

Recommended Consent Conditions – Version 7 (Response to Commissioner Minute No. 4)

For clarity, consent conditions that have been agreed by the Applicant and Council are shown in black.

Consent conditions put forth by the Council that have not been agreed by the applicant are shown in red. Those put forth by Applicant are shown in blue, bold, and underlined. Minor changes to conditions proposed by the Applicant are made within the condition wording, more significant changes are shown as separate (with the Councils wording retained in red adjacent).

Comments from Canterbury Regional Council on conditions not agreed between the applicant and Council are shown in green.

Comments from NZTA are shown in purple.

General Conditions

1. Except as required by subsequent conditions [if the conditions go beyond what is proposed in the RC application], the development shall proceed in accordance with the information and plans submitted with the application, including the further information/amended plans submitted. The Approved Plans have been entered into Council records as RMA/2018/2029 (XX pages) and include the following:
 - Location Plan (McCoy Wixon Architects, RCe01, DATE);
 - Site Plan (McCoy Wixon Architects, RCe02, DATE);
 - Basement and Ground Floor Plan (McCoy Wixon Architects, RCe03, DATE);
 - East, West, North and South Elevations (McCoy Wixon Architects, RCe04, RCe05, RCe06 and RCe07, DATE);
 - Fuel Site Elevations (McCoy Wixon Architects, RCe14, DATE);
 - Section Through Basement Entry (McCoy Wixon Architects, RCe15, DATE);
 - Application Site Landscape Plan (Rough & Milne Landscape Architects, Drawing No. RC1.1 Revision X, DATE); and
 - Plaza Landscape Plan (Rough & Milne Landscape Architects, Drawing No. L1.1A, Revision X, DATE).
2. The consent holder, and all persons exercising this consent, shall ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision and accompanying plans, prior to the commencement of the works. A copy of these documents shall also remain on-site.

Hours of Operation

3. The hours of operation of the supermarket and fuel station shall be restricted to between the hours of 7am and 11pm, seven days per week.

Colour Palette

4. The external appearance of the supermarket and fuel station shall be in general accordance with the materials and colour palette identified on East, West, North and South Elevations and Fuel Site Elevations, respectively.

Earthworks

5. Excavation/filling shall proceed in general accordance with the information submitted and plans lodged, and entered into Council records under land use consent number RMA/2018/2029.
6. The Consent Holder shall notify Council and all properties that adjoin the application site at least 3 working days prior to the commencement of any works associated with this resource consent

(including stockpiling of any material to be used in the work). The notification shall be provided to the Council, Attention: Monitoring Officer by way of email to rcmon@ccc.govt.nz and shall include detail of the length of time earthworks and associated works are anticipated to take.

7. No construction work, with the exception of dust and sediment control, shall be undertaken on Sundays, Public Holidays, or outside the hours of 7.00 am to 6.00 pm Monday to Friday and 8.00 am to 6.00 pm Saturday without the Council's prior approval
8. All proposed works shall to be carried out in accordance with an approved Construction Management Plan (CMP). The purpose of the CMP is to ensure that any potential effects arising from construction activities on the site are effectively managed. The CMP shall be prepared by a suitably qualified and experienced practitioner.
9. The CMP shall include, but not be limited to, the following:
 - a) Site description, topography, vegetation, soils and other reference information;
 - b) Details of proposed works;
 - c) Roles and responsibilities, including contact details for the site manager appointed by the Consent Holder who will be responsible for ensuring that compliance with conditions of this consent is observed at all times, and contact details of a suitably qualified engineer who the earthworks and construction work will be under the control of;
 - d) Site establishment;
 - e) Timing of works including a proposed timeframe and completion date;
 - f) An Erosion and Soil Control Plan (ESCP), including (but not limited to): a map showing the location of all works; detailed plans showing the location of sediment and dust control measures, on-site catchment boundaries and sources of runoff; drawing and specifications of designated sediment and dust control measures (including dust control equipment such as water hose and sprinkler systems); installation of devices until the site is stabilised; and inspection and maintenance schedules for the sediment and dust control measures;
 - g) Construction noise management measures;
 - h) Site access and Traffic Management measures;
 - i) Storage of fuel and/or lubricants and any handling procedures;
 - j) Contingency plans (including use of spill kits);
 - k) Protocols for the discovery of archaeological material;
 - l) Construction traffic management measures, including measures to be adopted in accordance with the NZTA Code of Practice for Temporary Traffic Management;
 - m) On-site parking areas for construction staff;
 - n) Measures for identification and remediation of contaminated soil; and Environmental compliance monitoring and reporting.
10. The Consent Holder shall submit the CMP to Council, Attention: Team Leader Compliance and Investigations for certification via email to rcmon@ccc.govt.nz at least 20 working days prior to the commencement of construction work associated with this consent. The CMP is to be certified by the Team Leader or their nominee as meeting the requirements of Condition 9 prior to the commencement of any construction work and, once certified, the CMP will thereafter form part of the Approved Consent Document.

NOTE: The Team Leader (or their nominee) will either certify, or refuse to certify, the CMP within 10 working days of receipt. Should the Team Leader (or their nominee) refuse to certify the CMP, then they will provide a letter outlining why certification is refused based on the parameters contained in this condition.
11. Should the Team Leader (or their nominee) refuse to certify the CMP, the Consent Holder shall submit a revised CMP to the Resource Consents Manager for certification. The certification process shall follow the same procedure and requirements as outlined in **Conditions 8 and 9**.
12. No construction work shall commence on site until such time as:

Commented [HN1]: COMMENT FROM NZTA V4:
Consider whether it would be tidier to put all of the ancillary management plans under the Construction Management plan and include this in the General Conditions.
This is the approach that the NZTA has taken with many large construction projects (eg CSM2, Western Belfast Bypass, CNC) and it has worked well.

Commented [HN2]: COMMENT FROM NZTA V4:
This should be certified as meeting the purpose in condition 8 rather than the list in condition 9.

Commented [HN3]: COMMENT FROM NZTA V4:
There do not appear to be any parameters in this condition? – it needs to refer back to the purpose and requirements in conditions 8 and 9.

- a) The approved Erosion and Sediment Control measures are in place and;
- b) The Consent Holder has submitted an “Engineering Completion Certificate” (as per IDS – Part 3, Appendix VII) to the Council. This Certificate shall be signed by an appropriately qualified and experienced engineer and attest that the erosion and sediment control measures have been properly installed and in accordance with ECAN Erosion and Sediment Control Toolbox for Canterbury (<http://esccanterbury.co.nz/>). This certificate shall also name the person(s) responsible for the maintenance of these measures. The Consent Holder shall submit this certificate to the Council, Attention: Subdivision Engineer, by way of email to rmon@ccc.govt.nz at least five working days prior to the commencement of any construction work.

13. The CMP may be amended at any time by the Consent Holder. Any amendments to the CMP shall be submitted by the Consent Holder to the Council for certification. Any amendments to the CMP shall be:

- a) for the purposes of improving the measures outlined in the CMP for achieving the CMP purpose (see Condition 8), and;
- b) consistent with the conditions of this resource consent.

If the amended CMP is certified, then it becomes the certified CMP for the purposes of Condition 8 and will thereafter form part of the Approved Consent Document

14. The footpaths and roads to and from the site are to remain tidy at all times. These will need to be regularly monitored and swept or vacuumed if necessary at the end of each day.

15. All loading and unloading of trucks with excavation or fill material is to be carried out within the subject site. Any stockpiles shall be placed as far as practicable from internal boundaries adjoining residential properties.

16. All construction work (including any demolition and/or site preparation works) shall be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics – Construction Noise for residential / rural / industrial / commercial areas (see applicable Table on Page 11 of this standard).

17. Vibration from construction work shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150 1999-02 Structural Vibration – Effects of Vibration on Structures.

18. Pre-Condition Surveys and Remediation

a) The Consent Holder shall undertake a pre-condition survey of the structural and ground conditions of the following immediately adjoining northern residential properties:

- 9A Northcote Road
- 11 Northcote Road
- 11A Northcote Road
- 17 Northcote Road
- 19A Northcote Road
- 21B Northcote Road

provided that written approval to undertake this work has first been given by the owner/s of the respective property. Where such written approval is not provided, there is no obligation on the Consent Holder to undertake a pre-condition survey of the respective property.

b) The results of the pre-condition survey shall be made available to the owner/s of the respective property who have provided their written approval upon request.

- c) If during the period of construction of the basement and building foundations the residential properties that have had pre-condition surveys undertaken experience a magnitude 5 earthquake (measured on the Modified Mercalli Intensity Scale), then those properties shall be reassessed under the terms of this condition to identify and isolate the seismic damage from any pre-existing damage.
- d) **The Consent Holder will be liable for the cost of repairs of the residential properties that have had pre-condition surveys where damage has been identified in accordance with sub-clause c.**

Delete Clause D

19. Any change in ground levels is not to cause a ponding or drainage nuisance to neighbouring properties, or the stability of the ground or fences of neighbouring properties.
20. The fill sites shall be stripped of vegetation and any topsoil prior to filling. The content of fill shall be clean fill, in accordance with the District Plan definition of "clean fill".
21. All fill material shall be well compacted in layers not exceeding 200mm in depth. The fill material is to be placed, compacted and tested in accordance with the Code of Practice for Earthfill NZS 4431: 1989. At the completion of the work, an engineering report including a duly completed certificate in the form of Appendix A of NZS 4431 shall be submitted to Council, Attention: Subdivision Engineer by way of email to rcmon@ccc.govt.nz so that the information can be placed on the property record. This report shall detail fill depths, fill material(s), compaction test results and include as-built plans showing the location of the fill.
22. Any public road, footpath, landscaped areas or service structures that have been affected / damaged by contractor(s), Consent Holder, developer, persons involved with earthwork development or vehicles and machineries used in relation to the earthworks / construction works associated with this resource consent shall be reinstated to the current version of the Christchurch City Council Construction Standard Specifications (CSS) on the expense of those identified as above and to the satisfaction of Council's Subdivision Engineer.

Street Trees

23. Earthworks within 5m of any street tree shall be undertaken in accordance with Christchurch City Council Construction Standard Specifications, Part One, Section 19.4 Protection of Existing Trees.
24. The Consent Holder shall appoint a suitably experienced and qualified Arborist (Appointed Arborist) that is approved by the Christchurch City Council Arborist, to monitor and supervise all earthworks within the 5m setback area of any street tree during the proposed work.

Advice Note: The Appointed Arborist may consider is necessary to undertake the excavation works within 5m of a street tree themselves, in order to ensure root damage is minimised. This shall be at the discretion of the Appointed Arborist.

25. Prior to any earthworks commencing within 5m of a street tree, a meeting shall be held so the tree protection measures can be discussed by the appointed Arborist with the Consent Holder/Site Manager, contractor and any sub-contractors who will be working on the site in proximity to the tree.
At the meeting, the following shall be agreed:
- a) Areas for storing and/or stockpiling materials, spoil and equipment;
 - b) Protection of roots within the setback area and protective fencing; and
 - c) Correct procedures when working around the tree.

Commented [MR4]: COMMENT FROM CCC V4:
Recommend this sub-clause be included so that any damage that is identified will be rectified by the Consent Holder.

Commented [MR5R4]: COMMENT FROM APPLICANT V5 – Sub-clause (d) relates to a civil matter and is inappropriately linked to sub-clause (c); not considered appropriate/necessary. 17(a)-(c) is similar to condition imposed on Wainoni PAK'n SAVE (RMA92020670).

Commented [HN6R4]: COMMENT FROM CCC V6:
Section 108AA provides for inclusion of a consent condition where the condition is directly connected to an adverse effect of the activity on the environment or an applicable district rule. Consider sub-clause (d) to be directly connected to an adverse effect that will be identified through sub-clauses (a) to (c), and the earthworks rules of the District Plan include rules relating to vibration.

26. The Site Manager shall have a copy of this resource consent, including the consent recommendations. The Site Manager shall keep a copy of the consent on site at all times and shall be responsible for informing the labour force with regard to the conditions of the consent.
27. Temporary protective fencing shall be employed to isolate a street tree within 5m of which earthworks are to occur from activities for the duration of the proposed earthworks.
28. The protective fencing required by **Condition 27** shall be positioned to maximise the tree protection area, whilst allowing a safe work area for the works to occur. The Appointed Arborist shall determine the exact position of the protective fencing in consultation with the Site Manager.
29. Protective fencing shall be erected before any works commence within 5m of a street tree, and shall not be removed or moved until that section of work is complete, without the prior approval of the Council's Arborist.
30. All accidental damage to a street tree or protection barriers shall be reported to the Site Manager immediately. Works occurring within the 5m setback will cease until adequate tree protection measures are rectified. The Appointed Arborist shall make a record of the damage and, in consultation with the Site Manager, action remediation measures.
31. Excavation and reinstatement of soil within 5m of a street tree shall be done by hand or air spade. No ripping or tearing of roots (including the root plate itself) shall occur.
32. If any roots encountered at the levels to be excavated have to be severed, they shall be severed cleanly with pruning secateurs or a hand saw. All root pruning shall be carried out by the Appointed Arborist, and shall occur where, in the opinion of the Appointed Arborist, the root pruning will have no more than minor effects on the health of the tree.
33. When soil is cleared around the roots of any street tree to be retained, the roots shall be protected from desiccation and damage by the use of damp Hessian or good quality topsoil, as specified by the Appointed Arborist.
34. Following any excavations within 5m of a street tree, backfilling shall take place at the earliest opportunity and, prior to backfilling, any protective material over the roots shall be removed. The backfill material shall be of sufficient quality to allow for the continued growth/health of the root system.
35. The excavation within 5m of a street tree shall be lined with a heavy grade pvc or similar impervious membrane, so that any raw concrete does not contact any exposed root mass.
36. Any heavy machinery shall avoid coming within the 5m setback of a street tree, except where the surface is already sealed, or specialised mats have been installed to spread the loading sufficiently to protect the ground from being compacted around the tree root systems.
37. No materials or machinery/vehicles shall be stored/parked within the 5m setback of a street tree during the work, including excavated soil, chemicals or building materials.
38. No water used to wash down machinery (e.g. concrete mixers) likely to contain concrete or fuel shall be disposed of on the root plate of any street tree.
39. To mitigate the loss of the three street trees (2x Scarlet Oaks, ID 44401 and ID 44404, and 1x Silver Birch, ID 44403), three replacement trees shall be planted in the median strip of Main North Road. The Consent Holder shall bear the cost of the planting operation. The exact species of the trees and location in the median strip area shall be determined in conjunction with the City Council Street Tree Arborist.

Waterway

40. Planting and existing trees that currently screen or shade the waterway shall be maintained provided they are not within the direct area in which works will occur; plants shall be replaced should they become diseased or die.
41. The piping and works within the setback of Lydia Street Drain shall not commence until an Environmental and Risk Management Plan, which mitigates the potential effects of erosion and sediment release within the waterway is submitted and approved by the Christchurch City Council Subdivision Engineer, or nominee by way of email to rcmon@ccc.govt.nz.
42. Any water used to wash down machinery (e.g. concrete mixers) likely to contain concrete or fuel shall not be discharged to a stormwater pipe, drain or network that will connect to the Lydia Street Drain or any associated downstream waterway in the vicinity.
43. Any stormwater treatment system installed on site shall be regularly maintained as per the specifications outlined by the manufacturer to ensure continued optimum performance.

Commented [HN7]: COMMENT FROM NZTA V4:
Include in CMP?

Noise

44. At least 20 working days prior to opening of the premises to the public, the consent holder shall erect a 2m high acoustic fence along the site boundary with all residentially zoned properties to the north. The acoustic fencing shall have a minimum surface mass of at least 8.0kg/m². This fencing shall be continuous and maintained without gaps, crack or holes.

Advice notes: Materials meeting the surface mass specification include 20mm thick timber overlapped or in a board and batten configuration, or a range of proprietary building materials such as Hardiflex, Titan Board, concrete block, or Hebel panel.

Where a timber fence is to be constructed, this shall require timber palings to be well-overlapped (25mm minimum) or a "board and batten" system, and a sleeper rail connecting the base of the palings to the ground.

45. Any forklift operating on site shall be fitted with a broad-band reversing alarm.
46. The operation of the proposed activity shall be undertaken in accordance with a Noise Management Plan (NMP). The purpose of the NMP is to ensure that the noise associated with the operation of the premises does not exceed a reasonable level. The NMP shall be prepared by a suitably qualified and experienced acoustic engineer. A copy of the approved NMP shall be kept on the premises at all times.
47. At least 20 working days prior to opening the premises to the public, the consent holder shall submit a draft Noise Management Plan (NMP) to Council for certification (Attention: Team Leader Environmental Compliance; rcmon@ccc.govt.nz). The noise management plan is to address noise mitigation practices related to the operation of the premises, in particular practices around deliveries, service vehicles, material handling, staff and driver behaviour, noise control, fence maintenance and any other opportunities identified to mitigate noise effects. The NMP shall also detail the means by which noise complaints shall be received, recorded and investigated; and how the NMP shall be reviewed either as the outcome of a complaint or otherwise at regular intervals. Once certified, the NMP will thereafter form part of the Approved Consent Document.

NOTE: *The Team Leader will either certify, or refuse to certify, the NMP within 10 working days of receipt. Should the Team Leader refuse to certify the NMP, then they shall provide a letter outlining why certification is refused based on the parameters contained in this condition.*

48. Should the Team Leader refuse to certify the NMP, the Consent Holder shall submit a revised NMP to the Team Leader for certification. The certification process shall follow the same procedure and requirements as outlined in **Condition 47**.

49. The NMP may be amended at any time by the Consent Holder. Any amendments to the NMP shall be submitted by the consent holder to the Team Leader for certification. Any amendments to the NMP shall be:
- for the purposes of improving the measures outlined in the NMP for achieving the NMP purpose (see condition 46);
 - consistent with the conditions of this resource consent; and
 - prepared by an appropriately qualified and experienced acoustic engineer.

If the amended NMP is certified, then it becomes the certified NMP for the purposes of Condition 46 and will thereafter form part of the Approved Consent Document.

Lighting

50. Lighting of the vehicle and pedestrian access from Lydia Street to the front (eastern) end of the supermarket building, and the pedestrian access from the Foodstuffs Head Office car park to the supermarket building shall meet the requirements of AS/NZS1158.3.1 for outdoor car parks. In all other open-air car parking, vehicle access, service yard and pedestrian areas (including the pedestrian plaza) illumination provided by lighting shall achieve a minimum of at least two lux with high uniformity during the hours of darkness within the hours of operation.
51. Where it is practicable to do so, all exterior lighting shall be directed away from adjacent properties and roads. Where this is not practicable then flat glass luminaires shall be used to mitigate the potential for glare.
52. There shall be no light spill at any residential boundary exceeding four lux. The point of measurement for the lux spill is either at a point 2 metres inside the boundary, or at the closest window, whichever is the nearer, of the property affected by glare from the proposed activity.
53. There shall be no light spill onto Main North Road exceeding 2.5 lux (horizontal or vertical).
54. Illumination provided by outdoor lighting shall be measured by a suitably qualified person and the results provided to the Council's Monitoring team (email to rcmon@ccc.govt.nz) at least ten working days prior to the opening of the premises to the public. This requirement does not include measurement of illumination within the road reserve of Main North Road.

Commented [HN8]: COMMENT FROM CCC V4:
Should the Applicant's version of Condition 66 (CPTED) be preferred, recommend that this condition also requires lighting of the area to the rear of the supermarket to meet the requirements of AS/NZS1158.3.1 for outdoor car parks.

Landscaping

55. Prior to the ~~inaugural~~ ~~inaugural~~ opening of the supermarket the proposed landscaping shall be established in accordance with the Application Site Landscape Plan and Plaza Landscape Plan except as required by Condition 56.
56. The following exotic plant species from the Amenity / Ornamental Planting list on the Application Site Landscape Plan shall only be established along the Main North Road site frontage as part of the mixed amenity planting identified, and shall not be established elsewhere on the site:
- *Penstemon* spp.,
 - *Rudbeckia* spp.,
 - *Thymus* spp.,
 - *Ligularia reniformis*, and
 - *Lomandra* 'Tanika'.
57. With the exception of *Cordyline* and *Pseudopanax* spp., the proposed trees shown on the Application Site Landscape Plan shall be at least 2.5m in height at the time of planting, with a minimum calliper of 35mm.
58. All trees to be planted within the car park area shall be planted in Stratavault tree pits (or an equivalent style of structural cell tree planting system). All other trees shall be planted in tree pits

Commented [HN9]: COMMENT FROM CCC V4:
Recommend that this word be deleted throughout the conditions, as it creates uncertainty for monitoring.

Commented [MR10]: COMMENT FROM APPLICANT V4:
"Inaugural" distinguishes Day 1 opening from any subsequent day the supermarket opens and provides greater certainty for monitoring and enforcement of conditions.

that are three times the width of the root ball of the tree, with a minimum depth of 1.5 times the depth of the root ball. These tree pits shall be back filled with an 80% unscreened topsoil and 20% soil conditioner mix.

59. All exotic carpark trees shown on the Application Site Landscape Plan, once established, shall be pruned to lift the tree canopy (lower-most limbs) to a minimum of 2.5m from the ground. Trees with a columnar growth form will not require this type of pruning.
60. The existing mature *Tilia* tree as shown on the Application Site Landscape Plan shall be retained.
61. All landscaping required for this consent shall be maintained. Any dead, diseased, or damaged landscaping shall be replaced by the Consent Holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species.
62. All trees shall not be topped and shall be allowed to mature to their full natural height unless they are located within a visibility splay (**Condition 64**).
63. All landscaping along the pedestrian access from Lydia Street to the front (eastern) end of the supermarket building shall be maintained to ensure it does not obstruct the 1.2m-wide pedestrian path.
64. No fence, wall, other structure, or vegetation that exceeds 1m in height shall be established / erected within visibility splays at vehicle entrances.
65. An additional 1-1.5m wide landscape strip shall be provided along the northern side of the pedestrian path at the south east corner of the main car park area (south of the petrol station). **This shall extend from the existing landscaping shown on the Site Landscape Plan as far west as the easternmost bollard as shown on that plan.** This landscape strip is to be planted with Lancewoods and Cabbage trees in addition to low native shrubs and grasses, selected from the Amenity / Ornamental Planting list on the Landscape Plan.

[Delete Condition 65](#)

Crime Prevention Through Environmental Design

66. The ramp to the basement carpark shall be locked outside of the hours of operation of the supermarket (i.e. between 11pm to 7am, seven days per week).
67. Gates shall be installed at the rear of the supermarket at the southern and northern ends of the building as notated on the Site Plan and Application Site Landscape Plan.
 - a. The gates for the service yard shall be closed at all times except during periods of vehicle delivery access.
 - b. **The gates for the proposed carpark and vehicle access area (located to the immediate west of the service yard) shall be closed and secured to exclude public access at all times, except between the hours of 7am to 9am and 4pm to 6pm Monday to Friday, during which times the gates may be kept open. Secure restricted access shall be enabled to approved vehicles only outside of the hours of 7am to 9am and 4pm to 6pm Monday to Friday.**
 - b. **The gates for the proposed carpark and vehicle access area (located to the immediate west of the service yard) shall provide restricted access to approved vehicles only outside of the hours of operation (i.e. between 6pm to 6am, seven days a week).**
 - c. In respect of sub-clause a, the Consent Holder shall install signage at the gates to inform that public vehicle or pedestrian access is not permitted to/through the carpark and vehicle access area.

Commented [HN11]: COMMENT FROM CCC V4:
Additional condition as per Ms Dray's evidence.

Commented [MR12R11]: COMMENT FROM APPLICANT V5
Not agreed. Evidence demonstrated it is not operationally possible due to functional requirements for fuel tanker movements and separation of customer parking. Design evidence for the Applicant did not consider additional landscaping necessary.

Commented [HN13R11]: COMMENT FROM CCC V6:
The intent of this condition is not to limit the ability for the fuel tankers to cross the area with bollards. Have added text in bold and underlined to clarify this.

Commented [MR14]: COMMENT FROM CCC V4:
Propose this sub-clause so that the gates are only open during the peak hours when Foodstuffs Head Office traffic will be arriving / leaving the site. This provides for approved vehicles to use the area outside of those hours while restricting any other vehicles and pedestrians (noting that there is no footpath).

Commented [MR15R14]: COMMENT FROM APPLICANT V5:
Do not agree with CCC-proposed change to sub-clause (b). Applicant is agreeable to the gates being closed between 6pm-6am. Outside of this period the area will be covered by on-site management and clear "no public access" signage as per (c).

Commented [HN16R14]: COMMENT FROM CCC V6:
Prefer that presented in red, but if the Applicants version of this sub-clause is used, recommend that it be re-worded to make clear that the gates will be closed and secured between 6pm and 6am.

Contaminated Land

68. Detailed Site Investigation (DSI)

Identified areas with past/present HAIL activities as reported in Pattle Delamore Partners Preliminary Site Investigation (July 2018) shall be investigated by a suitably qualified and experienced practitioner in accordance with the National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) and Ministry for the Environment Guidelines prior to the redevelopment works. All soil sampling and investigation reports are to be provided to Council (Attention: Team Leader Environmental Compliance; rcmon@ccc.govt.nz) and to Environment Canterbury (at Contaminated.Land@ecan.govt.nz).

69. Site Management Plan (SMP) / Remedial Action Plan (RAP)

Based on the findings of the soil sampling investigations identified above, and if deemed required by a suitably qualified and experienced practitioner, a SMP and/or RAP shall be prepared to provide controls and protocols for the soil disturbance works during development of the site to ensure all excavation and soil removal works are carried out to protect human health. A copy of the SMP and/or RAP is to be provided to Council (Attention: Team Leader Environmental Compliance; rcmon@ccc.govt.nz) prior to the commencement of any site excavation works.

70. The SMP and/or RAP shall include an Accidental Discovery Protocol in the event of discovery of contaminated material beyond that identified in the Detailed Site Investigation.

71. Any changes to the SMP and/or RAP shall be submitted to Council (Attention: Team Leader Environmental Compliance; rcmon@ccc.govt.nz) for certification prior to the changes taking effect. The Council's Senior Environmental Health Officer shall certify or require changes to the proposed amendments within 2 working days of the SMP/RAP being submitted.

72. Soil Disposal

All soil removed from the site must be transported and disposed to a consented landfill/cleanfill suitable to receive such material. Evidence of any soil disposal shall be by way of a soil waste transfer manifest. The soil manifests are to be provided to Council no later than 3 months upon completion of the excavation and soil removal works. These soil manifests shall be emailed to rcmon@ccc.govt.nz.

Flooding

73. The basement car parking area shall be constructed such that only elements (including but not limited to construction materials and linings) designed to withstand the impact of flood inundation through durability/water-resistance are located below 19.49m RL (Christchurch City Datum).

74. All electrical outlets and wiring will be located above 17.20m RL (Christchurch City Datum).

Transport

Heavy Vehicles

75. There shall be no heavy vehicle movements (including servicing and deliveries) to the site between the hours of ~~8am to 10am and~~ 3pm to 6pm, Monday to Friday.

Advice Note: For the purposes of this consent, the term 'heavy vehicles' consists of those meeting the criteria for Austroads 8.8m design rigid vehicles and upwards.

76. All fuel tanker deliveries (including underground tank refuelling and associated tanker movements) shall occur outside of the hours of operation of the supermarket.

Commented [MR17]: COMMENT FROM APPLCIANT V5:

CCC-proposed inclusion of morning peak is not agreed. There is no evidential basis for restricting heavy vehicle deliveries during the morning peak. This was only raised in the submission by the Catholic Diocese, but the future school is not part of the existing environment.

Commented [HN18R17]: COMMENT FROM CCC V6:

The morning peak is relevant. At that time there will be approx. 800 vehicles travelling westbound along Northcote Road. With this level of traffic, a heavy vehicle turning right into Lydia Street from Northcote Road would be unlikely to find a safe gap (leading to queuing and safety concerns). Recommend the wording deleted by the Applicant is reinstated.

Commented [HN19]: COMMENT FROM NZTA V4:

The NZTA is agreeable to the revised condition. We understand that the traffic engineers considered the evening peak period the more critical time but we remain supportive of including the morning peak time also.

Commented [HN20R19]: COMMENT FROM CCC re NZTA:

In referencing the 'revised condition' NZTA are referring to that in V4, which stated: *There shall be no heavy vehicle movements (including servicing and deliveries) to the site between the hours of 8am to 10am and 3pm to 6pm, Monday to Friday.*

77. All heavy **delivery and servicing vehicles** shall only access the site via the right-of way connecting Lydia Street and Main North Road. The fuel tanker shall only enter the site via the right-of-way from Lydia Street and shall exit only via the signalised intersection onto Main North Road.

Vehicle Movements and Site Access

78. Prior to the **inaugural** opening of the supermarket signage shall be installed at the intersection of Lydia Street and Northcote Road to notify drivers that right turn movements out of Lydia Street onto Northcote Road are banned. Signage shall comprise installation of an RG7 'No Right Turn' sign in accordance with the Manual of Traffic Signs and Marking (MOTSAM).

79. Prior to the **inaugural** opening of the supermarket **and fuel facility**, the Main North Road south approach to the Main North Road / Northcote Road / QEII Drive intersection shall be reconfigured from the current arrangement to one exclusive through lane, one shared through-right turn lane and one exclusive right turn lane. In order to accommodate this design change, the east-bound QEII Drive traffic lanes shall also be widened as required to ensure sufficient available turning geometry for two heavy vehicles turning together. **The design of the signals shall be amended accordingly by the Christchurch Transport Operations Centre (CTOC). These works shall be carried out to the satisfaction of the road controlling authorities.**

Advice Note: Should the road controlling authority implement upgrades to the intersection prior to opening of the supermarket that is similar to, or more extensive than, the configuration specified above this condition will be considered to be met.

Advice Note: The design of the signals shall be amended accordingly by the Christchurch Transport Operations Centre (CTOC).

1. *The operation of any activities consented by this approval shall not commence until all alterations to the Main North Road / Northcote Road / QEII Drive intersection have been formed in accordance with the "XXXXX plans" (subject to any amendments required by way of condition 2) submitted by the consent holder and labelled as "XXXXXXXX".*
2. *Prior to intersection alterations occurring, the consent holder shall submit to the Christchurch City Council a copy of the NZ Transport Agency's approval to undertake works on the State Highway (as detailed in advice notes i & ii).*

80. The detailed design of the new intersection between proposed Access 3 (identified on the Location Plan) and Main North Road shall be subject to, and required to comply with, a Safety Audit carried out in accordance with the NZTA Road Safety Audit Procedures for Projects.

Delete Condition 82.

81. Prior to the **inaugural** opening of the supermarket, the new intersection between proposed Access 3 (identified on the Location Plan) and Main North Road shall be formed and signalised to provide for the following:

- a. All turning movements to and from the proposed site.
- b. A pedestrian crossing across Main North Road on the north side of the new intersection.
- c. **Integration between cycle crossing and the cycle network (e.g. continuation of path of travel via dropped kerbs and surface treatment).**
Delete Clause (c).
- d. Signalised pedestrian and cycle crossings on the north and west approaches;
- e. **The provision of northbound and southbound bus jump priority.**
The provision of northbound bus jump priority if required by Condition 96.

Commented [HN21]: COMMENT FROM APPLICANT V5:
Seek to retain wording 'all heavy **delivery and servicing vehicles**'.

Commented [HN22R21]: COMMENT FROM CCC V6:
Consider this should only apply to all heavy vehicles. Current wording would only apply to heavy delivery and servicing vehicles.

Commented [HN23]: COMMENT FROM NZTA V4:
This amendment would be a change in the proposal as it now seeks to allow heavy vehicle movements from Main North Road rather than only Lydia Street. Further analysis should be required to understand turning circles and the relationship between heavy vehicles, buses, cyclists and the proposed bus stop / plaza.

The change also removes the term 'delivery and servicing vehicles' and as such removes any proposed controls on delivery / service vehicles and would now only control vehicles over 8.8m in length.

Commented [HN24]: COMMENT FROM CCC re NZTA:
NZTA tracked changes deleted 'the supermarket' and insert 'any of the consented activities'. They also recommend this change for Conditions 79, 81, 82, 85, and 96 (all those that reference 'prior to the opening of the supermarket').

Commented [HN25]: COMMENT FROM NZTA V4:
It is recommended that care is required in determining any measures to achieve the proposed turn control. ...

Commented [MR26]: COMMENT FROM ECAN V4:
How is this condition intended to operate? Is the obligation solely on the Applicant to reconfigure the ...

Commented [MR27R26]: COMMENT FROM APPLICANT V5: ...

Commented [HN28R26]: COMMENT FROM CCC V... ...

Commented [MR29]: COMMENT FROM APPLICANT V5: ...

Commented [HN30R29]: COMMENT FROM CCC V6:
Recommend that comment on the design of signals be included as an advice note (have added this in bold a ...

Commented [HN31]: COMMENT FROM NZTA V4:
Advice Note here on the other processes required prior to works on the SH would be more clear regarding the ...

Commented [HN32]: COMMENT FROM NZTA V4:
The revised condition is an improvement as it provides greater surety as to exactly what is required. Below a ...

Commented [MR33]: COMMENT FROM APPLICANT V5: ...

Commented [HN34R33]: COMMENT FROM CCC V... ...

Commented [HN35]: COMMENT FROM NZTA V4: ...

Commented [MR36]: COMMENT FROM APPLICANT V5: ...

Commented [MR37]: COMMENT FROM THE APPLICANT V5: ...

Commented [HN38R37]: COMMENT FROM CCC V... ...

- f. A minimum ~~4.2m~~ **3.2m** wide public transport lane in both northbound and southbound directions.
- g. Installation of no U-turn signage.
- h. Installation of signage either on 186 Main North Road ('Redwood Family Dentists') or within the median facing 186 Main North Road to notify drivers that right turn movements onto Main North Road are banned. Signage shall include installation of a RG7 'No Right Turn' sign in accordance with the Manual of Traffic Signs and Marking (MOTSAM).

~~These works shall be carried out to the satisfaction of the road controlling authorities.~~

- 82. Prior to the **inaugural** opening of the supermarket, the median island located on Northcote Road in front of 7 Northcote Road shall be extended to the west by a minimum length of 7m to physically remove the ability to right turn in and right turn out at Access 7 (identified on the Location Plan), **including 'no right turn' signage.** ~~These works shall be carried out to the satisfaction of the road controlling authorities.~~
- 83. **Access 1** (identified on the Location Plan) shall be restricted to left-in movements only for all vehicles.
- 84. Access 5 (identified on the Location Plan) shall be restricted to after-hours vehicle entry/exit to the Head Office only (i.e. between 11pm and 7am). A barrier arm, or other similar control device, shall be installed for this purpose. For clarity, Access 5 shall not be used for vehicle entry/exit during the hours of operation.
- 85. **Semi-trailer and fuel tanker deliveries from Northcote Road shall only right turn into Lydia Street (there shall be no left turn ins).**

~~Prior to the opening of the supermarket a formal right-turn offset shall be formed and marked along Northcote Road to provide for vehicles to turn right into Lydia Street. These works shall be carried out to the satisfaction of the road controlling authorities.~~

~~Advice Note: Future upgrades to Northcote Road may remove the ability to undertake a right-turn movement into Lydia Street. In such a case, vehicles will be restricted to entering the site via Lydia Street in accordance with Condition **86**.~~

- 86. ~~Left turn movements by heavy vehicles from Northcote Road into Lydia Street shall only occur outside the opening hours of the supermarket (7am to 11pm) unless changes are made to the road network to provide the required turning movement for heavy vehicles to enter Lydia Street from Northcote Road without encroaching into the northbound lane (on Lydia Street). These works shall be carried out to the satisfaction of the road controlling authorities.~~

~~Delete Condition **88**.~~

- 87. A barrier arm shall be installed on the southern approach of the roundabout internal to the site (that west of Access 3 identified on the Location Plan) as a physical means of restricting vehicle movements between the Foodstuffs Head Office car parking area and the supermarket car parking areas to only approved vehicles.
- 88. Once the Christchurch Northern Corridor (CNC) is operational, and prior to the opening of the supermarket, monitoring of Winters Road shall be undertaken to determine baseline vehicle traffic volumes along this road. Counts shall be taken on Winters Road east of Autumn Place **and west of Ramore Place**. This monitoring shall be undertaken by the Consent Holder in the month of March, after the Christchurch Northern Corridor opens, and annually thereafter until the opening of the supermarket. **If the opening of the Christchurch Northern Arterial is delayed such that the month of March does not fall between its opening and the opening of the supermarket, this monitoring shall be undertaken during any other month outside**

Commented [MR39]: COMMENT FROM CCC V4: Recommend this condition to ensure the public transport lane is not reduced, as per Mr Gregory's evidence (reasons of safety and its reduction would undermine the promotion of public transport). There appears to be sufficient space within the application site frontage to accommodate the additional 1m required to achieve the 4.2m width.

Commented [MR40]: COMMENT FROM ECAN V4: Is there sufficient space with the recommended landscaping/urban design requirements and pedestrian island? or is it a trade off? Wider bus lane means a narrower pedestrian refuge?

Commented [MR41R40]: COMMENT FROM APPLICANT V5:

Commented [HN42]: COMMENT FROM CCC V4: Recommend this condition to ensure the public transport lane is not reduced, as per Mr Gregory's

Commented [HN43R42]: COMMENT FROM CCC V6: For clarity, do not support the reduction of the PT lane in either direction below 4.2m. Main North Road has

Commented [MR44]: COMMENT FROM APPLICANT V5:
Not necessary – more appropriate as advice note.

Commented [HN45R44]: COMMENT FROM CCC V6:
As above, recommend retaining this throughout conditions.

Commented [MR46]: COMMENT FROM APPLICANT V5:
Not necessary – more appropriate as advice note.

Commented [HN47R46]: COMMENT FROM CCC V6:
As above, recommend retaining this throughout conditions.

Commented [HN48]: COMMENT FROM NZTA V4:
It is understood that access 1 was only going to be for left out movements as per the plans.

Commented [HN49]: COMMENT FROM CCC V4:
Recommend this condition is replaced with that below, and new condition 87. Mr Gregory has concerns with

Commented [HN50]: COMMENT FROM NZTA V4:
The enforceability of this condition is questioned given that it would apply to all semi-trailer deliveries. As per

Commented [MR51]: COMMENT FROM APPLICANT V5:

Commented [HN52R51]: COMMENT FROM CCC V6:
Commented [HN53]: COMMENT FROM CCC V4:
This condition restricts left hand turn movements into the site for heavy vehicles to those hours where confi

Commented [MR54]: COMMENT FROM APPLICANT V5:

Commented [HN55R54]: COMMENT FROM CCC V6:
This is a cautionary approach. The applicant has not demonstrated what vehicles could make the left hand

Commented [HN56]: COMMENT FROM CCC V6:
Have discussed with Mr Gregory, who considers surveying east of Autumn Place only would be

of school or tertiary holidays. Monitoring results shall be provided to the Christchurch City Council via email to rcmon@ccc.govt.nz within 1 week of conducting the monitoring.

89. Monitoring of the access arrangements to and from the site shall be undertaken by the Consent Holder at 3 months, 2 years and 4 years after the inaugural date of the opening of the supermarket. Monitoring shall not take place during school or tertiary holidays. Monitoring shall:

- a) Be undertaken by a suitably qualified transportation engineer(s), agreed by both the Consent Holder and the Christchurch City Council.
- b) Assess the operation of the internal roundabout adjacent to the Main North Road signalised access to determine the extent of queuing and resultant safety risks for vehicles entering the site via the signalised access on Main North Road.
- c) Assess the operation of Winters Road following the inaugural opening of the supermarket to determine whether there is a step change increase in vehicle traffic volumes at both Winters Road survey locations specified in condition 88 as a result of vehicles re-routing on Winters Road.
A 'step change increase' in this instance is defined as an increase of 30 vehicles or more in the evening peak hour (4.30pm to 5.30pm) over and above anticipated background traffic growth (i.e. one additional vehicle every two minutes);
- d) Assess traffic accessing the supermarket site via the Northcote Road Oil Changers car park access (Access 7 identified on the Location Plan) to determine whether there is a step change increase in conflict between westbound vehicles on Northcote Road entering the supermarket via this access and westbound vehicles merging from two lanes into one adjacent to this access, and any resultant loss of capacity on Northcote Road in that regard.
A 'step change increase' in this instance is defined as 30 vehicles observed travelling through the car park from the Oil Changers access (Access 7 identified on the Location Plan) on Northcote Road to access the supermarket in the evening peak hour (4.30pm to 5.30pm).
- e) Be submitted to Christchurch City Council via email to rcmon@ccc.govt.nz within one month of the assessment being completed. Council shall confirm acceptance within 1 week of receipt as to whether the assessment satisfies this condition.

For the purpose of this condition the Consent Holder shall notify Christchurch City Council via email to rcmon@ccc.govt.nz of the date of the opening of the supermarket.

Monitoring of the access arrangements to and from the site shall be undertaken by the Consent Holder at 3 months, 2 years and 4 years after the date of the opening of the supermarket. Monitoring shall not take place during school or tertiary holidays. Monitoring shall:

- a) Be undertaken by a suitably qualified transportation engineer(s), agreed by both the Consent Holder and the Christchurch City Council.
- b) Assess the operation of the internal roundabout adjacent to the Main North Road signalised access to determine the extent of queuing and resultant safety risks for vehicles entering the site via the signalised access on Main North Road.
- c) Assess the operation of Winters Road following the opening of the supermarket to determine whether there is a step change increase in vehicle traffic volumes as a result of vehicles re-routing on Winters Road.
A 'step change increase' in this instance is defined as an increase of 30 vehicles or more in any hour above the traffic counts undertaken for the post-CNC monitoring required by Condition 90.
- d) Assess traffic accessing the supermarket site via the Northcote Road Oil Changers car park access (Access 7 identified on the Location Plan) to determine whether there is a step change increase in conflict between westbound vehicles on Northcote Road entering the supermarket via this access and westbound vehicles merging from two lanes into one adjacent to this access, and any resultant loss of capacity on Northcote Road in that regard. A 'step change increase' in this instance is defined as 30 vehicles observed travelling through the car park from the Oil Changers access (Access 7 identified on the Location Plan) on Northcote Road to access the supermarket in any hour.

Commented [HN57]: COMMENT FROM CCC V6:
Have included this in case the CNC is delayed and there is not a month of March between its opening and the opening of the supermarket.

Commented [HN58]: COMMENT FROM CCC v6:
There are substantial differences between the Applicants condition (blue) and Council's (red). Have separated them for clarity.

Commented [MR59]: COMMENT FROM APPLICANT V5:
Do not agree with reference to "any hour" (see CCC's condition below); evidence is that evening peak is most relevant/sufficient; "over and above anticipated background growth" is required should Winters Road become a rat-run for other reasons, i.e. not supermarket related.

Commented [HN60R59]: COMMENT FROM CCC V6:
While the PM peak has been identified as the key issue relating to efficiency of the network, rat running through Winters Road or the Northcote Road Oil Changers would both be attributable to the development, and both have the potential to adversely affect the road network. Given the layout of the roading network it would be unlikely that there would be rat-running via Winters Road not resulting from the proposal (vehicles travelling south along Main North Road would go down QEII rather than Winters, while those going north along Main North Road cannot make a right hand turn into Winters Road).
With regard to the Northcote Road Oil Changers, there is the potential for rat-running at any hour to result in backing up along Northcote Road heading west, which would hinder its function.

Commented [HN61]: COMMENT FROM NZTA V4:
How is the baseline for this to be established?

Commented [MR62]: COMMENT FROM APPLICANT V5:
Accept if monitoring only applicable to 'peak hour'. If anytime do not accept (f).

Commented [HN63]: COMMENT FROM APPLICANT V5:
Suggest 91(c) is amended to include the words 'step change increase in vehicle traffic volumes at both Winters Road survey locations specified in condition 90'.

Commented [HN64R63]: COMMENT FROM CCC V6:
Have amended Condition 88 so that monitoring would be undertaken at one location only. This is at the easternmost end of Winters Road (where there is limited ability for background growth). As such, not considered that there is necessity to reference background growth.

- e) Be submitted to Christchurch City Council via email to rcmon@ccc.govt.nz within one month of the assessment being completed. Council shall confirm acceptance within 1 week of receipt as to whether the assessment satisfies this condition. If Council do not confirm acceptance that this condition is satisfied, the Consent Holder shall undertake additional assessment to a level that satisfies the purpose of this condition.

For the purpose of this condition the Consent Holder shall notify Christchurch City Council via email to rcmon@ccc.govt.nz of the date of the opening of the supermarket.

90. Should post-opening monitoring (detailed in **Condition 89d**) identify evidence of vehicles queuing on Main North Road related to the roundabout west of the new signalised intersection (Access 3 identified on the Location Plan), then the barrier arm installed on the southern approach of the roundabout internal to the site (as required by **Condition 87**) shall be used as a physical means of restricting vehicle movements between the Foodstuffs Head Office carpark and the supermarket carpark for any time of day where a safety risk has been identified.

91. Should post-opening monitoring (detailed in **Condition 89c**) identify an additional 30 vehicles or more above the post CNC counts required under **Condition 88** in the peak hour (4.30pm to 5.30pm) along Winters Road over and above anticipated background traffic growth (i.e. one additional vehicle every two minutes) as a result of vehicles re-routing on Winters Road, then the Consent Holder shall implement traffic calming measures and/or speed reductions to reduce the desirability of the route.

Should post-opening monitoring (detailed in **Condition 89c**) identify an additional 30 vehicles or more above the post CNC counts required under **Condition 88** in any hour along Winters Road as a result of vehicles re-routing on Winters Road, then the Consent Holder shall implement traffic calming measures and/or speed reductions to reduce the desirability of the route. These works shall be carried out to the satisfaction of the road controlling authorities.

92. Should post-opening monitoring (detailed in **Condition 89d**) identify 30 vehicles or more in the peak hour (i.e. one additional vehicle every two minutes) accessing the supermarket carpark via the Oil Changers access on Northcote Road (Access 7 identified on the Location Plan) and there is a reduction in the efficiency of the Northcote Road westbound merge related to left turning traffic accessing the car park within that part of the site zoned Commercial Local, the Consent Holder shall provide design solutions to Council to mitigate these effects. Such design solutions may include (but not be limited to) the implementation of traffic calming measures to reduce the desirability of a route; and/or the restriction of vehicle movements on site (for example the closing of close the southbound vehicle access from that car park to the supermarket car park.

Should post-opening monitoring (detailed in **Condition 89d**) identify 30 vehicles or more in any hour (i.e. one additional vehicle every two minutes) accessing the supermarket carpark via the Oil Changers access on Northcote Road (Access 7 identified on the Location Plan) and there is a reduction in the efficiency of the Northcote Road westbound merge related to left turning traffic accessing the car park within that part of the site zoned Commercial Local, the Consent Holder shall close the southbound vehicle access from that car park to the supermarket car park.

93. The remedial actions required in Conditions **90 to 92** shall be installed within 3 months of receiving all necessary approvals for the same, at the expense of the Consent Holder.

94. If remedial action is implemented pursuant to conditions **90 to 92**, then the Consent Holder shall undertake additional monitoring, in accordance with condition **89**, within 6 months of those measures being installed. If the monitoring identifies that these measures have not mitigated the identified adverse effects, or have resulted in new adverse effects, then the Council may require further mitigation measures to be undertaken at the cost of the Consent Holder. Any further safety assessment of measures installed to remedy adverse effects associated with the supermarket access arrangements to and from the site shall be initiated pursuant to s128 of the RMA.

Commented [HN65]: COMMENT FROM APPLICANT V5:
This is unnecessary where condition parameters drafted appropriately.

Commented [HN66R65]: COMMENT FROM CCC V6:
Provides a mechanism for Council to require the monitoring to be carried out appropriately (if necessary).

Commented [HN67]: COMMENT FROM CCC v6:
There are substantial differences between the Applicants condition (blue) and Council's (red). Have separated them for clarity.

Commented [MR68]: COMMENT FROM APPLICANT V5:
This condition needs to reference background traffic growth to ensure monitoring is capturing effects related to the supermarket and not general additional traffic growth in the network.

Commented [HN69]: COMMENT FROM CCC V6:
See above comments effects during any hour, and re rat-running unlikely to be attributable to anything other than the supermarket.

Commented [HN70]: COMMENT FROM NZTA V4:
The Winters Road monitoring condition is well worded, but if traffic is diverted back through the Main North/QE2 intersection, this will adversely affect the operation of that intersection, which is not being monitored. This is a potential flow on effect which should be considered.

Commented [HN71]: COMMENT FROM CCC v6:
There are substantial differences between the Applicants condition (blue) and Council's (red). Have separated them for clarity.

Commented [MR72]: COMMENT FROM APPLICANT V5:
Evidence is that evening peak is most relevant/sufficient

Commented [HN73R72]: COMMENT FROM CCC V6:
Agree that the evening peak is the most concerning, but note above points about adverse effects of rat-running on the efficiency of the network at any time.

Commented [MR74]: COMMENT FROM APPLICANT V5:
Closing the southbound vehicle access from the oil changers car park to the supermarket is one such design response but is not the only option and this can be addressed as part of design should monitoring identify an effect.

Commented [HN75R74]: COMMENT FROM CCC V6:
See below wording. Consider that the proposed wording provides more certainty as to the necessary mitigation response.

Commented [HN76]: COMMENT FROM NZTA V4:
89c talks about a change/increase in conflict whereas this condition is premised on a set number of vehicles i.e. no consideration of the baseline conditions. It is either a "step change" as presented in 89c or a set threshold of 30 veh/hr as per this condition

95. Pursuant to s128 of the RMA Council may serve notice **at any time** on the Consent Holder of its intentions to review the conditions of this consent for the purpose of dealing with any adverse traffic effects, including, **but not limited to,** those identified by the monitoring of the access arrangements in Condition **94.**

Public Transport

96. **Prior to the inaugural opening of the supermarket, public transport priority shall be maintained on Main North Road through the provision of the following measures:**

- a) **either**
 - ii. **the existing bus stop located in front of the Head Office shall be relocated adjacent to the proposed pedestrian plaza and northern east-west pedestrian access through the site; or**
 - iii. **new signalised access (Access 3 identified on the Location Plan) shall provide for northbound bus jump priority.**
- b) **ensure that the design of the new traffic signals on Main North Road will support coordination with existing signals; and**
- c) **provision of a pedestrian crossing within the signalised intersection detailed in Condition 79 to give customers a safe passage to the bus stop located in the southbound direction.**

Prior to the opening of the supermarket:

- a) The existing northbound bus stop located in front of the Foodstuffs Head Office shall be relocated to the location shown on the Plaza Landscape Plan at the Consent Holders expense. This shall include movement of the existing bus shelter, or installation of a new covered bus shelter.
- b) The Consent Holder shall engage with the relevant authorities (Christchurch City Council and Environment Canterbury) to move the existing southbound bus stop to an agreed location south of the proposed signalised intersection (that for Access 3 identified on the Location Plan). If the relevant authorities approve movement of this bus stop the Consent Holder will be responsible for its relocation. This shall include movement of the bus shelter, or installation of a new covered bus shelter.
- c) The signalised access (Access 3 identified on the Location Plan) shall provide for northbound and southbound bus jump priority.
- d) Design of the signalised access (Access 3 identified on the Location Plan) shall ensure that the new traffic signals on Main North Road will support coordination with existing signals.

97. An electronic messaging board shall be installed in the supermarket foyer to advise customers of bus services and arrival times to assist with the development's integration with the public transport network.

Staff Movements

98. Staff working at the Foodstuffs Head Office shall have staggered end of day times (i.e. between 4.00pm and 5.15pm) to ensure trip generation from the Head Office in the evening peak (4.30pm to 5.30pm, weekdays) is distributed. For clarity all staff shall not leave the site at 4.30pm as has occurred historically on site.

99. The Consent Holder shall provide Council with a statutory declaration that it will manage staff movements from the Head Office to ensure such movements are distributed during the evening peak of 4.30pm to 5.30pm, Monday to Friday).

100. **The Consent Holder shall develop a travel plan that provides supermarket and Head Office staff with information about their travel choices, including public transport, walking and cycling; and parking management, including containing staff vehicle parking within the site. The travel plan shall be supplied to Council Transportation Team for**

Commented [MR77]: COMMENT FROM APPLICANT V5:
Do not agree with the change. Condition 97 should be linked to the specific matters requiring review rather than broad as proposed by Council.

Commented [HN78R77]: COMMENT FROM CCC V6:
Do not agree to the deletion of the words in blue as proposed by the applicant. These are necessary, given the complex traffic environment and large range of potential issues.

Commented [HN79]: COMMENT FROM CCC v6:
There are substantial differences between the Applicants condition (blue) and Council's (red). Have separated them for clarity.

Commented [MR80]: COMMENT FROM APPLICANT V5:
Do not accept Council proposed condition 98. Seek to retain V3 applicant condition wording.

Commented [HN81]: COMMENT FROM APPLICANT V5:
Either/or option provides flexibility, acknowledging that the final intersection design is dependent on engagement with road/PT controlling authorities and subject to their agreement - CCC (as the asset owner), CTOC (who operate the network) and the Environment Canterbury (who operate the bus services). This is reflected in the Advice Notes.

Commented [MR82]: COMMENT FROM ECAN V4: ...

Commented [MR83R82]: COMMENT FROM APPLICANT V5:
Agree with retention of flexibility as proposed.

Commented [MR84]: COMMENT FROM APPLICANT V5: ...

Commented [HN85R84]: COMMENT FROM CCC v6:
Given the importance of the connection between the bus stop and the supermarket, consider this relocation ...

Commented [MR86]: COMMENT FROM ECAN V4:
New covered bus shelter would be preferable.

Commented [MR87]: COMMENT FROM APPLICANT V5: ...

Commented [HN88R87]: COMMENT FROM CCC v6:
Have sought to retain flexibility with the relocation of this bus stop, but in order for it to coordinate with the ...

Commented [HN89]: CCC COMMENT re NZTA:
NZTA recommend term 'relocation' used rather than 'movement'.

Commented [MR90]: COMMENT FROM ECAN V4:
New covered bus shelter would be preferable.

Commented [MR91]: COMMENT FROM APPLICANT V5: ...

Commented [HN92R91]: COMMENT FROM CCC V6: ...

Commented [HN93]: COMMENT FROM CCC v6: ...

Commented [MR94]: COMMENT FROM APPLICANT V5: ...

comment prior to finalisation. For clarity, this travel plan does not require approval or certification.

The Consent Holder shall initiate ongoing Travel Demand Management for all supermarket and Head Office staff. This will include developing a Travel Plan for staff that promotes public and active forms of transport. This includes:

- a) Data on existing mode choice of Head Office staff, including numbers of staff travelling by each mode.
- b) Targets for mode choice and mode shift.
- c) A plan to monitor staff travel behaviour, specifically mode choice and mode shift.
- d) Information for supermarket and Head Office staff about their travel choices, including public transport, walking, and cycling.
- e) Parking management information, including provisions to contain staff vehicle parking within the site.
- f) Demonstration that Travel Demand Management is supported by and integrated with appropriate infrastructure, including sufficient secure covered cycle parking and end of trip facilities (provision of showers and lockers).
- g) A clause that the Travel Plan is a living document, with an ongoing commitment, including the timely provision of additional facilities as required.

At least 20 working days prior to the opening of the supermarket, the Consent Holder shall submit a Travel Plan for both the supermarket and Head Office staff to the Council's Transportation Team via email to rcmon@ccc.govt.nz for certification. Should Council's Transportation Team refuse to certify the Travel Plan, the Consent Holder shall submit a revised plan for certification.

Advice Note: Christchurch City Council's Travel Planning Team would be able to assist in providing advice on how to maximise opportunities presented by Travel Demand Management.

Construction

101. The Consent Holder shall prepare a Demolition Traffic Management Plan (DTMP) for the demolition of the buildings on site and a Construction Traffic Management Plan (CTMP) for the proposed construction. The DTMP and CTMP shall:
 - a) Identify the nature and extent of temporary traffic management and how all road users will be managed by the use of temporary traffic management measures and comply with the NZTA Code of Practice for Temporary Traffic Management (CoPTTM);
 - b) Detail the measures proposed for the control of vehicle and pedestrian movements, including full or partial road closures, to ensure the safety of the public, and the continued safe and effective operation of the road network;
 - c) How activities on any public road will be planned to cause as little disruption, peak traffic delay or inconvenience to road users as possible without compromising safety; and
 - d) Identify the location and numbers of any on-site parking provision for demolition or construction staff.
 - e) Identify measures to avoid contractor parking spill over into the surrounding transport network.
102. The DTMP and CTMP shall be submitted to the Christchurch City Council via email to rcmon@ccc.govt.nz, at least ten working days prior to demolition and/or construction commencing, for approval that it complies with the NZTA Code of Practice for Temporary Traffic Management (CoPTTM) and the conditions of this consent. Works shall not commence until the Consent Holder has received the approval from the Christchurch Transport Operation Centre or nominee that it is consistent with the CoPTTM and the conditions of this consent.
103. All demolition and construction shall be undertaken in accordance with an approved Traffic Management Plan (TMP) prepared by the Consent Holder in accordance with Conditions 101 and 102 of this consent.

Commented [JHN95]: COMMENT FROM CCC V4:
Recommend this condition is replaced with that in red below. I understand that a mode shift in staff movements was included, and relied upon, within the modelling so the condition for Travel Demand Management should be more prescriptive to better encourage those outcomes.

Commented [JMR96]: COMMENT FROM APPLICANT V5:
Not agreed - Transport JWS outlined that the travel plan should be provided to Council for comment only.

Commented [JHN97R96]: COMMENT FROM CCC:
Given the importance of the travel plan for shifting transport modes away from private transport, consider that there needs to be a mechanism to ensure the travel plan is sufficient to encourage this.

104. The DTMP and CTMP may be amended at any time. Any amendments shall be:
- Only for the purpose of improving the efficacy and safety of the temporary traffic management measures;
 - Consistent with the conditions of this resource consent; and
 - Submitted in writing to the Christchurch City Council, Attention: 'Christchurch Transport Operation Centre' prior to any amendment being implemented

Advice Notes:

- The Consent Holder is advised that the approval of Council's Asset & Network Planning Team, or the Community Board / Council where that authority has been delegated is required prior to any works within the road reserve. These include the new signalised intersection on Main North Road, the removal of street trees and changes to on-street carparking, change in lane configuration of the Main North Road / QEII Drive / Northcote Road intersection, the extension proposed to the Northcote Road median, the banning of the right turn out of Lydia Street, and the movement of bus stops.
- The detailed design of the new intersection between proposed Access 3 (identified on the Location Plan) and Main North Road will be subject to, and required to comply with, a Safety Audit carried out in accordance with the NZTA Road Safety Audit Procedures for Projects.
- Drawings and plans for implementation shall be submitted to Council's Asset Planning Transport team.
- Any works within the road reserve will be at the Consent Holder's expense unless agreed prior with the relevant road controlling authority.
- Engagement with Christchurch City Council, CTOC and Environment Canterbury shall occur prior to submitting detailed design plans of the new signalised access on Main North Road. In addition, the provision of the bus jump priority lights and any relocation of bus stops (northbound and southbound) will be subject to agreement with the Council (as the asset owner), CTOC (who operate the network) and the Environment Canterbury (who operate the bus services).
- The TMP's shall be submitted for approval to "Christchurch Transport Operation Centre" through the TMP portal on <http://tmpforchch.co.nz/submit-a-tmp/>.

Advice Notes

- It is a requirement of the Government Roadway Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of the NZ Transport Agency for the works and that a Corridor Access Request (CAR) is applied for and approved before any works commence.
- A Corridor Access Request should be made online via www.beforeudig.co.nz and/or www.submitica.co.nz. A copy should also be to the NZ Transport Agency System Design and Delivery Planning Team at consentsandapprovals@nzta.govt.nz. The Corridor Access Request will need to include:
 - The Approved detailed design including design safety audit; and
 - A construction Traffic Management Plan that has attained approval from NZ Transport Agency Systems Design and Delivery through the Manager, System Management – Canterbury.

Commented [HN98]: COMMENT FROM NZTA V4:
Include all of the TMP matters in the CMP?

Commented [HN99]: COMMENT FROM CCC:
The applicant moved this from Condition 80, considering it more suitable as an advice note. See my comments on that condition relating to this.

Commented [MR100]: COMMENT FROM ECAN V4:
Engagement with ECan prior to submitting detailed design plans needs to be included as conditions rather than an advice note. It needs to be as a condition to have the ability to enforce it.

Commented [MA101R100]: COMMENT FROM APPLICANT v5:
This will occur as a matter of course through the detailed design process, and not appropriate/necessary to include as a condition.

Commented [DH102]: COMMENT FROM NZTA V4:
These suggested advice notes align with the earlier suggested conditions.

Commented [DH103]: COMMENT FROM NZTA V4:
Suggest these are placed following the relevant conditions as per the approach to other advice notes throughout the conditions