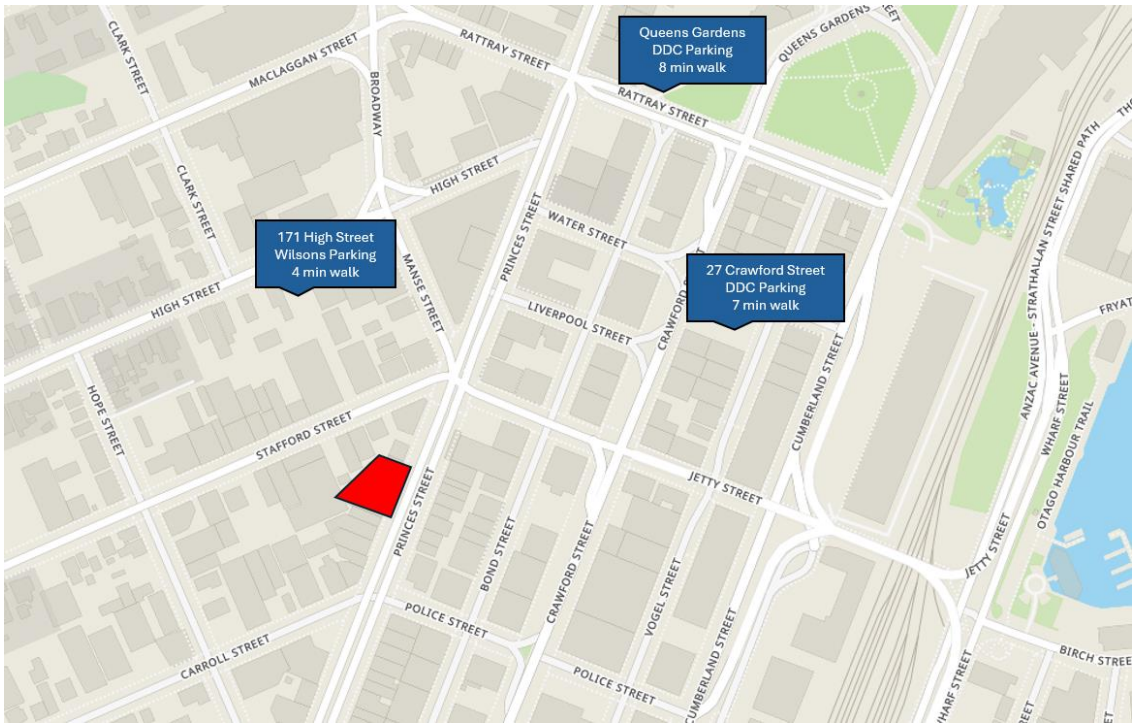


Figure 2-6 Nearby commercial parking sites

2.4 Walking and Cycling

Given the central and urban site location in Dunedin City, there is good provision for pedestrians and an established pedestrian network within proximity to the site. The surrounding transport system comprises 4m wide footpaths along Princes Street. Buildings in the area provide canopies to protect pedestrians from adverse weather conditions.

Figure 2-7 shows all cycle facilities near the proposed site, including cycle stands and designated on-road cycle lanes. There is limited formal cycling facilities near the proposed development with cycle lanes only provided on the Princes Street approaches to the Princes Steet / Stafford Street / Manse Street / Jetty Street intersection. There are public cycle stands on the opposite side of Princes Street, and in front of the proposed site. Crawford Street and Cumberland Street are both one-way roads with each road having painted one-way on-road cycle lanes for cyclists travelling to and from site.

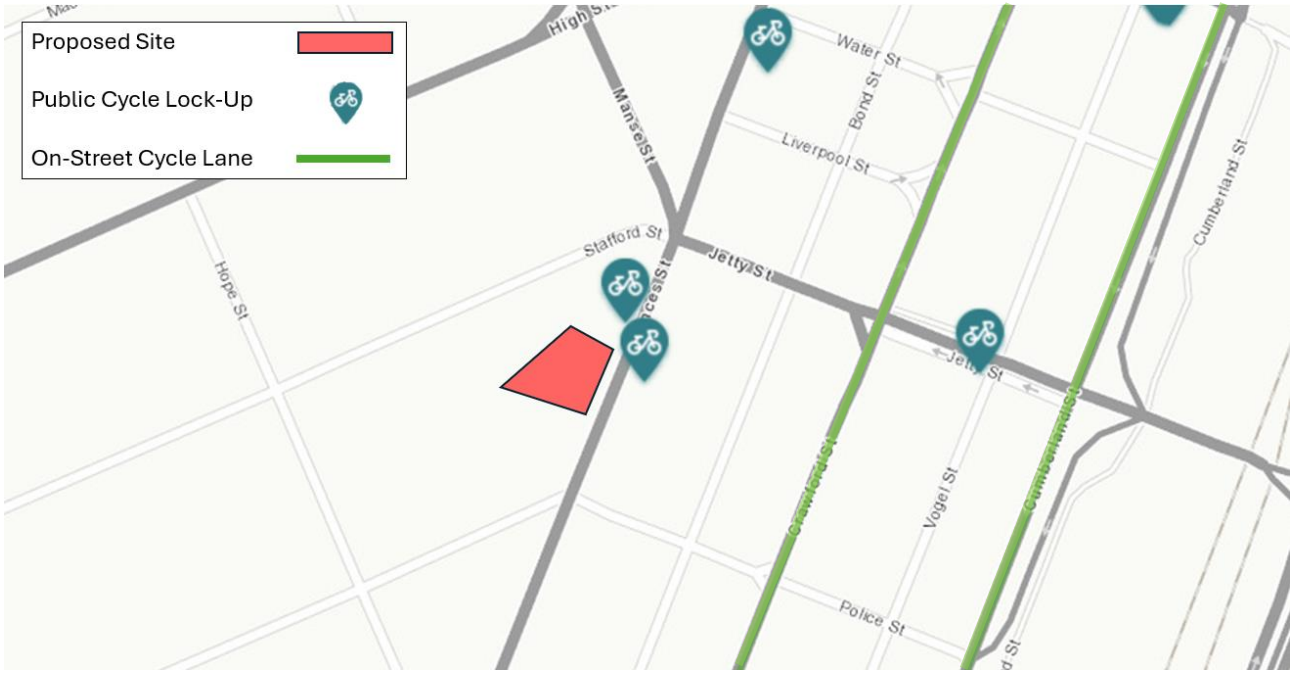


Figure 2-7 Cycle facilities near the proposed development.

2.5 Public Transport

There are bus stops outside of 265, 268, 449, and 462 Princes Street, either 200m or 260m from the proposed site, this is shown in Figure 2-8.

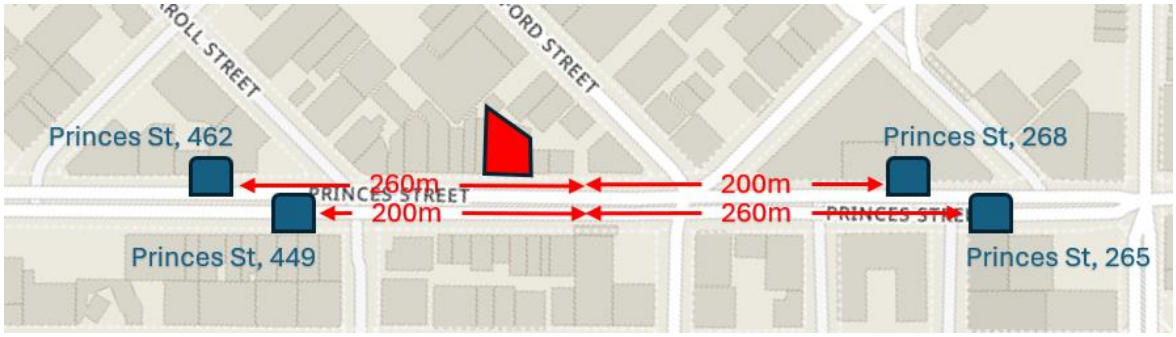


Figure 2-8 Bus stops near the proposed site.

Princes Street is used as a main route for busses to access southern suburbs of Dunedin, there are 20 different bus routes which pass by the site. Each bus route's frequency on weekdays and weekends is shown in Table 2-1.

Table 2-1 Bus frequencies passing proposed development.

Route		Weekday interval	Weekend interval
3	Ross Creek – City – Ocean Grove	30min	1hr
	Ocean Gove – City – Ross Creek		
5	Pine Hill – City – Calton Hill	20min	1hr
6	Calton Hill – City – Pine Hill	20min	1hr
8	Normanby – City – St Clair	15min	30min
	St Clair – City – Normanby		
10	Opoho – City – Shiel Hill	20min	1hr
11	Shiel Hill – City – Opoho	20min	1hr
18	City – Portobello (Harington Point)	30min	1hr
	Portobello (Harington Point) – City		
19	Belleknowes – City – Waverley	30min	1hr
	Waverley – City – Belleknowes		
33	Wakari – City – Caversham – Corstorphine	30min	1hr
	Corstorphine – Caversham – City – Wakari		
44	Halfway Bush – City – St Kilda	30min	1hr
50	Helensburgh – City – St Clair Park	30min	1hr
	St Clair Park – City – Helensburgh		
55	Brockville – City – St Kilda	30min	1hr
77	City – Green Island, Fairfield, Mosgiel	15min	30min
	Mosgiel, Fairfield, Green Island – City		

Bus routes operate every 15 minutes to 30 minutes on weekdays, and every 30 minutes to 1 hour on weekends, depending on the type of route deemed by DCC.

2.6 Safety and Crash Analysis

The NZ Transport Agency Crash Analysis System (CAS) was used to assess the historical safety record (2019-2023) in the immediate vicinity of the proposed development site with the crash history provided in Appendix A. The crash history included analysing Princes Street outside the site, and the nearby Princes Street / Stafford Street / Manse Street / Jetty Street intersection.

Figure 2-9 Crash analysis for past 5 years.

As seen in Figure 2-9, there has been a total of 9 crashes in the last 5 years with one resulting in a minor injury at the nearby Princes Street / Stafford Street / Manse Street / Jetty Street intersection. The minor injury involved a vehicle stopping at the end of a queue on Jetty Street while the following car was unaware or distracted, resulting in a rear-end crash. No recorded crashes involved pedestrians.

3 Proposal Details

3.1 Proposed Development

The options for the redevelopment of 380-392 Princes Street are being considered with the current preferred option being a visitor accommodation development. The proposed development is in the Dunedin Central Business District with nearby commercial and retail areas. If visitor accommodation development is to be pursued, a porte-cochere to provide an off-street area for visitors to come and go from the site is likely to be preferred. Such an approach would require vehicle crossings.

The scope and final design of the development is yet to be confirmed with the layout heavily influenced by the nature of access available to the site. For the purposes of this proposal the assessment has been completed on the basis that site development will meet all non-transport related development standards and will comply with the High Trip Generating activity threshold. The site outline of a possible ground floor configuration is shown in Figure 3-1.

Figure 3-1 Proposed development ground floor outline.

3.2 Vehicle Access

Due to the configuration of the site and various constraints within it, it is proposed to establish access via two vehicle crossings on Princes Street. This would enable the establishment of a porte-cochere to support a visitor accommodation development. While delivery vehicles will utilise nearby on-street loading spaces which is in accordance with DDC 2GP given the likely size of a development on this site.

The details of the vehicle crossing, are to be confirmed with DCC, however the vehicle crossing design will be based on the following principles:

- The public footpath should appear continuous (i.e. no kerbs) to highlight pedestrian priority and delineate the public footpath.

- Surface treatment within the land at 380-392 Princes Street will be a different surface texture to the pedestrian footpath.
- Vehicle crossing widths must not exceed 9m and are to be minimised to manage potential conflict between pedestrians and vehicles.
- No street trees or street furniture will be removed to establish and operate the vehicle crossings. Tracking has been used to design for a tour coach and a 99 vehicle to access the porte-cochere successfully, as shown in Appendix B, Figure 3-2 and Figure 3-3.
- Establishment of signage.

Visitor accommodation facilities typically involve a proportion of guests arriving by coaches via tour companies or other commercial arrangement. This allows for arrivals to be scheduled to prevent doubling up of tour coaches and for coaches to arrive outside of times when guests typically arrive by car. We would expect this to be addressed through a subsequent consent when the nature of the development on the site is known. A condition requiring such a plan could be included in this consent.

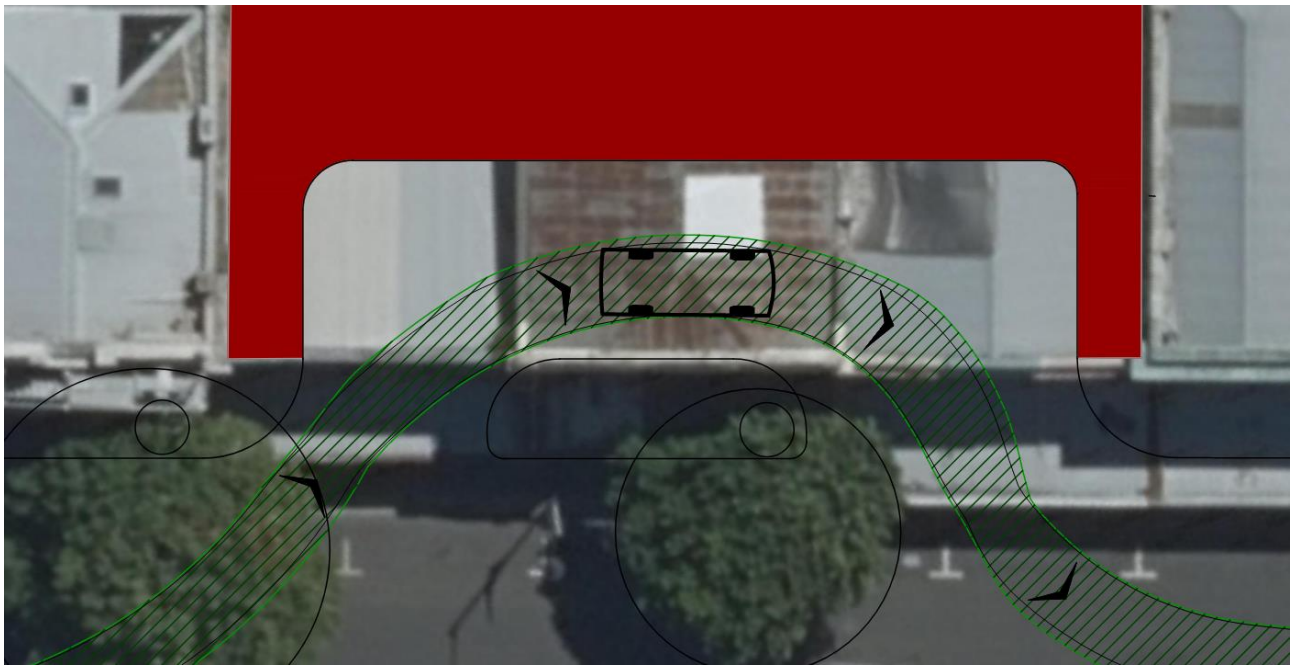


Figure 3-2 Vehicle tracking for a 99-percentile car through an indicative porte-cochere.

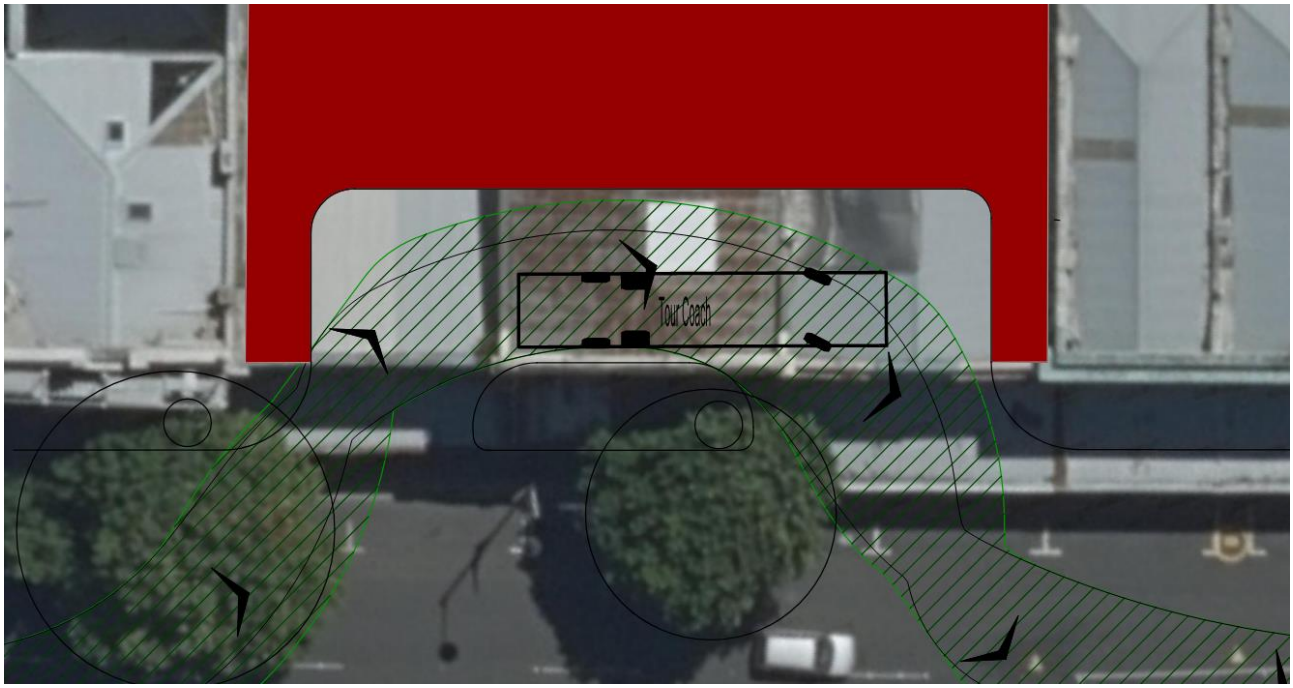


Figure 3-3 Vehicle tracking for a tour coach through a porte-cochere. The tree canopy appears to be at sufficient height to avoid conflict with the tour coach.

3.3 Walking and Cycling

Primary pedestrian access to the site will be from Princes Street. The details relating to pedestrian access to the land will be further developed and confirmed with DCC as the design is further progressed.

3.4 Parking Provisions

The accesses will enable some on-site provision to be provided for pick-up and drop-off. The wider parking demands associated with the use of the site will be accommodated by the wider public parking supply. There is ample on-street parking, in the areas surrounding the site and several nearby public parking lots in proximity. This is a common approach to the management of visitor accommodation activities in central business districts.

3.5 Trip Generation

The exact size and type of the development is yet to be confirmed. For the purposes of this assessment, it is assumed that the site will be used for visitor accommodation and will generate no more than 250 vehicle trips per day and as such consent to breach this standard is not sought.

As is typical for visitor accommodation, a proportion of guests are expected to arrive to the proposed development via tour coach. The coaches would use the accesses for pick up and drop off from site. For the purposes of this assessment, it is assumed that 6 coaches per day use the porte-cochere for the pick-up and drop-off of guests. This equates to **6 coach trips entering the site and 6 coach trips per day leaving the site**. This number of daily tour coaches is a conservative estimate and provides a minimum baseline for the site. Of the up to 230 vehicle trips remaining, it is assumed that 92 (40%) total daily vehicle trips (**46 vehicles entering and 46 vehicles exiting**) will utilise the porte-cochere for pick-up and drop-off. The remaining trips will be distributed across the wider network as guests park in other locations or arrive via alternative transport/on foot. This ‘split’ is typical for visitor accommodation facilities.

4 Assessment Against District Plan

4.1 District Plan Compliance

Rule Number	Rule Description	Proposed Provision	Meets Requirements?
6.6.2.1 - Minimum manoeuvring space dimensions for loading areas	Sufficient manoeuvring space must be provided to ensure that no vehicle accessing a vehicle loading area is required to reverse either onto or off a motorway, strategic road, arterial road, urban high-density corridor, commercial centre street or collector road.	On-street loading zones provide sufficient space for 8m rigid truck to manoeuvre. Porte-cochere provides sufficient space for tour track without reversing (Refer to Appendix B).	Meets requirements.
6.6.2.1 - Minimum manoeuvring space dimensions for loading areas	Vehicles must not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required loading space. Refer turning circles 8m Rigid Truck (See Appendix 6B, Figure 6B.10); B-train (See Appendix 6B, Figure 6B.11); Coach (See Appendix 6B, Figure 6B.12).	On-street loading zones to provide sufficient space for 8m rigid truck to manoeuvre. Porte-cochere provides sufficient space for tour coaches and 99th percentile car to track without reversing (Refer to Appendix B).	Meets requirements.
6.6.2.2 - Gradient of loading areas	The gradient of loading areas must not exceed 1 in 20 in any one direction.	Loading area is level.	Meets requirements.
6.6.2.3 - Surfacing and marking of loading areas	Loading areas, including associated access and manoeuvring areas, must: - be hard surfaced; - be designed to ensure that, if impermeable surfacing is used, water will not pool on the surface of the loading area and will enter an appropriate stormwater drain effectively; and - be permanently marked.	The design of the parking areas will be hard surface, impermeable surfacing, and be permanently marked as required.	Meets requirements.

<table>
<tr><th>Rule Number</th><th>Rule Description</th><th>Proposed Provision</th><th>Meets Requirements?</th></tr>
<tr><td>6.6.2.4 - Lighting of loading areas</td><td>Loading areas, including associated access and manoeuvring areas, that are used at night must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.</td><td>Loading areas to be lit.</td><td>Meets requirements.</td></tr>
<tr><td>6.6.2.5 - Access to loading areas</td><td>Required vehicle loading spaces must be designed to allow vehicles using the spaces to enter and exit the site without the need to move a vehicle occupying any other parking or vehicle loading space on the site.</td><td>On-street loading zones do not impact other vehicles
Porte-cochere provides sufficient space for tour coaches enter and exit without impacting other vehicles</td><td>Meets requirements.</td></tr>
<tr><td>6.6.3.1 - Maximum number of vehicle crossings</td><td>The maximum number of vehicle crossings permitted on each road frontage of any site is:
<table>
<tr><th colspan="2">Frontage length</th><th>1. Local road and Industrial road</th><th>2. Collector road</th><th>3. Arterial road (less than 100kmh) and Urban High Density Corridor</th><th>4. Strategic road</th></tr>
<tr><td>i.</td><td>0m - 18m</td><td>1</td><td>1</td><td>1</td><td>1</td></tr>
<tr><td>ii.</td><td>>18m - 60m</td><td>2</td><td>1</td><td>1</td><td>1</td></tr>
<tr><td>iii.</td><td>>60m - 100m</td><td>3</td><td>2</td><td>1</td><td>1</td></tr>
<tr><td>iv.</td><td>>100m - 200m</td><td>3</td><td>3</td><td>2</td><td>1</td></tr>
</table></td><td>Princes Street is an arterial and has a frontage length of 75m. Rule 6.6.3.1 states the maximum vehicle crossings permitted is one. Proposed development provides two vehicle crossings to enable movement through the porte-cochere given the constraints of the site.</td><td>Does not meet requirements but considered acceptable as the additional crossing provides for one way movement and as such the number of vehicles using each crossing will be low.
Refer to Section 5.2 for discussion.</td></tr>
</table>

<table>
<tr><th>Rule Number</th><th>Rule Description</th><th>Proposed Provision</th><th>Meets Requirements?</th></tr>
<tr><td></td><td><table><tr><td>v.</td><td>>200m</td><td>3</td><td>3</td><td>2</td><td>2</td></tr></table></td><td></td><td></td></tr>
<tr><td>6.6.3.2 - Minimum sight distance from a vehicle access</td><td>The minimum sight distance from a new vehicle access onto any road other than a state highway:<table><tr><th colspan="2">Speed (km/h)</th><th>Sight distance (m)</th></tr><tr><td>i.</td><td>50</td><td>69</td></tr><tr><td>ii.</td><td>60</td><td>83</td></tr><tr><td>iii.</td><td>70</td><td>97</td></tr><tr><td>iv.</td><td>80</td><td>111</td></tr><tr><td>v.</td><td>90</td><td>125</td></tr><tr><td>vi.</td><td>100</td><td>139</td></tr></table></td><td>Access provided on straight section of road with sight distance exceeding 100m.</td><td>Meets requirements.</td></tr>
<tr><td>6.6.3.3 - Maximum width for a vehicle access</td><td>The maximum width for a vehicle access:<table><tr><th colspan="2">All zones</th><th>Maximum vehicle access width (m)</th></tr><tr><td>i.</td><td>Residential activities</td><td>6</td></tr><tr><td>ii.</td><td>All other activities</td><td>9</td></tr></table></td><td>Vehicle access has been designed to the minimum to reduce length of conflict area between vehicles and pedestrians. Width of vehicle access expected to be approximately 8.7m to accommodate tour coach vehicle tracking</td><td>Meets requirements.</td></tr>
<tr><td>6.6.3.4 - Minimum distances of new vehicle crossing from</td><td>The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is less than 70km/h is as follows:</td><td>Princes Street is an arterial road. Therefore, the vehicle access on Princes Street must be a minimum distance of 30m from crossing to intersection.</td><td>Meets requirements.</td></tr>
</table>

<table>
<tr><th>Rule Number</th><th>Rule Description</th><th>Proposed Provision</th><th>Meets Requirements?</th></tr>
<tr><td>intersections and level crossings</td><td>
<table>
<tr><th colspan="2">Frontage road</th><th>Intersecting road type</th><th></th><th></th></tr>
<tr><th colspan="2"></th><th>1. Motorway, strategic road, arterial road, urban high density corridor, commercial centre street and industrial road</th><th>2. Collector road</th><th>3. Local road</th></tr>
<tr><td>i</td><td>Motorway, strategic road, arterial road, urban high density corridor, commercial centre street, and industrial road</td><td>30m</td><td>30m</td><td>30m</td></tr>
<tr><td>ii.</td><td>Collector road</td><td>20m</td><td>20m</td><td>10m</td></tr>
<tr><td>iii.</td><td>Local road</td><td>20m</td><td>15m</td><td>10m</td></tr>
</table>
</td><td>The nearest proposed access is 50m from the intersection.</td><td></td></tr>
<tr><td>18.5.7 - Minimum Vehicle Loading</td><td>Land use activities must provide on-site vehicle loading and manoeuvring as follows:
<table>
<tr><th colspan="2">Zone</th><th>Activities</th><th>Minimum vehicle loading</th></tr>
<tr><td>a</td><td>CBD and centres zones</td><td>ii. Visitor accommodation</td><td>Visitor accommodation based on guest rooms (e.g. hotels) for 50 or more guest rooms: 1 loading space to accommodate the turning circle of a coach (see Appendix 6B, Figure 6B.12)</td></tr>
</table>
</td><td>Scale of development is currently unknown. The developer will work with DCC to meet loading requirements.</td><td>Anticipated to meet requirements.</td></tr>
</table>

Rule Number	Rule Description	Proposed Provision	Meets Requirements?
18.6.14 – Parking, Loading and Access Standards	• Parking, loading and access must comply with Rule 6.6. • New vehicle accesses are not allowed across any primary pedestrian street frontage mapped area. • Vehicle accesses that contravene the performance standard in Rule 18.6.14.2 are a non-complying activity.	Proposed access on Princes Street is located on a primary pedestrian frontage.	Does not meet requirements but is considered acceptable due to the low traffic volumes expected to use the vehicle access. Refer to Section 5 for discussion of applicable matters.
18.6.15 – Pedestrian Entrances	For new buildings and additions and alterations to buildings built adjacent to a primary pedestrian street frontage mapped area or secondary pedestrian street frontage mapped area: • The principal pedestrian entrance must be located on the pedestrian street frontage mapped area; and • If a building is adjacent to both a primary pedestrian street frontage mapped area, and a secondary pedestrian street frontage mapped area, the principal pedestrian entrance must be located on the primary pedestrian street frontage. Activities that contravene this performance standard are restricted discretionary activities.	Primary access to proposed development provided from Princes Street.	Meets requirements.

5 Assessment of Effects

5.1 Overview

The standards set out in Rule 6.6.3.1 and Rule 6.13 will not be complied with. Consent is not sought to enable more than 250 vehicles access the site. If future development is assessed as breaching that standard the effects of that will need to be assessed at that time. This assessment considers the effects of the crossings on safety and efficiency of the transport network and accessibility. The assessment of these effects considers the following aspects:

- Vehicle Access – suitability of the proposed access arrangement including the impact of the proposed development on existing road infrastructure.
- Safety – the impact of the proposed development on safety of the proposed development including proposed mitigation measures for the proposed increase in traffic.

5.2 Vehicular Access

The proposed development provides two vehicle crossings. The first vehicle access is entry only, and the second is exit only. This arrangement is required to maintain the left-in-left-out arrangement due to the raised median on Princes Street restricting turning movements off-site and limited space available on site. Figure 5-1 shows the access routes available for coaches travelling to the site and exiting to the wider road network via State Highway 1.

Figure 5-1 Coach routes to and from site.

The volume of traffic predicted to be entering and exiting the site is relatively low. Patterns of activity from visitor accommodation do not typically coincide with peak hours.

It is noted that the space available on-site for a porte-cochere can accommodate two 99 percentile vehicles and one tour coach at a time. Conflict between arriving vehicles, particularly coaches, can be managed by utilising the following measures:

- Coach arrival times to be scheduled with providers to minimise potential overlap.
- Coaches are to be informed that they can use the nearby loading zones should an inadvertent overlap occur.
- Check-in times for non-coach arrivals will be open over a long period of time and offset from scheduled coach arrival times.
- Access across pedestrian footpath, will be managed through a Management Plan that will be developed with DCC to minimise any conflict and control traffic.

These measures will allow for a safe transition of coaches and other expected vehicles to enter and exit the proposed site. As such the vehicular access effects are acceptable for the proposed site.

5.3 Safety

Only one minor crash has occurred in the past 5 years on an adjacent street. The minor crash was a rear-end crash that occurred along Jetty Street. The crash involved a vehicle stopping at the end of a queue to Jetty Street while the following car failed to stop. The car has been reported to have been distracted and unaware of the queue in front of them, resulting in the rear-end crash. The proposed development does not propose changes which would affect the queuing on Jetty Street, therefore, there is not expected to be no increase in likelihood of this crash type to occur due to the proposed development.

The proposed development is expected to have a low volume of traffic using the proposed access and potentially conflicting with pedestrians. However, this is considered acceptable because the site/footpath interface will have good visibility between vehicles and pedestrians. This provides vehicles entering and exiting the drop-off area with clear intervisibility between vehicles and pedestrians at the vehicle crossing. The measures set out in section 3.2 will assist with this too.

6 Conclusion

The establishment of the two crossings at 380-392 Princes Street does not meet some of the District Plan standards, necessitating an assessment of its impact on transport safety, efficiency, and accessibility. The evaluation considers several aspects:

- Vehicular Access: The site will have two vehicle crossings designed for tour coaches, maintaining a left-in-left-out arrangement to preserve existing infrastructure and minimising impact on traffic flow. Coach arrival times can be scheduled with operators and are to occur outside of private vehicle arrival times to minimise the likelihood of vehicles queuing impacts. Vehicle access will be managed through a Management Plan that will be developed with DCC to minimise any conflict.
- Safety: With low traffic volumes anticipated, the design includes unobstructed visibility between vehicles and pedestrians at crossings, with safety measures such as differentiated surface treatments and driver monitoring to enhance pedestrian security.
- Loading Provisions: On-street loading zones on Stafford Street are anticipated to accommodate goods vehicles, compensating for the lack of an on-site dedicated loading zone.

Overall, the proposed development is expected to have minimal impact on the transport network with potential pedestrian safety impacts from the proposed accesses on the Princes Street Primary Pedestrian Frontage minimised through design and operation of the accesses.

A

Appendix A – Crash History

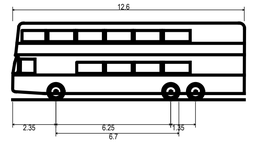
CODED CRASH ID	Crash road	FEATURE	Distance	Direction	Side road	Easting	Northing	Longitude	Latitude	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Casualty count fatal	Casualty count serious	Casualty count minor	Social Cost $(m)	Reference Station	Route position
1305607	JETTY STREET		25	E	PRINCES STREET	1406077	4916300	170.50097	-45.8795	2022221614	27/01/2022	Thu	9:36	Car/Wagon1 EDB on JETTY STREET hit rear end of Car/Wagon2 stop/slow for queue	CAR/WAGON1, failed to notice car slowing, stopping/stationary	Dry	Bright sun	Fine	Nil (Default)	Unknown	0	0	1	0.31		
1261339	MANSE STREET			I	PRINCES STREET	1406048	4916331	170.50061	-45.8792	2020188884	15/10/2020	Thu	14:50	Car/Wagon1 SDB on MANSE STREET hit rear end of Car/Wagon2 stop/slow for signals	CAR/WAGON1, failed to notice car slowing, stopping/stationary	Dry	Bright sun	Fine	Multileg	Traffic Signals	0	0	0	0.05		
1267922	PRINCES STREET			I	JETTY STREET	1406061	4916332	170.50078	-45.8792	2020173864	21/12/2020	Mon	19:35	Bus1 DIRN on PRINCES STREET hit rear end of Car/Wagon2 stop/slow for obstruction	BUS1, failed to notice car slowing, stopping/stationary	Wet	Overcast	Light rain	Multileg	Traffic Signals	0	0	0	0.05		
1204164	PRINCES STREET			I	MANSE STREET	1406057	4916316	170.50072	-45.8794	201969117	30/05/2019	Thu	21:30	Car/Wagon1 SDB on Princes street hit rear end of Car/Wagon2 stop/slow for signals	CAR/WAGON1, alcohol test above limit or test refused, failed to notice control	Wet	Dark	Fine	Multileg	Traffic Signals	0	0	0	0.05		
1374801	PRINCES STREET		53	N	POLICE STREET	1406017	4916212	170.50017	-45.8803	2023261851	12/07/2023	Wed	15:12	Car/Wagon1 SDB on PRINCES STREET changing lanes/overtaking to right hit Van2	CAR/WAGON1, alcohol test below limit, too far right VAN2, alcohol test below limit	Wet	Overcast	Light rain	Nil (Default)	Nil	0	0	0	0.05		
1377588	PRINCES STREET		28	N	POLICE STREET	1406009	4916189	170.50005	-45.8805	2023276931	11/01/2023	Wed	10:00	Truck1 SDB on PRINCES STREET hit Car/Wagon2 parking/unparking	CAR/WAGON2, alcohol test below limit, didnt give way entering road not d/way,intersect TRUCK1, alcohol test below limit, ENV: slippery road due to rain	Wet	Overcast	Light rain	Nil (Default)	Nil	0	0	0	0.05		
1296097	PRINCES STREET			I	STAFFORD STREET	1406050	4916301	170.50063	-45.8795	2021199439	29/08/2021	Sun	6:15	Car/Wagon1 NDB on PRINCES STREET lost control turning left; went off road to right, Car/Wagon1 hit light pole, rubbish bins	CAR/WAGON1, alcohol test above limit or test refused, emotionally upset/road rage, speed entering corner/curve, swung wide at intersection	Dry	Dark	Fine	Multileg	Traffic Signals	0	0	0	0.05		
1293492	STAFFORD STREET			I	MANSE STREET	1406036	4916312	170.50046	-45.8794	2021195986	27/07/2021	Tue	23:50	Car/Wagon1 NDB on Stafford St hit rear end of Car/Wagon2 stop/slow for signals	CAR/WAGON1, failed to notice car slowing, stopping/stationary, speed approaching a traffic control	Dry	Dark	Fine	Multileg	Traffic Signals	0	0	0	0.05		
1372066	STAFFORD STREET			I	PRINCES STREET	1406033	4916312	170.50041	-45.8794	2023260666	28/06/2023	Wed	2:40	parked Car/Wagon1 EDB on STAFFORD STREET ran away, Car/Wagon1 hit building	CAR/WAGON1, parking brake not fully applied	Wet	Dark	Light rain	Multileg	Traffic Signals	0	0	0	0.05		

B

Appendix B – Vehicle Tracking

Drawing Plotted: 4:20 pm

VEHICLE PROFILE:



Tour Coach	
Overall Length	12.600m
Overall Width	2.500m
Overall Body Height	4.164m
Min Body Ground Clearance	0.335m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	12.500m

Not to Scale

GENERAL NOTES:

1. 5km/h FORWARD VEHICLE TRACKING SPEED USED FOR TURNING AND MOVEMENT.
2. TREE CANOPY IS AT SUFFICIENT HEIGHT TO AVOID TRACKING OF TOUR COACH.

LEGEND:

PROPOSED SITE

VEHICLE BODY ENVELOPE

TREE

PRELIMINARY
NOT FOR CONSTRUCTION

No.	Revision	By	Chk	Appd	Date
A	PRELIMINARY DESIGN	LW	RG		28.11.24

Original Scale (A1) NTS	Design	LW	28.11.24
	Drawn	LW	28.11.24
Reduced Scale (A3) NTS	Dsg Verifier	HT	28.11.24
	Drg Check	RG	28.11.24

Client: TOTARA-DUNEDIN PROPERTIES LIMITED

Project: PRINCES STREET DEVELOPMENT TRANSPORT ASSESSMENT

Title: TOUR COACH TRACKING FOR DROP-OFF AREA

Discipline: TRANSPORTATION

Drawing No.: 5324271-TA-0001

Beca Project Number:

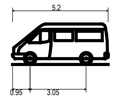
Rev.: A

DO NOT SCALE FOR SET OUT DIMENSIONS

Document No.: 5324271-TA-001_LW.DWG

Drawing Plotted: 4:25 pm

VEHICLE PROFILE:



B99 Vehicle (8m min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8.000m

Not to Scale

GENERAL NOTES:

1. 5km/h FORWARD VEHICLE TRACKING SPEED USED FOR TURNING AND MOVEMENT.

LEGEND:

- PROPOSED SITE
- VEHICLE BODY ENVELOPE
- TREE

PRELIMINARY
NOT FOR CONSTRUCTION

No.	Revision	By	Chk	Appd	Date
A	PRELIMINARY DESIGN	LW	RG		28.11.24

Original Scale (A1) NTS	Design	LW	28.11.24
	Drawn	LW	28.11.24
Reduced Scale (A3) NTS	Dsg Verifier	HT	28.11.24
	Drg Check	RG	28.11.24

Client: TOTARA-DUNEDIN PROPERTIES LIMITED

Project: PRINCES STREET DEVELOPMENT TRANSPORT ASSESSMENT

Title: 99%ILE CAR TRACKING FOR DROP-OFF AREA

Discipline: TRANSPORTATION

Drawing No.: 5324271-TA-0002

Beca Project Number:

Rev.: A

DO NOT SCALE FOR SET OUT DIMENSIONS

Document No.: 5324271-TA-001_LW.DWG

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

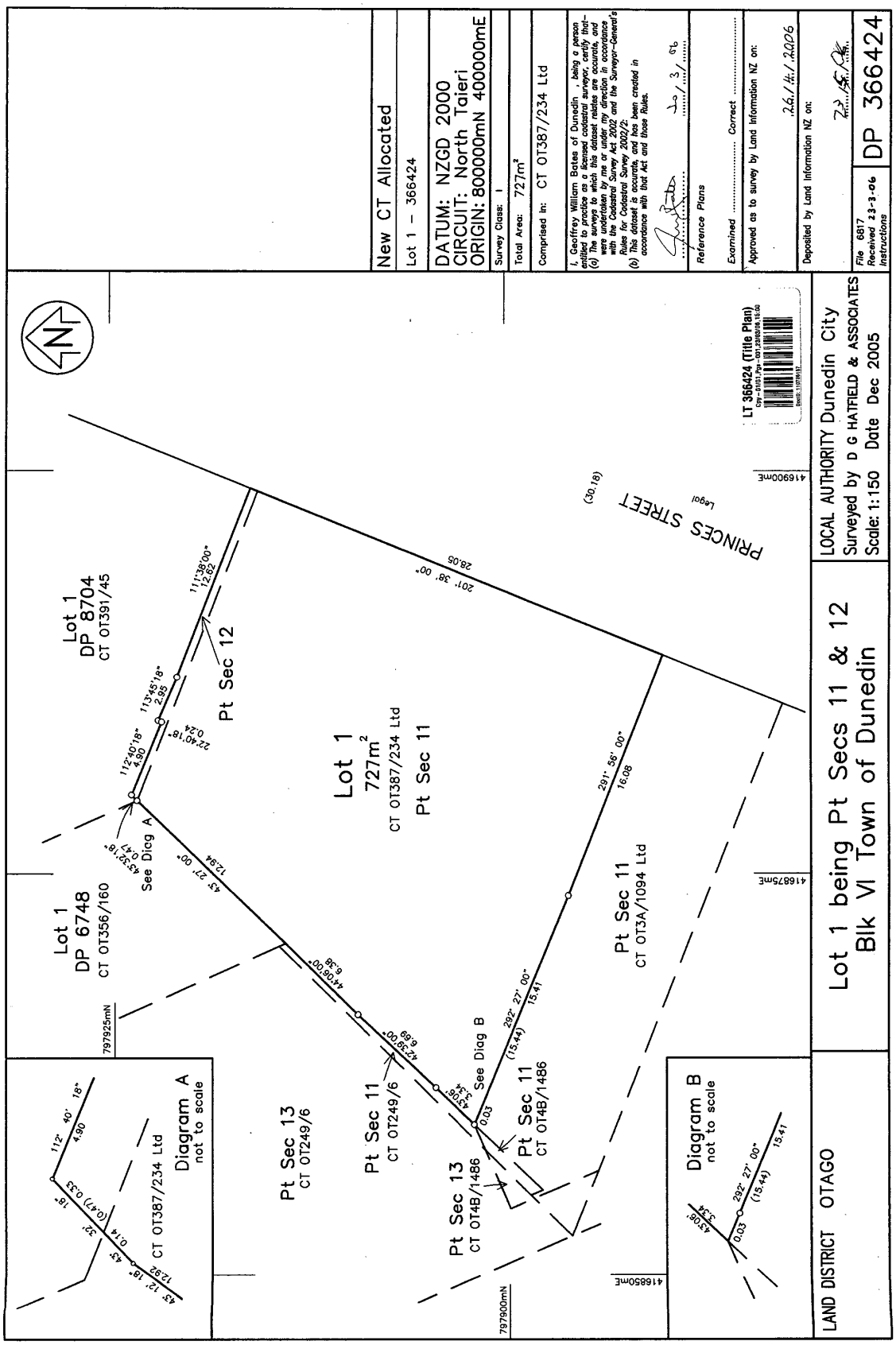
Identifier **269174**
Land Registration District **Otago**
Date Issued 23 May 2006

Prior References
OT387/234

Estate Fee Simple
Area 727 square metres more or less
Legal Description Lot 1 Deposited Plan 366424
Registered Owners
Totara-Dunedin Properties Limited

Interests

Appurtenant hereto are party wall rights created by Conveyance 124771 (204/456)


New CT Allocated
Lot 1 – 366424
DATUM: NZGD 2000
CIRCUIT: North Taieri
ORIGIN: 800000mN 400000mE
Survey Class: I
Total Area: 727m²
Comprised in: CT OT387/234 Ltd
I, Geoffrey William Bates of Dunedin, being a person entitled to practice as a licensed cadastral surveyor, certify that–
(a) The surveys to which this dataset relates are accurate, and were undertaken by me or under my direction in accordance with the Cadastral Survey Act 2002 and the Surveyor-General's Rules for Cadastral Survey 2002/2:
(b) This dataset is accurate, and has been created in accordance with that Act and those Rules.
Reference Plans
Examined ..... Correct .....
Approved as to survey by Land Information NZ on:
24/11/2006
Deposited by Land Information NZ on:
File 6817
Received 23-3-06
Instructions
DP 366424
LT 366424 (Title Plan)
LOCAL AUTHORITY Dunedin City
Surveyed by D G HATFIELD & ASSOCIATES
Scale: 1:150 Date Dec 2005
Lot 1 being Pt Secs 11 & 12
Blk VI Town of Dunedin
LAND DISTRICT OTAGO
PRINCES STREET
Legal
(30.18)
Lot 1
DP 8704
CT OT391/45
Lot 1
DP 6748
CT OT356/160
Lot 1
727m²
CT OT387/234 Ltd
Pt Sec 11
Pt Sec 12
Pt Sec 13
CT OT249/6
Pt Sec 11
CT OT3A/1094 Ltd
Pt Sec 11
CT OT4B/1486
Pt Sec 13
CT OT4B/1486
Pt Sec 11
CT OT249/6
CT OT387/234 Ltd
Diagram A
not to scale
Diagram B
not to scale
See Diag A
See Diag B
201° 38' 00"
28.05
111°36'00"
12.82
113°45'18"
2.85
112°40'18"
4.80
22°40'18"
0.24
43°31'18"
0.47
43° 27' 00"
12.94
44°06'00"
6.38
42°38'00"
6.89
43°06'
3.24
0.03
292° 27' 00"
15.41
(15.44)
291° 56' 00"
16.08
112° 40' 18"
4.90
18°
32'
(0.47) 0.33
43°
0.14
43° 27' 18"
12.92
4169000mE
4168750mE
4168500mE
797925mN
797900mN