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Nathan Harris
Planner
Resource Consents Unit
Christchurch City Council
PO Box 73012
Christchurch 8154

Via email: Nathan.Harris@ccc.govt.nz

Dear Nathan

APPLICATION FOR RESOURCE CONSENT RMA/2018/2029 – FOODSTUFFS SOUTH ISLAND LTD –155 & 161-171 MAIN NORTH ROAD, PAPANUI

On 10 September 2018 Christchurch City Council (**Council**) made a request for further information (RFI) in respect of the above application. This cover letter provides a synopsis of the response to each RFI item, and references where in the enclosed updated Assessment of Environmental Effects (**AEE**) and appendices each item is addressed in full. For ease and transparency, the updated AEE and appendices stand-alone and do not need to be read in conjunction with those lodged with Council 21 August 2018.

1 Transport

Regarding RFI Items 1 to 20 a meeting was held at Christchurch City Council 25 September 2018 with the following people in attendance: Ann-Marie Head, Dave Smith and Jared White (Abley), Michelle Ruske (Aurecon - Planner), Andy Milne, Mark Gregory, and Hameed Mirbaha (CCC – Transport), Nathan Harris (CCC - Planner). The following responses reflect the overall outcomes agreed at this meeting (and those meetings held subsequently regarding the modelling).

1.1 Environment Canterbury

Confirmation that the applicant has made Environment Canterbury (responsible for the delivery of public transport) aware of the proposal and that all planned or proposed service changes have been reflected in the transport assessment. In accordance with ITA guidance outcomes from communications with Environment Canterbury should be made available to Council.

Refer to Section 3.3 'Public Transport' of the Integrated Transport Assessment (**ITA**) provided as **Appendix F** which outlines that *the Abley team have engaged with Environment Canterbury during the process of preparing this ITA regarding the proposal including consideration of the impact of the new signals on bus services, future bus services along the Main North Road corridor, the location of bus stops on Main Norther Road and opportunities for bus priority at the new signals.* The transport team will continue to engage with Environment Canterbury staff throughout the application process.

There is flexibility in the proposed design for future bus stop locations and the proposed Main North Road and Northcote Road signalised intersection lane optimisation will reduce the amount of lane changeover required from buses wanting to turn right onto QEII drive from Main North Road.

1.2 Anticipated Modal Split

Please clarify the anticipated modal split associated with trip to and from the site and show how these modes are accommodated.

Refer to Section 7.2 'Other Transport Modes' of the ITA at **Appendix F** which outlines the mode share anticipated and the rationale behind it.

1.3 Increased Pedestrian Activity

Please show the effects of increased pedestrian activity in the area in the context of Kiwirap risk rating.

Instead of providing a risk rating, a full road safety assessment has been undertaken. Refer to Section 3.5 'Road Safety' of the ITA which considers pedestrian safety and notes measures which are going to be delivered that will improve safety for pedestrians.

1.4 Benefit to Cost Analysis

A benefit to cost analysis to assess the economic efficiency of the proposed access arrangement. This analysis should be undertaken only when the modelling assessment has been agreed with Council (please see request points referring to modelling on the following pages).

At the 25 September 2018 meeting Mr Milne confirmed that the intent of this request was to understand the effects of a new signalised intersection in terms of the benefits and costs to vehicles using Main North Road. This would likely include quantifying the travel time delays because of the signalised intersection, as well as identifying the benefits of the signals (pedestrian access, public transport etc). There was agreement that a benefit to cost analysis (that is, calculating a Benefit Cost Ratio) was not required.

The overall benefits of the proposed new signalised intersection to the site and the proposed signalised optimisation of the Main North Road and Northcote Road intersection are presented in Section 8.9 and Section 8.10 of the ITA.

1.5 Neighbouring Activities Traffic

In accordance with the modelling requirements set out further in this request, please include the traffic associated with the neighbouring activities such as the FSIL HQ and NZ Toll that may be attracted to any new access opportunities onto Main North Road and include any cut through traffic that may occur.

The modelling analysis does not include traffic rat-running through the site but does include traffic that is entitled to use the right-of-way (such as Foodstuffs Head Office) to enjoy the benefits of the multiple access points. This is discussed in sections 8.10 and 8.13 of the ITA.

Rat-running has not been included through the site including the right-of-way in the modelling assessment as the likelihood of rat-running is considered to be low. The left turn from Main North Road into Northcote Road is controlled by a free left turn and the modelling indicates that this is relatively free flowing. Conversely the right turn from Northcote Road into Main North Road does incur some delay during peak hours but the alternative of rat-running through the site involves a circuitous route via Lydia Street, the right-of-way and the supermarket carpark which is considered unattractive to road users. Traffic calming measures throughout the carpark will further discourage travel through the car park.

1.6 Pedestrian Demand at Signals

Please ensure the modelling includes pedestrian demands at signalled intersections and the potential increase in such demands as a consequence of the consented and proposed activities on site.

The Site Access Sidra Model (provided within Appendix E of the ITA (**Appendix F** of the AEE)) includes pedestrian movements. The modelling results confirm that the intersection design at the supermarket site will provide for increased pedestrian demands.

1.7 Car Parking Calculations

Please provide car parking calculations for the parking requirements and the application of parking adjustment factors.

Refer to Table 9.1 of the ITA which outlines the parking requirements for the site, along with the parking reduction factors that apply.

1.8 Road Safety Audit

Please undertake a preliminary road safety audit by a suitably qualified independent Safety Audit Team.

Appendix D of the ITA includes the Road Safety Audit and Designer Response.

1.9 Fuel Tanker Delivery Time Condition

Please provide a suitably worded condition regarding the delivery times of the proposed fuel tanker.

There shall be no fuel deliveries to the site during the supermarket operating hours (7am to 11pm inclusive).

1.10 Public Transport Corridor

Given that Main North Road is identified as a high capacity public transport corridor, please demonstrate how the internal design enhances access to this corridor for public transport users (i.e. pedestrian connections through the site).

Refer to Section 6 of the ITA which explains that the new signalised intersection will include a pedestrian crossing which will give customers a safe passage to the bus stop located in the southbound direction. The internal pedestrian connections provide direct and protected (signalised or raised crossings) pedestrian access to the bus stops on both sides of Main North Road.

2 Paramics Modelling

Section 8 of the ITA details the modelling undertaken for this proposal. Since the receipt of the RFI, the design team have been working closely with the CCC modelling team to agree on the choice of modelling platform, options assessed, future year assumptions, periods modelled and other modelling assumptions.

The calibrated Paramics model has been retained but the future year demands have been informed by extracting a cordon of demand from the Council's CAST model, removing the initial dependency on the CTM model for growth in traffic which has a coarser network and basic traffic assignment feature compared to CAST.

2.11 Models Available

Please make the models available to City Councils' Mark Gregory (Mark.Gregory@ccc.govt.nz). This includes the complete directory folder, and 'log' files. Examples of checks include:

a. Extent of network

b. Trajectories, lane utilities etc.

c. Paths / extent of interrogation

All transport models used in the assessment were supplied to Mark Gregory as requested and subsequent to this the Abley modelling team have worked in collaboration with the Council modelling team as specified in Section 1.1 of the ITA. The outcome of this collaborative process has resolved and/or addressed several of the subsequent modelling issues raised through the RFI.

2.12 AM and Inter Peak Assessments

Please provide AM and Inter peak assessments.

At the request of Council an assessment of the AM peak has been undertaken and is reported in the ITA (Table 8.9 and Figure 8.9). The AM peak results show minimal changes between the base years and the development and does not result in degradation of journey times on the road network. A key direction in the morning peak is southbound which increases by only 7 seconds in 2021 and does not change in 2031 with the development. This highlights that the evening peak is still the critical period for assessment particularly for supermarket activity.

Both parties (Council and Abley) have agreed that an interpeak assessment is not required.

2.13 Paramics Model Validation

There is no reference to paramics model validation, which is required to at least demonstrate validation outcomes against the NZTA 'Model User Development Guidelines' model validation criteria. Assessment of models cannot continue until validation outcomes against all criteria are demonstrated. Please provide the required validation outcomes.

The modelling assessment has been revised in agreement with Council such that the assessment relies on demands from Council's CAST model. The Abley team have reviewed the CAST model and found it generally fit-for-purpose to inform the Paramics model as reported in Section 8.1 of the ITA. Subsequent calibration and validation of the Paramics model is included in Appendix A of the ITA.

2.14 On-Site Observations

Please provide details of onsite observations which can support validation (e.g. observed trajectories and lane utilisation).

The Abley team have undertaken on site observations of traffic behaviour and 'visual validation' of the Paramics model (refer to Appendix A, Section 3 '2018 Base Year Validation of the ITA).

Turning movement at key intersections were validated against surveyed count data taken between 4pm to 6pm to ensure they are appropriate. Traffic surveys were conducted on Thursday 8 March 2018 at the Main North Road/ Northcote Road intersection and the Main North Road/ Cranford Road intersection where all traffic movements were recorded

Travel time along key routes in the model were checked against observations made on an average Thursday in March 2018 to ensure that network speed coding and model average path journey times were correct.

Additionally, the Abley and Council modelling teams have viewed the base and future year models running together to ensure that they are appropriately calibrated and validated.

2.15 Estimation Techniques of the 'Four Stages' to Modelling

There are gaps in the information provided in the ITA, relating to estimation techniques of the 'four stages' to modelling:

a. Trip production: the number of trips produced is stated as being based upon the 'Trips Database Bureau' (TDB); however, the explanation of sample size and characteristics, range and standard deviation of data is not specified. We are concerned that the method adopted in determining the trip generation may not reflect the potential for higher number of trips than estimated given the prominence of the site and its proximity to the strategic road network that carries traffic volumes that are magnitudes higher than the Wainoni location that was cited as a comparative site. While there is evidence to show that larger scale shopping centres show a reduced trip rate in comparison to smaller centres, there is no evidence to support a similar trend amongst supermarkets themselves. We request that a more typical supermarket rate as set out in NZTA RR453 should be tested as a sensitivity assessment.

Details of the Trips Database Bureau (TDB) sites used in the assessment are included in Section 7 of the ITA. The TDB records shows that the average peak hour trip generation for supermarkets is 15.7 vehicle trips per 100m^2 GFA (excluding double counts of sites) and typically a trip rate of 15 vehicle trips per 100m^2 GFA would be assumed for supermarkets in the range of 3000 to 5000 sqm GFA, however for those sites which have been surveyed post-2005 there is a very clear inverse relationship between trip rates and supermarket GFA.

Considering the inverse relationship between supermarket size and trip rates, testing against a trip rate based on an average supermarket size (RR453 supermarket trip rate) is not considered appropriate. The trip rate used in this assessment has been informed by data from the largest supermarket available in TDB, which is still smaller than the proposed supermarket.

The two surveys of supermarkets of greater than 5,000 sqm GFA that are available within the TDB database both correspond to the Wainoni Pak'n Save in Christchurch and were recorded on 18 May 2010 and 7th July 2011 with peak hour trip rates of 12.13 and 12.47 trips per 100sqm GFA respectively. Pak'n Save Wainoni was 6000 sqm GFA which is smaller than the proposed supermarket in this application. Consequently, adopting a rate of 12.5 trips per 100sqm GFA for the proposed supermarket is appropriate as it is higher than the two Wainoni surveys and relates to a larger supermarket.

b. Mode share: is not reported, please provide data on this.

Refer to Section 7.2 of the ITA which addresses the likely mode share.

c. Trip distribution: what is the 'gravity model' of this proposal? How big is the catchment? How have trips been distributed across the matrices? Where are 'diverted' trips diverted from? Wider network assignment simulation (e.g. in CAST) of all existing and proposed site is requested in order to determine this model stage. We also note the trip type proportions are taken from generic values within an outdated Council policy document. We request that the

trip type proportions are based on more recent and locally sourced research data showing 32% diverted, 34% primary and 34% pass-by.

The demands have been provided by Council directly from Council's CAST model. The percentage of diverted and pass-by trips and method of application have been agreed with Council staff, applied to the CAST model by Council's modellers, and are reported in Section 7.1 of the ITA.

d. Trip assignment: It would be expected that the proposal, including a signalised intersection, would be included in the CAST model, in order to estimate wider network assignment simulation, prior to assessment of operations in the Paramics model. A CAST assessment should inform the assignment simulation of development traffic.

A full assignment using the Council's CAST model has been undertaken to ensure that the change in flows across a wider network are appropriately modelled.

e. In addition to the above, please clarify how many runs of Paramics were undertaken to inform each scenario?

The results have been averaged across three consecutive model runs due to the stochastic nature of the simulation.

2.16 RFI Questions 16 to 20

The more detailed modelling questions raised in the RFI (items 16 through 20) have been addressed through ongoing collaboration and discussions with the Council modelling team. The application of the CAST model to define vehicle demands and routing across the wider networks results in an assessment which is consistent with Council's preferred and agreed modelling methodology and means that many of the concerns raised through the RFI are directly addressed.

Many other issues have been discussed directly with Council staff during a live demonstration of the Paramics model and Abley have actively sought to ensure there is agreement regarding the model parameter settings and underlying assumptions. The analysis and reporting section of the ITA (Section 8) provides a comprehensive assessment of effects.

3 Urban Design and Landscaping

Regarding RFI Items 21 to 26 relating to Urban Design and Landscaping, a meeting was held at Christchurch City Council 27 September 2018 with David Hattam (CCC Urban Design), Nathan Harris and Kathryn Ross (CCC Planners), Jennifer Dray (CCC Landscape Architect), Rebecca Parish (Foodstuffs), Michelle Ruske (Aurecon Planner), Niko Young (McCoy & Wixon Architect) and Tony Milne (Rough and Milne Landscape Architect).

General urban design comments raised at that meeting included a request for background on the urban design rationale for the proposal and this has been incorporated in **Section 4.1.8** of the AEE. In addition, Mr Young agreed to provide more detailed drawings of the elements provided in the supermarket building facade to demonstrate how the architectural approach provides variation to the structure. These are provided on sheet RC10 'Views of Entry' in **Appendix B** of the AEE.

3.21 Urban Design Principles

Acknowledging that the proposal is located on Industrial Land, is a Discretionary Activity, and for commercial use of a design and nature sharing some attributes with a neighbourhood centre and Commercial Core zoning, please provide an assessment against the urban design principles listed in clause 15.13.1 of the Christchurch District Plan.

The Landscape and Urban Design Report attached at **Appendix E** assesses the proposal in terms of fundamental urban design principles, which are broadly encapsulated in Clause 15.13.1 of the CDP. For clarity an assessment against principles 15.13.1(a)(i) and 15.13.1(a)(viii) relating to a centres role, context and character and a Suburban Centre Master Plan is not provided given it is not considered relevant to this proposal.

Key components of this assessment are:

- The proposal will promote an attractive and inviting street frontage through high amenity landscaping and a visible, attractive building frontage. The building has been setback from the road boundary to provide active surveillance over the proposed car parking and road frontage planting will provide a 'green buffer' and visual separation between the carpark and the street.
- Multiple entry points to the site for vehicles, cyclists and pedestrians with legible connections to the entrances will enable engagement with the street.
- All operational requirements are located to the rear of the building ensuring that they are not seen to detract from the adjacent streets.
- Overall the building form and setback is considered to balance neighbourhood amenity with the functional requirements of the proposal.
- The proposed design seeks to integrate with nearby buildings in respect to the exterior design, architectural form, scale and detailing of the building. It does this through:
    - providing articulation of facades, varied transparency, depth and shadow lines to assist in reducing the bulk of the building and providing a level of visual interest;
    - the building road frontage setback is consistent with surrounding land uses, with most buildings in the neighbourhood set back from the street (residential, school and industrial) and reflects the building line of the existing offices to the south;
    - while a change of activity will inevitably result in a degree of change to layout and function the changes are unlikely to affect the character of the existing environment by looking to be more akin with the nature of the nearby residential context than the previous industrial activities on site;
- The built form proposed seeks to provide a human scale and minimise building bulk through:
    - ensuring storage and back of house operations are located to the rear of the building;
    - ensuring that the proposed building is compatible with adjacent office development in terms of building form, setback and boundary treatment;
    - the provision of gable roof line that assists with integration with the residential boundary; and
    - any difference in height between the proposed supermarket building and the adjacent residential properties is mitigated by the wide ROW.
- A full CPTED assessment has been undertaken which outlines how Crime Prevention Through Environmental Design principles, including encouraging surveillance, effective lighting, and boundary demarcation will be met on the site (refer page 31);
- On-site landscaping is proposed to increase amenity and shade and covered entrances to the building are provided for enhanced weather protection;

- The proposed landscaping will contribute to a high visual amenity on site when compared with the landscape context of the busy Northcote Road and Main North Road intersection. It is relevant to note that there are no heritage or cultural assets on the site that should be reinforced or recognised. Despite this, the design ensures that the existing mature Lime tree (*Tilia spp.)* will be retained as a landmark for the site;
- The site layout is safe, legible and provides efficient access for all transport users. Pedestrian pathways through the site have been developed in consultation with a transportation engineer and the provision of a pedestrian pathway along the Lydia Street RoW will also provide additional amenity and alternative safe access to the site. Cycle standards are provided in two highly visible locations and the car park itself has a legible three aisle layout. Safe and efficient access to the site will be provided through the provision of the proposed new traffic signals on Main North Road.

3.22 Landscape and Urban Design Assessment

The application includes a landscape and urban design assessment, however this is principally a visual assessment - it does not address the full range of urban design matters. Please provide an urban design analysis by an appropriately qualified and experienced person that includes the following:

Assessment has been undertaken in order to demonstrate that Foodstuffs has taken the appropriate urban design response for this proposal in the context of the site and the function of the intended activity. The proposal responds positively to urban design principles and the landscape planting and built form proposed for the site would enhance the visual appearance of the proposed development, the site, and streetscape substantially beyond the current visual environment. The Landscape and Urban Design Report has been updated to include urban design matters. It has been prepared by Rough and Milne Landscape Architects Ltd and is attached at **Appendix E** of the AEE. As the Council has acknowledged, the Christchurch District Plan (**CDP**) does not require the proposal to be assessed against matters of discretion 15.13.1 Urban Design, nevertheless an assessment of the full range of urban design matters has also been completed as requested and is provided above in **Section 3.21.**

The Crime Prevention Through Environmental Design (**CPTED**) assessment provided within the report (at page 31) has been reviewed by Niki Smetham, Advanced Workshop 2018 (*International Security Management and Crime Prevention Institute*).

a. A contextual analysis, presented spatially, showing matters such as those below, and considering how they affect the proposed land use:

i. Surrounding landuses, including the existing Papanui centre, schools and any other non-residential uses within 800m of the site.

ii. Walking routes to and through the site.

iii. Public transport stops and routes.

iv. Existing notable features (e.g. trees).

v. Key desire lines.

vi. Existing barrier features such as the arterial road.

vii. Noting key view corridors to the site

Contextual Neighbourhood Analysis including photos, contextual analysis of the open space and water environment, circulation patterns, land use and activity, urban form, and values of

the neighbourhood is provided within the Landscape and Urban Design Report (see pages 8 – 14).

b. Given the nature of the site and the apparently limited pedestrian access, a pedshed analysis is also requested to identify 5 and 10 minute walking catchments. Some consideration of the effects of the major roads would be appropriate in this.

The ITA includes drawings of the pre and post development walking catchments based on a walking speed of 5 km/h (pp 27-28). This outlines that there will be pedestrian accessibility improvements following the development.

In addition, the Landscape and Urban Design assessment includes comments on the connectivity of the site. It outlines that the site currently has poor pedestrian and cycle connections and is largely vehicle dependent. The proposed development will provide positive connections with the surrounding neighbourhood, with pedestrian pathways provided through the site and the new signalised intersection accommodating safe pedestrian crossing of Main North Road.

c. An analysis showing how the site layout responds to this context. This should include consideration of how people access the site and reach entrances of the proposal and of adjoining land (e.g. Foodstuffs and the local centre). Please provide comment on the quality of the routes and connections and any issues that may arise (for instance crossing the ramp access). Rule 15.13.1 can also be used for guidance on this matter.

An analysis of how the site layout responds to the context of the wider site location is provided within the Landscape and Urban Design Report. It includes an opportunities and constraints diagram detailing areas where the site layout and design seek to maximise opportunities to improve the street frontage, pedestrian movements and provide positive edge boundaries. In addition, an assessment against the matters of discretion 15.13.1 is provided above in **Section 3.21.**

3.23 Cross Section of Access

Please provide a cross section of the access to the north of the supermarket building (along the right of way to Lydia Street) showing the space for pedestrians and planting.

A cross section of the access to the north of the supermarket building is provided at **Appendix B** of the AEE (refer to Sheet RC11 'section through northern access') showing the provision of a footpath and 1.5m wide landscape strip with hedge, native trees and groundcover against the fence with the Northcote Road residential properties.

3.24 Wastewater and Water Storage Tanks

Please provide the reasoning behind locating the six wastewater and water storage tanks at the front of the site on the north-eastern most corner, adjacent to Main North Road.

The wastewater and water storage tanks were originally located at the front of the site on the north-eastern most corner, adjacent to Main North Road due to space constraints and delivery and access arrangements on site.

Their location has now been revised to be within the basement carpark (refer to Sheet RC04 ‘basement and ground floor plan’ at **Appendix B**). This will ensure that the tanks are not located above the proposed Lydia Street Drain pipe.

There will be no loss of car parks with the basement as a wall has been modified to accommodate the tanks within the basement. The ground floor building footprint above stepped beyond the basement footprint originally, but this has now been moved so the basement wall is

in line with above wall to accommodate the tanks (which are located between the basement wall and the end of the parking bays).

The tanks will now sit on a plinth or the floor level of the basement so that they are lower than the external ground level (but will not be buried to address initial technical concerns with this location).

3.25 Visual Amenity and Landscape Effects

An assessment of potential adverse effects on visual amenity and other landscape effects for the owners / occupants of the residential units bordering the site to the north where there is no landscaping strip proposed. At present, this consists of 17, 19, 21, and 23 Northcote Road. Please also refer to request point 39.

Refer to Section 7.2.1 of the AEE for an assessment of visual amenity effects and in particular residential boundary treatment.

3.26 CPTED

A full assessment of the proposal against Crime Prevention Through Environmental Design principles. This is particularly relevant for the area to the rear of the supermarket building (western elevation), the ramp area and underground car park, and area of planting surrounding the water tanks to the northeast corner of the site. The Crime Prevention Through Environmental Design comments should also include intentions for night time lighting.

Refer to page 28 of the Landscape and Urban Design Report attached at **Appendix E** of the AEE which includes a CPTED assessment of the proposal. This is summarised at Section 7.3.4 of the AEE.

4 Noise

Rob Hay (Marshall Day Acoustics) met with Isobel Stout (CCC – Environmental Health Officer) 25 September 2018 to discuss the acoustic-related RFI matters. Mr Hay outlined that the rationale behind undertaking a noise assessment on two properties along the right of way (a single storey and double storey dwelling) was that they are representative of all properties along the right of way.

4.27 Cumulative Noise Effects

An updated acoustic assessment which includes consideration of cumulative noise effects with specific reference to proposed supermarket vehicle traffic and predicted noise generated by the consented activities at 2 Lydia Street.

For the reasons outlined in Section 3.9 of the AEE, RMA92029705 (the unimplemented consent) is no longer considered to form part of the existing environment. Despite this, the Addendum provided to the Acoustic Assessment in **Appendix H** of the AEE addresses this question. Ms Stout (CCC – Environmental Health Officer) has confirmed that the information provided in this Addendum satisfies her request for further information.

4.28 Noise Levels at Residential Properties

Information on the predicted noise levels at all residentially zoned properties adjoining the Lydia Street right of way. At present the acoustic assessment identifies noise levels for two properties along the right of way, however, it is necessary to understand potential effects on the inhabitants of all of the residential units.

Refer to the Addendum provided to the Acoustic Assessment in **Appendix H**. While the change in noise level compared to the consented baseline will be noticeable, (because the consented baseline is very low), the absolute level of noise received by the residential neighbours is acceptable, as described in the Acoustic Assessment.

5 Waterway

5.29 Ecological Assessment

An assessment from a suitably qualified and experienced aquatic ecologist considering the potential for piping of the Lydia Street waterway to cause adverse effects downstream. "I note that a site visit has been conducted by Council's waterways specialist, who has expressed concerns that the piping of the waterway could lead to reduced baseflow in the downstream environment and lead to effects on downstream ecological values."

An ecological assessment of Lydia Street Drain and the effects of the proposed piping is provided at **Appendix Q** of the AEE. This is summarised at Section 7.8 of the AEE.

5.30 Waterway Objectives and Policies

Having regard to the assessment required by point 29, please provide an assessment of the proposed piping of the Lydia Street Drain against the relevant objectives and policies of the Christchurch District Plan.

Refer to Section 8.4.2 of the AEE where an assessment against the relevant objectives and policies of Chapter 6 of the CPD is provided.

6 Flooding

31. A more detailed assessment of the potential damage from an inundation event to 19.49m with respect to the proposed basement car parking area. This should include consideration of safety and access, building durability, and how the lift would function in such an event. The proposal has been reviewed by Council's flooding specialist, who recommends that a bund or similar at a level of 19.49m be provided before the vehicle access ramps down to the basement to assist in mitigating flooding concerns.

Refer to Section 7.6.1 of the AEE. Flooding of the basement from the public road or surrounding sites is not anticipated given the proposed site grading. To ensure that water from the 19.49 level flood does not enter the basement, the minimum asphalt level at the top of the ramp is proposed to be RL 19.50 & the minimum top of the wall level on either side of the ramp to the basement is proposed to be RL19.60. The basement will be constructed from solid concrete. The basement lift would not be operational during an emergency situation. Alternative basement exit points are provided for through a pedestrian ramp, stairs and vehicle ramp.

7 Economics

32. Noting that the economic assessment undertaken by Insight Economics is in part reliant upon the existing PAK'nSAVE store at Northlands Mall being replaced by a New World, please provide evidence confirming that such will take place.

Refer to the Economics Assessment at **Appendix G** of the AEE which includes an assessment of the likely economic effects of the proposal. This does not rely on the existing PAK'nSAVE at Northlands Mall being replaced by a New World. It simply notes that there is a possibility it would be converted to a smaller New World in the future. Overall the assessment concludes that *there is a strong and clear economic rationale for the proposal, and that any retail*

distribution effects will be minor and relatively short-lived. In addition, it has shown that the loss of industrial land as a result of the proposal is immaterial given the abundance currently available.

8 Lighting

33. Please provide lighting plans showing compliance with the relevant rules within the Christchurch District Plan (6.3.4.1 P1 Control of glare and 6.3.5.1 P1 Control of light spill). If compliance cannot be achieved, please update the assessment to include relevant consideration of effects.

A lighting plan has been provided at **Appendix T** of the AEE which confirms compliance with Rules 6.3.4.1 and 6.3.5.1 for glare and light spill.

9 Street Trees

34. Please confirm whether any street trees would be removed as part of the proposed changes to Main North Road. If any trees are to be removed, please confirm whether resource consent will be sought as part of this application and, if so, include an assessment against the relevant matters of discretion.

An indicative signalised intersection plan is provided at **Appendix W** of the AEE.

The signalised intersection will require the removal of three existing street trees: a Pin Oak (*Quercus palustris)* and a Silver Birch (*Betula* pendula), both of which are approximately 4.5m in height and a Pin Oak approximately 8m in height.

Consent is sought for the removal of the 8m Pin Oak and an assessment against the relevant matters of discretion is provided at Section 7.2.4 of the AEE and in **Appendix W**.

In addition, it is noted that within the central median on Main North Road there are five additional street trees greater than 6m in height. Given the central median is being retained in its current form, with only paint lines added for road markings, consent is not sought for earthworks within 5m of these trees.

10 Roading Infrastructure

35. Please confirm what infrastructure will need to be moved within the road reserve as part of the proposal (e.g. street lights).

An indicative signalised intersection plan is provided at **Appendix W** of the AEE. The changes required in the road reserve to give effect to the signalised intersection are identified in Section 4.3.1 of the AEE.

Detailed design of the proposed signalised intersection has not yet commenced, and at this point it is not known if any underground services will further alter the road infrastructure or street trees more than mentioned in response to RFI item 34. Any earthworks associated with the signalised intersection that are subsequently identified to occur within 5m of street trees will be undertaken in accordance with the proposed mitigation measures (Section 7.2.4 of the AEE) to ensure that any adverse effects will be less than minor.

11 Stormwater

11.36 Lydia Street Drain Pipe Length

Please update your application to show consistent lengths of the proposed Lydia Street Drain piping. This is described as 240m on page 698 but elsewhere is stated as extending up to Lydia Street.

The options for Lydia Street Drain have undergone considerable assessment and investigation in response to this matter. In November 2018 Foodstuffs presented two options to reduce the extent of piping proposed to Council:

- The first option proposed the piping of approximately 20% of the existing 305m box drain, comprising retention of a 95m length of box drain from Lydia Street, installation of a boardwalk for a length where there is a pinch point for vehicle manoeuvring, retention of the existing boxed drain, followed by a length of 65m of piping.
- The alternative option was to retain the existing box drain for a length of 80m from Lydia Street before piping the remainder (225m) to Main North Road. This represents piping approximately 75% of the existing 305m box drain.

The CCC Asset Planning Team advised that they had concerns regarding the boardwalk option and would be unwilling to authorise the boardwalk option under the Water Supply, Wastewater and Stormwater Bylaw 2014.

Consequently, Foodstuffs seek consent for the alternative option (piping a length of 225m) of the drain. This is confirmed in Section 4.6.1 of the AEE and **Appendix S** to the AEE**.**

11.37 Piping Feasibility

Please provide further detail of how the proposed piping of the Lydia Street Drain will work. Council experts have concerns that what is proposed will not be physically feasible (including the pipe levels). The drain currently acts as a subsurface drainage channel and the replacement pipe would need to provide for this drainage function. Please provide drainage calculations supported by the necessary assumptions and on-site investigations.

Refer to Section 4.6.1 of the AEE and **Appendix S** (Sketches C41A-D and C42) for full details of the piping feasibility.

11.38 Secondary Flow Paths

Please provide detail of secondary flow paths if the Lydia Street Drain is to be piped. This should be accompanied by calculations, detailed plans, and an assessment of effects on the drainage patterns for the sites to the north of the drain.

Refer to Section 7.6.1 of the AEE and **Appendix V** for an assessment of the secondary flow paths.. Overall drainage patterns for sites to the north of the drain will not be adversely affected by the proposed works.

11.39 IDS Compliant Easement

An IDS compliant easement is required over the proposed pipe. Please update the application to show this. An IDS compliant easement needs to be 3m in width (depending upon the final depth and size of the pipe), fully within the site boundary and clear of any trees, tree roots, structures (including any reinforced hardstand) private services, etc.

The IDS requirements will require reconsideration of landscaping along the northern property boundary. I acknowledge that this may impact upon the assessment requested under point 25.

The proposed Lydia Street Pipe will require an IDS compliant easement. Sketches C45A-D attached at **Appendix S** and outlined in Section 4.6.1 of the AEE define the easement required over the proposed new 750 diameter pipe (and the short section of 525mm diameter pipework from a new headwall to manhole B in the right-of-way).

11.40 First Flush Stormwater

Please confirm that the first flush stormwater treatment system will be designed to treat rainfall with a minimum intensity of 5 mm/hr.

Refer to Section 4.6 of the AEE. Stormwater 360 “Filterra” or “Stormfilters” (or similar) will be sized to treat the minimum intensity of 5mm/hr and stormwater basins will be designed to treat the first 25mm of runoff.

12 Non-RFI Matters

The following were not listed as formal RFI matters but provided for information only:

12.1 Staff Parking Spaces

The RFI included a note that *"given the scale and nature of the proposal Council’s transport specialists recommend that staff parking spaces are marked".*

While staff car parking spaces will be provided on site, Foodstuffs do not propose to mark these for CPTED reasons. Marking staff car parks provides a clear signal to potential offenders that those car parks contain cars that will not be attended to over the day, making them potential targets (refer to Section 4.8 of the AEE).

12.2 Stormwater Discharge

While not an RFI point Council’s stormwater engineers have also advised *“that the stormwater discharge post development should not exceed the stormwater discharge predevelopment for all rainfall events up to and including 1 in 50 year 48 hour storms. Council will need to see the calculations for this for acceptance prior to Environment Canterbury granting the stormwater consent. Council will also want to agree on a post development discharge rate and any onsite attenuation volume that may be required. This information is not required as part of the resource consenting process, however, the mechanism for achieving the required stormwater attenuation has the potential to impact other aspects of the proposal. You may wish to confirm that stormwater attenuation requirements can be met with the proposed design to ensure that the design does not need to be varied at a later date. For further detail on this, please contact Victor Mthamo (Victor.Mthamo@ccc.govt.nz).”*

Stormwater attenuation tanks will be provided along the southern façade of the proposed supermarket building in an area of 29.5m (l) by 2.5 m (w) by 3m (h) providing for approximately 225 m³ in attenuation area.

The proposed site redevelopment increases the runoff coefficient from the site from 0.75 to 0.81. Runoff from the site is not to exceed the 1:24 hr 50-year design storm event. The calculated storage required is 225m³ with a controlled discharge rate of 0.7L/sec.

Refer to **Appendix U** for calculations of the stormwater attenuation volume proposed.

12.3 Public Notification

As discussed previously, there is considerable potential for Council to recommend public notification of this resource consent application. Proposed changes to the road network, in particular, have the potential to be more than minor. I recommend giving consideration as to whether the applicant would like to request public notification under Section 95A of the Resource Management Act.

As outlined above Foodstuffs request that the enclosed AEE and attached appendices be publicly notified under Section 95A of the Resource Management Act. The original documentation dated 21 August 2018 has now been updated. To avoid confusion for the public we suggest that the previous documentation is not notified.

12.4 Urban Design

Mr David Hattam, Senior Urban Designer at the Christchurch City Council, has recommended that the application be taken to the Urban Design Panel. Please advise if the applicant wishes to do so. If the applicant does not, Mr Hattam has suggested a meeting with the applicant to discuss urban design matters. He has a number of suggestions that, in his view, will improve the development from an urban design perspective and better align the proposal will outcomes sought for developments of this scale and nature (refer to request point 21).

The applicant met with CCC to discuss the Urban Design elements of the project on 27 September 2018. Attendees at this meeting were David Hattam (CCC Urban Design), Nathan Harris and Kathryn Ross (CCC Planners), Jennifer Dray (CCC Landscape Architect), Rebecca Parish (Foodstuffs), Michelle Ruske (Aurecon Planner), Niko Young (McCoy & Wixon Architect) and Tony Milne (Rough and Milne Landscape Architect). Rationale behind the site layout has been included in Section 4.1.8 of the AEE. Assessment has also been undertaken in order to demonstrate that Foodstuffs has taken the appropriate urban design response for this proposal in the context of the site and the function of the intended activity (refer to the Landscape and Urban Design Report attached at **Appendix E** of the AEE).

The applicant does not wish to take the application to the Urban Design Panel.

12.5 Changes to the Proposal

In addition to the RFI response, other consequential changes have been made to the proposal since lodgement. These are all within the scope of the original application. These are summarised below and cross-referenced to where further detail can be found in the AEE and appendices:

- A reduction in the length of piping proposed for the Lydia Street Drain (Section 4.6.1).
- The stormwater management approach for the site has been revised to provide a level of treatment over and above that required to ensure any adverse ecological effects are avoided and remedied (Section 4.6).
- The landscape design has been modified to improve landscape and visual amenity, and to correspond to the stormwater management approach changes made (Section 4.4).
- Enhanced pedestrian connectivity through the site and enhanced supermarket building entrance (planters and timber (or recycled plastic seating) (Appendix D).
- Information boards will be incorporated into the site landscaping to explain the ecological features and opportunities of the site (i.e. detailing the stormwater management approach) as an opportunity to educate the public (Section 4.4).
- The 6 x 30,000 litre water tanks towards the north-eastern corner of the site (adjacent to the boundary of 3-7 Northcote Road) have been relocated within the basement car park (Section 4.1.7).
- Modified new Main North Road signalised intersection providing the main entrance to the site (provision of a slip lane with pedestrian crossing) (Section 4.3.1).
- Adoption of CPTED recommendations (Section 4.8).
- Signal optimisation is proposed at the Main North Road / Northcote Road / QEII Drive signals to improve both the safety and efficiency performance of the intersection. The improvement will reconfigure the southern approach from the current two through lanes and one exclusive right turn lane to an exclusive through, shared through-right and exclusive right turn lane (Section 4.3.1).

- The right turn out of Lydia Street is proposed to be banned to ensure safe and efficient operation of the Lydia Street approach to this intersection (Section 4.3.1).
- Foodstuffs head office staff typically finish their shift at 4.30pm. Foodstuffs propose to redistribute trip generation from staff at the head office in the evening peak by staggering shift times to finish between 4pm and 5.15pm (Section 4.1.5).

13 Summary

Should you have any questions on the above please do not hesitate to contact the undersigned in the first instance.

Yours sincerely

Michelle Ruske
Senior Consultant – Environment and Planning

E: michelle.ruske@aurecongroup.com
P: 03 371 2097

Enc: Revised Papanui Supermarket Retail, Office and Resilience Hub Resource Consent Application and Assessment of Environmental Effects

Papanui Supermarket, Retail, Office and Resilience Hub

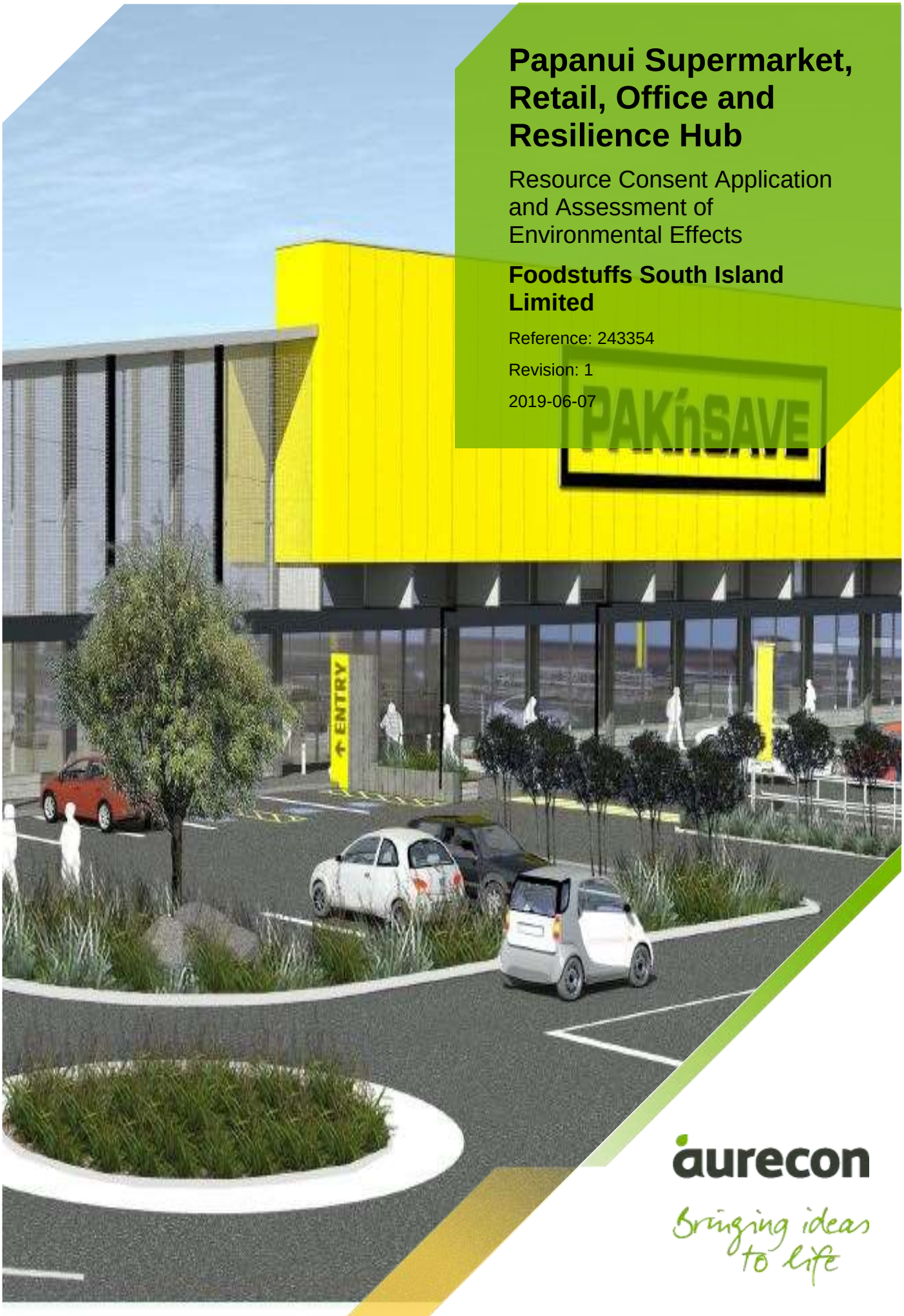
Resource Consent Application and Assessment of Environmental Effects

Foodstuffs South Island Limited

Reference: 243354

Revision: 1

2019-06-07



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Author signature		Approver signature	
Name	Michelle Ruske	Name	Mark Allan
Title	Senior Consultant – Environment and Planning	Title	Principal – Environment and Planning

SECTION 88, RESOURCE MANAGEMENT ACT 1991

TO: Christchurch City Council
53 Hereford Street
CHRISTCHURCH 8013

WE: **Foodstuffs (South Island) Properties Limited** apply for land use consent to

(a) establish, operate and maintain a supermarket and associated fuel facility, ancillary offices, car parking, access, signage and landscaping at 171 Main North Road;
(b) provide an emergency coordination facility at 171 Main North Road;
(c) alter the existing site access and relocate existing car parking arrangements for the existing Foodstuffs South Island Limited Head Office at 165 Main North Road;
(d) alter access and relocate existing car parking arrangements for the retail and commercial tenancies located at 3-7 Northcote Road; and
(e) disturb soil on a site with an identified presence of HAIL activities under the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011.

All aspects of the proposal are contained in Section 4 of the attached report.

OWNER AND OCCUPIER:

- Foodstuffs (South Island) Properties Limited

LOCATION:

- 155 and 161-171 Main North Road, and 3-7 Northcote Road, Papanui, Christchurch. The site is legally described as follows:

Legal Description	Record of Title (Appendix A)	Area (ha)
Lot 1 DP 21207	CB2B/1247	1.5625
Lot 1 DP 479583	668423	1.6556
Lot 1 DP 14400		0.4924
Lot 7 DP 14400		0.2235
Lot 9 DP 14400		0.1014
Lot 2 DP 479583 (ROW)	668422	3.1568
Lot 1 DP 76152	CB43D/113	0.3317

ADDITIONAL RESOURCE CONSENTS REQUIRED:

Full details of the regional consents that will be required and sought from Environment Canterbury is provided in **Appendix P**:

- Stormwater (construction) — restricted discretionary activity
- Dewatering — restricted discretionary activity
- Excavation — restricted discretionary activity
- Discharge to air from large scale generator — controlled activity

FOURTH SCHEDULE:

We enclose, in accordance with the Fourth Schedule of the Resource Management Act 1991, an assessment of environmental effects in the detail that corresponds with the scale and significance of the effects that the proposal may have on the environment.

ADDITIONAL INFORMATION:

We enclose any information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act:

- See Appendices

(Signature of applicant or person authorised to sign on behalf of applicant).
Dated at Christchurch this 7th day of June 2019.

ADDRESS FOR SERVICE:
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CHRISTCHURCH

Attn: Michelle Ruske

Telephone: +64 3 371 2097
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1 Introduction

This Assessment of Environmental Effects (AEE) has been prepared to accompany an application by Foodstuffs South Island Ltd (Foodstuffs) to establish, operate and maintain a supermarket and associated fuel facility, retail and commercial tenancies, and provide an emergency coordination facility at 165-171 Main North Road and 3-7 Northcote Road, Papanui, Christchurch. Associated with this development is a proposed signalised crossing on Main North Road, relocation of existing access and parking associated with Foodstuffs' Head Office and existing retail and commercial properties, site landscaping, piping of a network utility waterway and signage.

The purpose of this AEE is to provide a comprehensive assessment of the actual and potential environmental effects of the proposed development and to assess the development against the statutory purpose and principles of the Resource Management Act 1991 (the Act) and the relevant provisions of the statutory planning instruments. This assessment has been undertaken to comply with the statutory requirements (Section 88 of and the Fourth Schedule) of the Act.

1.1 Structure of this AEE

This AEE is divided into ten sections plus appendices as follows:

- Section 1: Introduces the proposal with a general description of the development intentions.
- Section 2: Outlines Foodstuffs' resilience strategy that underpins the proposed development, including the function of the site as an Emergency Coordination Facility.
- Section 3: Provides a general description of the site and surrounding environment, including site history, existing development, and the road network, referencing specialist reports where relevant.
- Section 4: Contains a detailed description of the component parts of the proposal.
- Sections 5/6: Contains an assessment of the proposal against the rule framework of the Christchurch District Plan and the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011, to determine consenting requirements.
- Section 7: Provides an assessment of actual and potential effects of the proposed development and considers mitigation measures where potential adverse effects are anticipated. The specialist technical reports are referenced where appropriate.
- Section 8: Summarises the statutory framework within which this application is required to be considered. The wider statutory considerations of the RMA, the strategic policy direction of high order planning documents, and the more specific objectives and policies of the District Plan are identified and discussed in the context of the proposal.
- Section 9: Summarises consultation undertaken in the process of the development of this proposal.
- Section 10: Records those matters of importance and relevance in the consideration of this proposal. The conclusion supports determination to grant the resource consent based on the full and robust assessment of environmental effects of the proposed activity.

The architectural drawing set, technical reports and other information providing support to the application are included as appendices to this AEE as follows:

- Appendix A: Records of Title
- Appendix B: Architectural Plans

- Appendix C: Architectural Design Statement
- Appendix D: Site Landscape Plan
- Appendix E: Landscape & Urban Design Report
- Appendix F: Integrated Transport Assessment
- Appendix G: Economics Assessment
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- Appendix V: Secondary Flow Paths
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2 Background

2.1 Christchurch Replacement District Plan

The Christchurch City Plan was reviewed under the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014 which saw the plan be notified in stages from August 2014. Following notification of the draft plan, submissions and hearings, the Replacement District Plan (now termed the Christchurch District Plan) was made operative December 2017.

As part of this process Foodstuffs lodged a submission on 8 October 2014 to rezone land at 171 Main North Road from the notified Industrial General Zone to Commercial Core Zone, and the identification of the site as part of an emerging neighbourhood centre[1]. This rezoning document was supported by specialist urban design, transport, economic, geotechnical and stormwater assessments.

The proposed rezoning was sought to facilitate the development of a small neighbourhood centre, able to service the convenience retail needs of the surrounding residential neighbourhood, allowing walk journeys and local trips.

The rezoning request was declined in the Commercial (Part) and Industrial (Part) – Stage 1 Decision 11 (dated 18 December 2015). The Hearings Panel did not consider that the site fit within the intended role of a Neighbourhood Centre. "*A neighbourhood centre is described as being a destination for weekly and daily shopping needs, as well as community facilities, serving the immediately surrounding suburbs, and in some cases, residents and visitors from the wider area. Fundamentally, a Neighbourhood Centre is much more than a retail destination. It is a community focal point that provides also for other community activities, as the CRPS makes clear."*[2]

The construction of the Northern Arterial was a key element of the District Plan Review decision. It was determined that a supermarket development on the site was inappropriate prior to construction of the Northern Arterial. On that basis, and given uncertainty around completion date at that time, the Panel did not consider that allowing for a Commercial Core zoning onsite *"subject to a rule constraining supermarket development pending the Northern Arteria's construction would be a sound planning approach, giving the uncertainty it would foster for the community as to redevelopment of what would be the essential anchor for the site"*[3].

There have been several changes to the environment since the Plan Review. In particular, the Northern Arterial is now under construction and is expected to be operational in 2020.[4] The issues raised by the Panel in the District Plan Review process are addressed further are addressed through the assessment of environmental effects relating to this proposal.

2.2 Foodstuffs Resilience Strategy

Following the Canterbury Earthquakes of 2010 and 2011, and the more recent magnitude 7.8 Kaikoura earthquake, Foodstuffs are pursuing a more resilient business strategy.

This recognises the critical role that food distribution stores have in a post-disaster recovery phase for communities, and the business strategy seeks to ensure all stores, especially those newly built are designed and constructed with resilience at the forefront.

Following a disaster, it is desirable that food distribution can be achieved as close as possible to the normal operation, in an expedited timeframe to ensure those most vulnerable post-disaster have

[1] Submitter Reference 705 and Further Submitter Reference 1324

[2] Paragraph 414 Commercial (Part) and Industrial (Part) – Stage 1 Decision, p. 110

[3] Paragraph 412 Commercial (Part) and Industrial (Part) – Stage 1 Decision, p. 112

[4] Appendix F: Integrated Transport Assessment, Section 3.8.

access to basic goods. The present proposal includes specific provision for an emergency coordination facility with infrastructure and utilities to provide for emergency response.[5]

In both of the recent earthquake responses in New Zealand it was shown that supermarkets provide a vital community role, with their resilience instrumental for the recovery speed of a community. In the aftermath of the Christchurch earthquakes one vital piece of community information was the list of which supermarkets were open shortly after the event. This has been observed worldwide and a Special Report by The Heritage Foundation Emergency Preparedness Working Group focuses on the lessons learned from Hurricane Sandy in 2012 emphasised that *"businesses play a crucial role in returning communities to normalcy. Businesses provide services and goods that communities need to operate. While basic supplies can be provided by government and nonprofits in the immediate aftermath of a disaster, only businesses can efficiently meet the various needs and demands of a community. Grocery stores, construction companies, and gas stations are just a few important examples. Along with selling critical goods and services, businesses also provide jobs, without which no community would ever recover. Employment allows individuals and families to return to their communities and rebuild what they have lost."* [6]

Following the Kaikoura earthquake, supplies were delivered via an Army convoy through the emergency access route to New World, in order to ensure the isolated community at Kaikoura were able to retain full access to basic food, drink and supplies.

Further the loss of employment from supermarkets that require demolition and rebuild after an earthquake event has long lasting impacts on the company and the respective communities. In Christchurch, the closure of the St Martins, Redcliffs and Kaiapoi supermarkets resulted in over 200 fulltime employees being made redundant, and a number of part-time employees also out of work, adding to the loss already felt by these communities[7]. As such, Foodstuffs' resilience strategy seeks to mitigate any adverse effects of a natural hazard or emergency event to reduce the impacts on the local community.

Given recent experience, and knowledge of the vulnerability of New Zealand to natural hazards, Foodstuffs are choosing to place a high consideration on business resilience. This strategy seeks to ensure that their stores can resume business operation quickly after an event, can support the community in their business response, and that they are not dependent on adjacent buildings, or primary store owners to validate building safety prior to opening. *"Additionally the human side of disasters can be easily overlooked once the shock of the disaster is over, but there is long lasting emotional impacts from the loss of a local identity and service provided by a supermarket and it is this impact that Foodstuffs wishes to mitigate against[8]".*

[5] The Canterbury Civil Defence Emergency Management Plan 2014 lists Foodstuffs as a Lifeline utility, p. 92. It seeks to maintain lifeline utility services in an emergency, with emergency response centres resilient to hazards (built to IL4) and able to support emergency response centre functional activities.

[6] http://www.heritage.org/research/reports/2013/10/after-hurricane-sandy-time-to-learn-and-implement-the-lessons

[7 & 6] (Mahoney, D.P., & Davidson, R.) 2015, November 6-8. *Building Post-Earthquake Business Resilience Through Geotechnical Design: A Christchurch Case Study.* Proceedings of the Tenth Pacific Conference on Earthquake Engineering Building an Earthquake-Resilient Pacific 6-8 November 2015, Sydney, Australia.

3 Site Description

3.1 Site Details

The site is in the Christchurch suburb of Papanui. An aerial of the site in the context of the receiving environment, along with relevant legal identification details are provided in **Table 1** below.

Table 1. Site details

Address	159-171 Main North Road and 3-7 Northcote Road, Papanui, Christchurch

Aerial View of Site (Source: Canterbury Maps)

Address	Legal Description	Cert. of Title (App. A)	Allotment Area (m²)	Owner
171 Main North Road	Lot 1 DP 21207	CB2B/1247	15,625	Foodstuffs (South Island) Properties Limited
3-7 Northcote Road	Lot 1 DP 76152	CB43D/113	3,317	Foodstuffs (South Island) Properties Limited
165 Main North Road	Lot 1 DP 479583	668423	16,556	Foodstuffs (South Island) Properties Limited

161 Main North Road	Lot 1 DP 14400		4,924	Foodstuffs (South Island) Properties Limited
155 Main North Road	Lot 9 DP 14400		1,014	Foodstuffs (South Island) Properties Limited
155, 161 & 165 Main North Road	Lot 7 DP 14400		2,235	Foodstuffs (South Island) Properties Limited
2 Lydia Street	Lot 2 DP 479583	668422	31.568	The Roman Catholic Bishop of the Diocese of Christchurch

3.2 Site Description

The site is located on the western side of Main North Road extending from the intersection with Northcote Road down to the residential properties on Main North Road. The site is irregular in shape and generally flat in topography.

The site has legal and formed access from Main North Road (a multi-lane Minor Arterial Road), Northcote Road (Major Arterial Road) and Lydia Street (Local Road) via a Right of Way. All existing accesses are marked on the Figure in Table 1.

The site contains a range of existing buildings and land uses and these are summarised in Table 2. Each of these elements are discussed in greater detail below.

Table 2. Summary of Existing Site Buildings and Land Use

Address	Lot No.	Existing Land Use
171 Main North Rd	Lot 1 DP 21207	Nationwide Bottling Plant located at the rear end of the existing brick building – in operation (M35/1472) Vacant buildings – several former industrial and office buildings (combined gross floor area of approx. 5,500m²) associated with Murdoch Manufacturing Car parking and Landscaping
3-7 Northcote Rd	Lot 1 DP 76152	Retail Use. Two buildings – specialist mechanical workshop ('Oil Changers') located on the western boundary, and retail building on the north-eastern corner (with an approximate gross leasable floor area of 774m²) formerly used as a butcher, fresh fruit and vegetable market but currently vacant.
165 Main North Rd	Lot 1 DP 479583	Access way and Toll ROW Foodstuffs South Island Limited Head Office comprising staff office space, car parking and associated landscaping.
161 Main North Rd	Lot 1 DP 14400	Foodstuffs Head Office Car Parking Residential dwelling
155 Main North Rd	Lot 9 DP 14400	Staff access to Foodstuffs Head Office Car Parking Residential dwelling
155, 161 & 165 Main North Road	Lot 7 DP 14400	Foodstuffs Head Office Car Parking
2 Lydia Street	Lot 2 DP 479583	Toll Distribution Centre – Right of Way

3.3 Foodstuffs South Island Head Office

Foodstuffs South Island Head Office (Figure 1) has been located at 165 Main North Road since the 1970's. Foodstuffs conducts its South Island business operations from this site, which includes numerous offices and meeting rooms, a print centre, staff cafeteria, and administrative facilities typical of an office operation of this scale. The building has been extended, developed and upgraded over the years, and currently accommodates over 450 staff across its 6,435m^2 floor area. Freestanding signage and a large sculpture are prominent features on the Main North Road frontage.

Figure 1. Foodstuffs Head Office

Car parking for the Head Office is provided at 165 Main North Road to the north of the building, along the Main North Road frontage and to the rear of Foodstuffs-owned residential dwellings at 159 and 161 Main North Road. Car parking usage on site reaches peak capacity at approximately 9am. The images in Figures 2, 3 and 5 were taken at 3.30pm on a Wednesday afternoon (27 June 2018).

Figures 2 and 3. Head Office car parking: view southeast and southwest from Head Office building

A right of way (RoW) runs along the length of the site's northern boundary, providing access from Lydia Street to Main North Road (Figure 4). The Lydia Street Drain is located to the immediate north of this RoW with access fenced by security fencing for a length as it runs in parallel with the Toll Distribution Centre building.

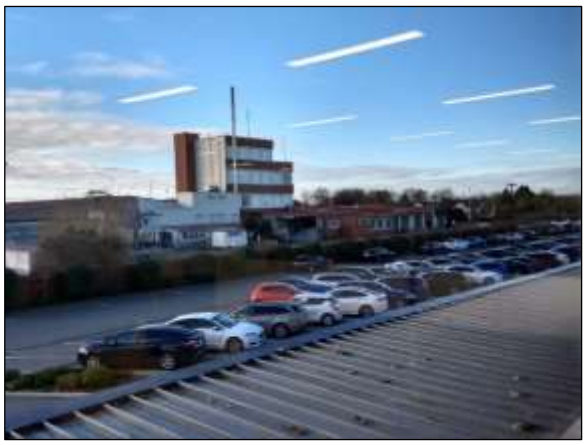
Figure 4. Right of Way looking east from the Toll entrance on Lydia Street

A small section of land (5m^2) located near the northern boundary of 171 Main North Road contained within CB14B/462 is owned by Orion New Zealand Limited. This area does not form part of the proposed site.

3.4 171 Main North Road

171 Main North Road was previously occupied by Murdoch Manufacturing and Trents Wholesale (subsidiaries of Foodstuffs) with manufacturing, warehousing and administrative/office activities taking place on site. The large, four storey brick building with associated flue is visually prominent on the site (Figures 5 and 6).

Following earthquake damage and subsequent detailed engineering investigations, majority of the buildings on site (except for the bottling plant which remains in operation) were deemed either earthquake prone or unsafe and were subsequently vacated in 2011/12. Excluding the bottling plant, the buildings are now only used for storage.



Figures 5 and 6. Former industrial building and Head Office car parking, viewed from Head Office (Fig. 5) and Main North Road (Fig. 6)

3.5 3-7 Northcote Road

Two existing buildings are located at the corner of Main North Road and Northcote Road (3-7 Northcote Road). These include a vacant retail building occupying the corner frontage (previously occupied by the Mad Butcher and Fresh Harvest), and a standalone building near the west boundary occupied by Oil Changers (automotive workshop) (Figures 7 and 8). The balance of these properties is utilised for access, car parking and manoeuvring.

Figures 7 and 8. Existing development at 3-7 Northcote Road

3.6 Residential Properties

Foodstuffs own two residential properties at 155 and 161 Main North Road that are currently tenanted by staff. These properties adjoin the existing staff access and parking area associated with the Head Office. 161 Main North Road (Figure 9) is immediately south of the proposed relocated access to the Head Office site.

While held within a separate Record of Title and located outside of the site, Foodstuffs also own the residential property at 159 Main North Road.

Figure 9. Existing residential building at 161 Main North Road

3.7 Site History

The overall site was predominantly vacant in 1940 except for residential activity located at 3-7 Main North Road. By 1955, industrial operations had established at land now referred to as 171 Main North Road and the wider area was established with residential activity. The original industrial building opened late 1950s as a manufacturing chemist, and went on to become the home of Helene Curtis Cosmetics[9].

It was purchased by Foodstuffs Canterbury in the late-1970's, when the site at 171 Main North Road was well developed and landscaped, and this was occupied by subsidiary Murdoch Manufacturing Limited.

[9] http://ketechristchurch.peoplesnetworknz.info/documents/0000/0000/0227/Papanui_Brief_History.pdf

The adjacent site (165 Main North Road) was occupied by Foodstuffs from the 1970's and the current Foodstuffs Head Office building had been largely established, along with a portion of the existing storage buildings to the rear.

3-7 Northcote Road was originally comprised of multiple smaller lots, and land uses previously occupying the site have included residential properties, butchers, grocers, a post office, retail and automotive servicing.

The full site history is detailed within the 'Preliminary Site Investigation' attached at **Appendix I.**

3.8 Site Surroundings

The surrounding environment is characterised by a mix of residential, industrial, commercial, educational, accommodation, and open space activities.

To the immediate west, Toll Distribution Centre operates from the large warehouse building and outdoor yard at 2 Lydia Street (Lot 2 DP 479583). This site was used as the Foodstuffs Distribution Centre for warehousing and distribution (24/7, 364 day a year) until they relocated to the purpose-built Hornby Distribution Centre in 2015. The site was subsequently purchased from Foodstuffs and is currently leased to Toll Distribution, which operates a 24/7 distribution centre from the warehouse (the lease is due to expire in 2021 following a change in site ownership to The Roman Catholic Bishop of the Diocese of Christchurch as discussed below).

To the south are residential properties and St Joseph's School. To the east, on the opposite side of Main North Road, are residential properties, a motel (Abbella Lodge Motel – 194 Main North Road), dental clinic (Redwood Family Dentists – 186 Main North Road), building company (Bainbridge Homes - 204 Main North Road), and veterinary clinic (Northlands Animal Care Hospital, 160 Main North Road). Residential properties adjoin the site's northern boundary. St Bede's College is located on the north-east corner of the QEII Drive / Main North Road intersection.

Industrial land use in the wider area includes Verkerks butchery, Northcote Garage, Panel Plus and Superparts, all on Vagues Road.

Commercial activities in the area are primarily limited to those at 3-7 Northcote Road.

3.9 2 Lydia Street

3.9.1 RMA92029705 - Unimplemented Land Use Consent

The Christchurch City Council approved RMA92029705 on 11 November 2015 for the redevelopment of the site and buildings at 2 Lydia Street (Lot 2 DP 479583) to provide space and activities including an indoor entertainment and recreation centre, a gymnasium, a pre-school, and food and beverage outlets within an extended building, and to provide associated parking spaces (370 car park spaces and 40 cycle spaces) and landscaping. Assessed under the previous Christchurch City Plan, the non-complying activity sought vehicle access to the site via the RoW that is accessed from Lydia Street and Main North Road. The hours of operation of activities on the site were approved on the basis that the café / bar would close at 11pm (the outdoor area of the café / bar to close at 10pm), and Unit 2 be open until 12pm, on Fridays and Saturdays. All other activities on the site are approved to operate 24 hours a day, 7 days a week. The total GFA of the site is 21,459.8 m².

While the consent does not lapse till 11 November 2020, it was publicly announced in March 2019 that Marion College[10] (state integrated catholic girls' high school) will relocate from their existing post-earthquake site at the Cathedral of the Blessed Sacrament in Barbadoes St to the site at 2 Lydia Street in 2023. The school would be located on land bordered by Vagues Road, Main North Road and Northcote Road with the main entrance off Lydia Street.

Ownership of the site has since changed from Bayview Property Limited to The Roman Catholic Bishop of the Diocese of Christchurch (refer **Appendix A**). Consequently, it is now considered unlikely that consent for the recreation centre will be implemented and is not considered to form part of the existing environment.

3.9.2 Marion College

The Diocese will not take over possession of the land until 2021 when the existing lease for Toll Logistics who currently tenant the site will expire[11]. In addition, while there are no public plans available for the proposed development the school have indicated that they will explore opportunities to share and collaborate with the nearby St Bede's College and St Joseph's School (also state integrated catholic schools).

Given Marion College is yet to obtain the necessary planning approvals or designations required to use this site as a school, the college cannot be considered to form part of the existing environment. However, it is considered appropriate that the relevant supporting technical assessments provide commentary on how the proposed development would integrate with the proposal for Marion College to be located at Lydia Street.

3.10 Transport Network

Abley Transportation Consultants have completed an Integrated Transport Assessment (**Appendix F**) for the proposed development. Section 3 of the ITA describes the existing transport environment in the vicinity of the site, including road geometry (detailing Main North Road, Northcote Road, Lydia Street, the onsite RoW and the two intersections in proximity to the site), traffic volumes, public transport, walking and cycling, and road safety. It also describes the proposed transport upgrades, specifically the Christchurch Northern Corridor (CNC, completion 2020) and Northcote Road four-laning (funding provisioned 2022-2025) and includes these upgrades when assessing the future year development traffic on the road network.

3.11 Geology and Hydrology

As outlined in the 'Geotechnical Review and Options Report' attached at **Appendix J**, the site is effectively flat and level with less than 1m in ground level change across the site. The geology of the site is described by Brown and Weeber (1992) as straddling a river terrace and is underlain by *"Dominantly alluvial sand and silt overbank deposits (spy)".* The site is underlain by interbedded layers and lenses of Silts, Sandy-Silts and Sand to approximately 18m depth. Below this depth is the 'Riccarton Gravel' layer. The long-term groundwater level at the site is in the order of 1m below ground level.

[10] Redmond, A. 2019, March 12. *Marion College to move to new site in Papanui, Christchurch* https://www.stuff.co.nz/national/education/111188404/marian-college-to-move-to-new-site-in-papanui-christchurch

[11] Site Decision A & A for Families. http://www.mariancollege.school.nz/asset/downloadasset?id=809b7386-ecca-4e9e-b89e-edba77a04722

3.12 Lydia Street Drain - Utility Waterway

As outlined in the 'Ecological Assessment Report' attached at **Appendix Q,** the Lydia Street Drain is a boxed timber-lined utility waterway located along the entire northern boundary length of 171 Main North Road (Part Lot 1 DP 21207) (Figure 10). The waterway has a width of approximately 0.9m and runs adjacent to the rear boundary of the residential properties on Northcote Road. The drain is setback approximately 0.5m from the boundary fences.

Lydia Street Drain is a tributary of the Kruse's Drain network. The ultimate receiving environment for the Lydia Street Drain is the lower Styx River *via* Horners Drain.

Figure 10. Lydia Street Drain Location (Source: SKIRT Maps GIS)

The Lydia Street Drain rises approximately 360m west of Lydia Street, and extends eastward for 770m to Main North Road. The drain is subject to direct stormwater inputs from residential and commercial land to the north, as well as hardstand runoff from Foodstuffs property to the south. The drain is fenced off from the adjacent residential properties (access from Northcote Road) and fenced from the RoW on site for safety reasons (Figures 11 and 12).

The Ecological Assessment Report provides a summary of the existing ecological health of the Lydia Street Drain. At site visits in September 2018 and February 2019 the flow was too low to be flow gauged. Overall the flow status of Lydia Street Drain varies between seasonally intermittent at Lydia Street, when the groundwater level is below the bed in the summer months, but above the bed in the winter. Between Lydia Street and Main North Road, the estimated baseflow gain was 0.25 L/s (spring and summer estimates).


Figures 11 and 12. Lydia Street Box Drain along north boundary of the site.

Along the length that the drain travels across the Foodstuffs site, the bed of Lydia Street Drain is predominantly a mixture of coarse sand, with a depth of 10 cm over a firm base of clay or gravel.

Lydia Street Drain is subject to apparent gross pollution. Hydrocarbon films were observed near the drain's trash rack outlet at Main North Road, with one anthropogenic point source identified that was not attributable to Foodstuffs. Another hydrocarbon film was observed in the waterway near Lydia Street, again not attributable to a discharge from Foodstuffs.

In September 2018 the baseflow in the drain was clear, composed of a shallow trickle a few centimetres deep. The old boxing and spreader boards were largely intact, albeit, bowed in places. There is some evidence of lateral spread along the banks above the boxing, and the boxing, while sound, did not appear to have been repaired since the 2010/11 earthquake sequence. In its current state, the cladding and the sand substrate is not considered to provide refuge for potential fish inhabitants. No aquatic plant life was observed in the very shallow water. In February 2019 the drain bed was predominantly gravel with varying embeddedness into the surrounding silt. Common duckweed was prolific (representing the low summer base flow) where water connectivity appeared more permanent.

In terms of aquatic ecology there is no ecological data for Lydia Street Drain, with the nearest available data taken from the downstream reaches of Kruse's Drain (near where the Christchurch Northern Corridor crosses the waterway, north of Queen Elizabeth Drive). At this location physical habitat was 'above average' for Kruse's Drain but stream health measures scored poorly compared to other drains in Mairehau, and waterways around Christchurch. The Urban Community Index (UCI) was -0.9, and its Macroinvertebrate Community Index (MCI) was 60, representing a stream health degraded by urban and rural contaminants. A total of 13 macroinvertebrate taxa were recorded, numerically dominated by segmented worms, snails and chironomid (midge) larvae[12]. These predominant taxa are associated with poor stream health.

3.13 Site Contamination

The site is listed on Environment Canterbury's Listed Land Use Register (LLUR) for potentially contaminated land for the following:

- 171 Main North Road - Storage tanks or drums for fuel, chemicals or liquid waste (Not Investigated) (SIT 2207)
- 3 Northcote Road - Motor vehicle workshops. (Not investigated) (SIT 27533).

[12] McMurtrie SA, Burdon F, Taylor MJ 2005. Aquatic ecology of the Mairehau-Marshlands Area.

- 167 Main North Road and 2 Lydia Street – Storage tanks or drums for fuel, chemicals or liquid waste (Not Investigated) (SIT 1834)

Pattle Delamore Partners have undertaken a preliminary site investigation (PSI) for the site (**Appendix I**). Bulk diesel, petrol, waste oil and other chemical storage has occurred within the investigation site in both aboveground and underground tanks. Some of these are still on site, including the waste oil tank in the north-western corner of Oil Changers and the diesel tank located on the roof of the former manufacturing building. The exact nature of the HAIL activities identified at the site are outlined in Section 6.

3.14 Archaeology

The site is not identified on the New Zealand Archaeological Association 'Archaeological Site Recording Scheme'.

4 Proposal

Foodstuffs propose to:

(a) establish, operate and maintain a supermarket and associated fuel facility, ancillary offices, car parking, access, signage and landscaping at 171 Main North Road;

(b) provide an emergency coordination facility at 171 Main North Road;

(c) alter the existing site access and relocate existing car parks for the existing Foodstuffs South Island Limited Head Office at 165 Main North Road; and

(d) alter access and relocate existing car parking arrangements for the retail and commercial tenancies located at 3-7 Northcote Road.

Key elements of the proposed development include:

Proposed Supermarket

- Demolition of the vacant former industrial and office buildings associated with Murdoch Manufacturing at 171 Main North Road;
- New gross ground floor 6,265m² PAK'nSAVE supermarket, with the structural integrity of an IL4 building;
- New PAK'nSAVE fuel facility;
- New infrastructure and utilities as part of an emergency coordination facility to provide for 3 days of self-sufficiency for emergency response, including: sewer and stormwater containment; new waste water and fresh water tanks; and permanent on-site diesel generators;
- Use of an existing on-site well for emergency purposes pursuant to a separate resource consent;
- Piping of the Lydia Street Drain associated with realignment and landscaping of the existing RoW access;
- New signalised intersection on Main North Road providing all-movement access to / from the proposed supermarket, existing retail buildings and Foodstuffs Head Office;
- Car parking, cycle parking, site access, vehicle delivery, servicing and on-site manoeuvring arrangements;
- New building and freestanding signage associated with the supermarket and fuel facility;
- Removal of three street trees located within the Main North Road median;
- Provision for an above ground stormwater attenuation tank along the southern façade of the supermarket building;
- On-site landscaping; and
- On-site stormwater management treatment to provide a high level of treatment.

Existing Foodstuffs Head Office

- No changes are proposed to the existing Foodstuffs Head Office building, with the existing lawfully established activity remaining;
- Relocation of primary car park access point further South on Main North Road to accommodate the proposed supermarket development, including new vehicle access arrangements;
- Relocation of six existing car parks;
- Relocation of existing on-site freestanding sign to be adjacent to the new accessway; and

- Improved vehicle integration with the wider site.

Existing Retail and Commercial Activities at 3-7 Northcote Road

- Retention of the existing retail building and automotive servicing facility located at the corner of Main North Road and Northcote Road; and
- Associated access redesign to integrate this site with the proposed supermarket site, including the relocation of two parking spaces (no net change).

Emergency Coordination Facility

- Provide for the establishment of a resilience and emergency response function (emergency coordination facility), using both new and existing facilities on the site, including the Proposed Supermarket and associated site access and car parking. The existing Foodstuffs Head Office facilities, including car parking area, could also be used to support emergency coordination facility operations, if required.

Each of these elements is described in greater detail below and in the appendices supporting the application.

4.1 Built Form and Land Use

4.1.1 Supermarket Building

The following presents a summary of the proposed building, and the Architectural Drawings (**Appendix B**) should be referred to for further detail and explanation.

The proposed supermarket has a gross ground floor area of 6,265m² and a total net ground floor area of approximately 6,086m², allocated as follows:

Table 3. Supermarket Building Details

Function Category	Total Net[13] Floor Area (m²)		
	Ground	First	Total
Retail	3,492	-	3,492
Checkouts / Entry	608	-	608
Bulk Store	576	-	576
Back-of-House - Preparation - Store / Plant	 509 535	 - 237	 1281
Office	106	184	290
Staff facilities	12	319	331
Stair/ Ramp/ Lift/ Corridor	248	62	310
Total	**6,086**	**802**	**6,888**

[13] NET areas measured inside walls

Basement	5436	Total with Basement	12, 324

The building comprises a basement for car parking and cycle parking.

The maximum height of the building is 12m, this being the apex above finished floor level. In the context of the large site, the proposed 6,265m² of gross ground floor area provides an appropriate floor area: car parking ratio essential to the efficient operation of a supermarket of this size.

The Architectural Design Statement (**Appendix C**) describes in detail the proposed building's bulk and location, design, elevations, materials/ colour palette, and green building initiatives (including passive solar design and heat recovery from the refrigeration system for heating hot water). This should be read as part of the proposal description.

The building is proposed to be located toward the west of the site with the back of house service yard bounding the western internal boundary leaving the eastern frontage open for public carparking and a PAK'nSAVE fuel facility.

The proposed supermarket would operate 7:00am to 11.00pm, seven days a week.

The first floor of the supermarket building would be built to a minimum floor level of 19.49m above the Christchurch City Datum, consistent with the Minimum Floor Level Certificate obtained for the site (**Appendix K**).

4.1.2 Fuel Facility

A PAK'nSAVE fuel facility (eight pumps, self-serve) is proposed between the supermarket and Main North Road frontage. The canopy (18.6m L x 13.4m W x 5.64m H) would be setback approximately 5m from the road frontage, and an associated fuel service shed (5m L x 3m W x 3m H) would be established at the end of the adjacent car park aisle.

4.1.3 Signage

Signage is an integral part of a supermarket activity, supporting the needs of the business. Signage proposed on site is illustrated in the Elevations provided in **Appendix B** and includes both signage attached to the building façade, and freestanding pylon signs located on the site road boundary.

Building Façade Signage

Building façade signage is proposed for both the supermarket and fuel facility canopy as described in Table 4. Signage is primarily focused towards Main North Road, being the primary building elevation.

Table 4. Proposed Building Facade Signage

Sign	Height (m)	Width (m)	Area (m²)
Supermarket Building Façade			
South Elevation – (Sign 1) small PAK'nSAVE logo	2.04	9.0	18.4
West Elevation – (Sign 2) – small logo	3.0	3.5	10.0
North Elevation (Sign 3) – logo	2.04	9.0	18.4
East Elevation – (Sign 5) PAK'nSAVE Panel (logo)	3.6	15.9	57.2
Total Supermarket Building Façade			**104m²**

Fuel Canopy Façade			
South Elevation	0.6	3.95	2.37
West Elevation	0.6	3.95	2.37
North Elevation	0.6	3.95	2.37
East Elevation	0.6	3.95	2.37
Total Canopy Façade			**9.48m²**
Total Building Signage		**113.48m²**	

Freestanding Signage

The following freestanding signage is proposed on site:

- a 10m H x 2m W illuminated pylon sign located immediately north of the primary entrance to the site and setback 3m from the Main North Road frontage;
- a 2.9m H x 1.55m W illuminated sign located at the Main North Road frontage adjacent to the fuel facility, displaying fuel prices; and
- relocating the existing Head Office freestanding sign further south on Main North Road immediately north of the relocated primary entrance to the Head Office car park.

4.1.4 3-7 Northcote Road Building and Oil Changers

The existing buildings at 3-7 Northcote Road would be retained. The vacant building at the corner (formerly Harvest Market and Mad Butcher) could accommodate a range of retail, commercial service or community activities. No change is proposed to the automotive workshop (Oil Changers).

The existing Main North Road access would be limited to left in only. The Northcote Road access would continue to provide entry/exit. The only access changes occurring within this property is the conversion of the existing Main North Road access to left in left out only.

Internal access to the supermarket site would be provided to integrate the properties with the wider site, requiring the relocation of two existing car parking spaces within the site (i.e. no net change in parking provision).

4.1.5 Foodstuffs Head Office

No changes are proposed to the existing Foodstuffs Head Office building or its operations (except for minor operational changes to staff shift times).

The proposed supermarket and new access arrangements would require the closure of the existing primary car park access point, which will be relocated further south on Main North Road (adjacent to the Foodstuffs-owned residential property at 161 Main North Road).

Six existing staff parking spaces would be displaced by the proposed supermarket development and would be relocated to the main parking area to ensure the Head Office's on-site car parking provision is maintained at current levels.

The existing free-standing sign would be relocated further south on Main North Road, adjacent to the relocated site access, but no additional signage is proposed on the Foodstuffs site.

Foodstuffs head office staff typically finish their shift at 4.30pm. Foodstuffs propose to redistribute trip generation from staff at the head office in the evening peak by staggering shift times to finish between 4pm and 5.15pm to spread out the trip generation in the evening peak.

Overall, the changes to the Head Office site would achieve improved vehicle integration with the proposed development of the wider site.

4.1.6 Building Demolition

The vacant former industrial and office buildings located at 171 Main North Road would be demolished as part of the site enabling works for the proposed supermarket development.

An asbestos survey would be undertaken prior to the demolition of the existing buildings at the site.

4.1.7 Other Structures

Other structures fundamental to the resilience of the proposed development include an on-site diesel generator and 6x 30,000 litre tanks for water and wastewater contingency (3-day storage capacity), necessary to meet emergency requirements and as described below.

Stormwater attenuation tanks would also be provided along the southern façade of the proposed PAKn'SAVE supermarket building in an area of 29.5m (l) by 2.5 m (w) by 3m (h) providing for approximately 225 m^3 in attenuation volume. The proposed site redevelopment increases the stormwater runoff coefficient from the site from 0.75 to 0.81. Runoff from the site is not to exceed is the 1:24 hr 50-year design storm event. The calculated storage required is 225m^3 with a controlled discharge rate of 0.7L/sec. Refer to **Appendix U** for calculations of the stormwater attenuation volume proposed.

4.1.8 Site Layout Rationale

The following is a summary of the urban design rationale of the proposed site to assist with understanding the design process evolution for the development and the functional requirements behind the proposed Papanui Supermarket, Retail, Office and Resilience Hub.

Firstly, the proposed building and site layout must be a strategic community asset that offers a resilience and emergency response function. To achieve this, the following is proposed:

- Accessibility to strategic transport networks;
- 3 days of self-sufficiency for emergency response, including: sewer and stormwater containment; sufficient volume of waste water and fresh water tanks; and permanent on-site diesel generators;
- Provision of a fuel facility – both for the supermarket customer recognition programme and in support of the emergency service response function of the site;
- Provide a site and carpark layout which is safe and legible for all users – this includes ensuring that it is highly visible, and well lit;
- Supermarket deliveries must be able to be isolated from customer access and movements for safety and security;
- Sufficient on-site car parking must be provided to ensure all car parking generated from the activity can be retained within the site; and
- The existing earthquake-prone and redundant industrial buildings associated with Murdoch Manufacturing must be demolished to enable efficient land use and commercial viability.

With the above principles establishing the fundamentals of the resilience hub, it is appropriate to note the functional and operational considerations required for key components of the site layout (fuel facility, car parking and the supermarket building) and the specific site layouts considered:

Fuel Facility

- The fuel facility needs to logistically accommodate the many patrons per day who are exiting the site.
- The fuel facility needs to be orientated to accommodate fuel tanker tracking.
- The fuel facility has been designed to complement the overall design of the PAK'n SAVE. It is part of a significant loyalty programme and discount fuel option for customers, to ensure greater economic wellbeing for all New Zealanders. Consequently, it is located on the predominant exit path for the majority of customers.
- The fuel facility needs to be separate and away from the proposed PAK'n SAVE building. It also needs be separated from residential dwellings to reduce light spillage and acoustic issues.
- The fuel facility is open in design, penetrable by view shafts in all directions and a beacon for human movement and visitation.

Consideration was given to locating the fuel facility at 3-7 Northcote Road (instead of the existing retail building)

  - This was not progressed given the existing retail building at 3-7 Northcote Road has not reached the end of its economic life. On this basis, it is neither cost effective, nor a sustainable use of existing built form, to demolish this structure to be replaced by a fuel facility. Further the existing single storey retail building provides an intact street interface on this busy corner, while also providing tenancy space for businesses that service the local community.

Consideration was given to locating the fuel facility adjacent to 3-7 Northcote Road

  - Specific design consideration has been made to retain the large tree on Main North Road located adjacent to the northern road boundary of 171 Main North Road (next to the Lydia Street drain). While not protected under the District Plan this was considered the only notable landscape feature of the site that should be retained.

Car Park and Supermarket Building Location

Building location has been well considered by Foodstuffs – customer safety and convenience are very important to site strategy. The building is setback from the street for the following reasons:

- Carparking to the street frontage is important to provide clear sight lines to the tens of thousands of customers visiting the site each week.
- The provision of parking to the front of the building allows for larger campervans, cars with trailers and heavy vehicles to enter the site.
- Carparking is an essential functional requirement for supermarket activity. Locating car parking to the rear of the building creates significant CPTED and security issues for both staff and customers and undermines the value and quality of the experience to the customer. Several years ago, the NZ Police attended an incident whereby a deceased body was found in the boot of a vehicle located in a rear supermarket carpark at Woolston New World, Christchurch. The safety of Foodstuffs customers and staff is prioritised over the importance of the proposed supermarket building being located closer to the street frontage, with safety-in-design considered to be of the upmost importance
- In times of emergency the front carpark area can be utilised as a congregation point for exiting the building or for community groups to meet and strategize.
- The site layout enables trucks to queue before departing the site. It also provides for fuel tanker manoeuvring through the site and queue space before departing the site.

Consideration has been given to essential safety queue space for the underground car park (due to the volume of vehicles that will be entering and exiting the underground parking). There is a

requirement to ensure physical access to the entrance, and queuing prior to the entrance, will work safely with both the proposed intersection and road network connection.

The proposed building location allows for pedestrians to circulate throughout the site safely from one entranceway to another.

The location of the building setback from Main North Road allows for visual penetration through to the retail building located on the corner of Main North Road and Northcote Road.

Consideration was given to locating the supermarket so that it was built up to the street frontage with car parking located to the rear, however was discounted for the following reasons:

- Visibility of car parking is a functional requirement for supermarkets with consumers wanting to see car parks for ease of access before pulling in to stop. It is for this reason that 'at grade' level car parking is seen as more desirable and is often in higher demand by consumers than basement car parking.
- CPTED concerns exist for car parks being located behind large buildings given car parks are areas where people as lone individuals or during hours of darkness perceive a safety risk, and where there can be security issues with "undesirables" congregating. Car parking located behind a supermarket and in front of the large Toll Distribution Warehouse would create an isolated hidden space.

4.2 Resilience and Emergency Coordination Facility

The proposed development includes an emergency response function (emergency coordination facility (ECF)) designed in consultation with Civil Defence Christchurch and Canterbury, which will be used to increase community resilience.

The proposed Papanui PAK'nSAVE would operate as a stand-alone, supermarket. However, it has been specifically designed to provide for built-in natural disaster resilience to accommodate an ECF during times of major disruptions. The overall emergency response would include use of the supermarket and fuel site, the wider site and its utilities, the existing Foodstuffs Head Office, and associated carparking, access and the signalised crossing.

The ECF has been designed to provide for three days of self-sufficiency, and it is proposed to be used:

(a) to enable Foodstuffs' business operations to resume quickly after an emergency event to support the community response, and provide a "lifeline" of fast moving consumer goods (such as packaged foods, water, toiletries and over-the-counter drugs) and fuel;

(b) for emergency response operations coordinated by Canterbury Civil Defence Emergency Management (Civil Defence) and other agencies; and

(c) to provide the local community with a 'safe space' where people can congregate to receive resources, for communication of key information, or as a shelter, depending on the response from Civil Defence or other agencies.

The Canterbury Civil Defence Emergency Management Plan 2014 provides a plan for emergency response specifically in Canterbury. Foodstuffs is a 'Lifeline Utility' for Canterbury, given they provide fast moving consumer goods. Lifeline Utilities are required to establish procedures to ensure their business can function to the fullest extent possible, during and after an emergency. Foodstuffs has undertaken a complex risk strategy and programme development to ensure they can continuously operate as the major supplier of food sources for the South Island. As a business of essential

services, Foodstuffs also view the continued employment of some 30,000 staff around the South Island as an important and critical obligation.

Both the supermarket and fuel facility would have the structural integrity of an IL4 building. There is an existing well in use, with a generator-powered pump. The potable water source is proposed to only be used in emergency conditions and would be for the direct use of the greater community of Christchurch. On-site wastewater and fresh water tanks would provide three-day storage capacity. Building services would be isolated from the basement, which has been designed to carry the load of floodwaters if required. An on-site permanent diesel generator would power the site, including power for water abstraction, fuel pumps, pumping of waste water, the operation of PAK'nSAVE and its freezers and chillers.

Critically, the site and buildings are independent (as opposed to being located within a mall or multiple ownership situation), which means Foodstuffs are not dependent on adjacent buildings, or primary store owners to validate building safety prior to opening.

Further details on the operation and benefits of the ECF are contained in Section 7.1.1. Details of the consultation Foodstuffs has undertaken with Civil Defence in respect of the proposal are contained in Section 9.

4.2.1 Diesel Generator

A diesel generator with integrated fuel tank would be located on the ground level of the proposed PAK'nSAVE building. It would be used to power the site, including water abstraction, fuel pumps, pumping of waste water, the operation of PAK'nSAVE and its freezers and chillers. For longer term use beyond the capacity of the integrated tank, it would be able to draw from the fuel facility and continue to run indefinitely until power is restored. Generator specifications are proposed to be similar to those at **Appendix M.**

Load shedding will enable Foodstuffs to supply Orion with power when Orion requires this (such as during peak power usage in mid-winter). Load-shedding will balance the economics of purchasing such a high-end asset and will assist with supporting the national grid. Load-shedding would not occur during times of emergency and power outages.

4.2.2 Wastewater and Water Storage Tanks

Wastewater and fresh water would be located in tanks on site. 6 x 30,000 L tanks would enable a 3-day storage supply on site in times of emergency.

These are proposed to be located on site within the basement carpark (refer to Sheet RC04 'basement and ground floor plan' at **Appendix B**). The tanks will sit on a plinth or the floor level of the basement so that they are lower than the external ground level (but will not be buried to address technical concerns regarding buoyancy risk with the high-water table at this location). Each of the six tanks are 3.7m in diameter, and 3.1m in height.

4.3 Transport

The following is a summary of the proposed transport features that are further detailed in the 'Integrated Transport Assessment' attached at **Appendix F**.

4.3.1 Vehicle Access

Primary vehicle access to the site would be via a new signalised intersection on Main North Road, providing all turning movements to / from the site and signalised pedestrian crossings on the north and west approaches. A proposed layout of the new signalised intersection is provided at **Appendix W**.

The location of the new signalised intersection would require the relocation of the existing main access to the Head Office to further south along Main North Road, adjacent to the residential property at 161 Main North Road (Foodstuffs owned).

No changes to the existing access on Northcote Road or the Lydia Street ROW are proposed (Figure 13).

The vehicle movements proposed at the five vehicle crossings on Main North Road (north to south) are as follows:

- Access 1: left in only (existing)
- Access 2: left in/ left out (existing)
- Access 3: new signalised intersection – all turning movements (proposed)
- Access 4: left in/ left out (relocated)
- Access 5: left in/ left out (existing)

Figure 13. Proposed Site Access Arranagements

The following on-site access arrangements are proposed be established:

- three-approach mountable roundabout located at the Lydia Street/ROW intersection;
- four-approach mountable roundabout linking the PAK'nSAVE site to the Foodstuffs Head Office site to the south – in line with the new signalised crossing from Main North Road; and
- four-approach mountable roundabout linking the PAK'nSAVE site to the general retail site to the north.

Main North Road Signalised Intersection

The new intersection will provide all turning movements to/from the Foodstuffs site and will include signalised pedestrian crossings on the north and west approaches. No U-turns will be allowed at the intersection. The signal design includes a left slip lane with pedestrian crossing, a vegetated strip to separate incoming and outgoing traffic, and a pedestrian island refuge on site to allow safe crossing of the site vehicle access and across Main North Road.

The signalised intersection will require the following additional changes within the road reserve to accommodate the proposed design:

1) an existing wayfinding sign located on the west of the road (just north of the existing head office crossing) will need to be relocated further north on Main North Road;

2) a small central median sign indicating the upcoming intersection with Northcote Road and Queen Elizabeth II Drive will require relocation; and

3) single double arm street lighting column located within the central median will need to be relocated.

The signalised intersection will require the removal of three existing street trees. A Pin Oak approximately 8m in height requires removal due to a conflict with the location of a traffic signal. Removal of this tree requires resource consent. A Pin Oak (Quercus palustris) and a Silver Birch (Betula pendula), both of which are approximately 4.5m in height (**Appendix W**), also require removal to accommodate the intersection. These trees comply with the height requirements for the felling of any road corridor tree.

In addition, it is noted that within the central median on Main North Road there are five additional street trees greater than 6m in height. The central median is being retained in its current form, with only paint lines added for road markings. Detailed design of the proposed signalised intersection has not yet commenced, and at this point it is not known if any underground services will further alter the road infrastructure or street trees over that outlined above. Accordingly, consent is conservatively sought for earthworks within 5m of a road corridor tree. Any earthworks associated with the signalised intersection that are subsequently identified to occur within 5m of street trees will be undertaken in accordance with the proposed mitigation measures (Section 7.2.4 of the application) to ensure that any adverse effects will be less than minor.

Main North Road, Northcote road and QEII Drive Intersection

Signal optimisation is proposed at the Main North Road / Northcote Road / QEII Drive signals to improve both the safety and efficiency performance of the intersection. The improvement will reconfigure the southern approach from the current two through lanes and one exclusive right turn lane to an exclusive through, shared through-right, and exclusive right turn lane.

Lydia Street and Northcote Road Intersection

The right turn out of Lydia Street is proposed to be banned to ensure safe and efficient operation of the Lydia Street approach to this intersection.

4.3.2 Supermarket Vehicle Deliveries

Vehicle deliveries to the site are proposed to be consolidated to minimise heavy vehicle usage, and to restrict delivery and servicing to ensure they are not occurring during the customer traffic or network peak. All heavy vehicle deliveries would occur outside the hours of 3pm and 6pm.

Supermarket vehicle deliveries would comprise between 25 and 30 deliveries a day (50-60 vehicle movements) and these are anticipated to comprise a mixture of heavy truck and trailers (7%), semi-truck and trailers (14%), medium trucks (39%), light trucks (14%) and vans (25%).

The supermarket would be serviced by two service/delivery yards (one on the western elevation for fresh produce, and a larger one on the northern elevation for all other goods). Delivery vehicles would enter the site from Lydia Street, travelling east along the ROW before turning right into the service delivery yard.

Fuel tanker deliveries would occur outside of the proposed supermarket operation hours (7am-11pm). The fuel tanker would enter the site via the Lydia Street ROW and exit via the signalised intersection using the fuel tanker only exit (removable bollards or gate).

4.3.3 Parking

Car parking is proposed to be provided across the Site with internal connectivity, however certain car parking areas would be restricted for the use of a specific activity. The proposed supermarket would provide a total of 278 car parking spaces. 168 of these spaces are proposed to be located within the underground car park with another 110 located at ground level. A total of 8 mobility car parking spaces are also proposed split between the two car park levels.

Staff car parking spaces would not be marked to ensure they do not advertise them as being vacant for long periods of the day (refer to Section 4.8).

Six of the existing Head Office parking spaces are required to be relocated from the ROW to the first aisle of the Head Office car park due the vehicle access changes. These spaces would only be used by Head Office employees and visitors as the car park has been designed in a way that discourages supermarket customers from using the car park. Steel swing gates would be used to close the car park outside of office hours to ensure safety and amenity is preserved.

There would be no changes to the Head Office site activity, and as such no change to the current parking demand/provision.

The existing parking supply of 49 spaces at the General Retail activity would be kept the same by relocating 2 spaces within the site.

Pedestrian access through the parking area would be provided from Main North Road to the supermarket via the proposed path adjacent to the central site access, and along the northern edge of the proposed car parking access.

23 visitor cycle parking spaces would be provided along the main façade of the supermarket to provide passive surveillance of bicycles. 9 staff cycle parking spaces would be provided at basement level.

The car park and areas with pedestrian movement would be formed, sealed and drained, and permanently marked and lit to an appropriate level to maximise safety.

4.4 Landscaping

The site would be landscaped in general accordance with the Site Landscape Plan attached at **Appendix D**. The landscape design is focused on the Main North Road frontage of the site, the RoW, and within the car parking area.

The site would be landscaped in a manner that enhances the amenity of the Supermarket, Retail, Office and Resilience Hub and provides for stormwater management through the provision of rain gardens and swales and habitat enhancement where possible. The existing Foodstuffs Head Office Neil Dawson sculpture would remain insitu and a key landscape feature on the site, along with the

existing large tree adjacent to the northern road boundary of 171 Main North Road (next to the Lydia Street drain). Refer to the Landscape Plan for more details of the proposed landscape design elements.

Information boards will be incorporated into the site landscaping to explain the ecological features and opportunities of the site (i.e. detailing the stormwater management approach) as an opportunity to educate the public.

4.5 Earthworks

Earthworks would be required associated with building demolition, site enabling works, and earthworks required to establish the building foundations, vehicle access and car park area.

For the basement of the building, an excavation depth of 4m is assumed, resulting in an estimated cut volume of 25,000m³.

To achieve safe acceptable grades from the building across the external carpark, the existing ground level would be built up between 300mm to 800mm. This would require an estimated fill volume of 3,500m³.

As a result of the flat grading of the carpark for safe access to the supermarket, the carpark would be at a level higher than the 1:200 year flood as per the dark blue line shown on shown on SK1 (**Appendix L**).

4.6 Stormwater Management

The final stormwater design is still being developed but will incorporate treatment for the car park and driveway stormwater in general accordance with the Stormwater Design Memorandum attached at **Appendix R**. Where possible hardstand stormwater treatment will be a combination of infiltration basins and/ or Stormwater 360 Filterra®. Where landscaping/ finished level constraints apply propriety filter systems such as a Stormwater360 Stormfilter or Hynds Upflo Filter sized to treat the runoff from all events with a rainfall intensity of 5 mm/hr or less will be used.

There are three proposed methods for stormwater treatment where possible. In order of preference these are:

a. Infiltration basins

   Two infiltration basin systems are proposed, Basin 1A & 1B (combined) & Basin 2, both designed to treat 25mm min first flush volume. The basins will be vegetated and have an engineered high permeability base.

b. Proprietary raingardens (Stormwater 360 Filterra®)

   Raingardens are preferred over filtration type treatment systems due to their greater ability to trap metal contaminants. Where available landscape space is too small for stormwater basins and proposed finished levels allow, proprietary raingardens (Stormwater 360 Filterra®) are proposed for stormwater treatment for rain events up to 5mm/hr.

c. Proprietary filter system (Stormwater 360 Stormfilters or Hynds Upflo Filter)

The stormwater treatment will provide for a minimum intensity event of 5mm/hr. The stormwater design for the site looks to provide a level of treatment over and above that required.

First-flush (first 25 mm) stormwater from the carpark access roadways to the north and some of the eastern carpark will be treated by biological infiltration basins using proposed greenspace near, and

even within, the traffic roundabout. Cleaned stormwater (and overflow more than 25 mm rain volume) will be discharged into the northern 7500 stormwater outlet. The stormwater treatment of the carpark east of the proposed supermarket will be of high standard involving two separate bio-retention treatment systems for contaminants in the stormwater runoff. Two Stormwater 360 Filterra® enclosed cells are proposed, running in parallel, to treat the carpark area, with another Filterra® unit to treat the vehicle entry point to the south and its associated basement ramp. In addition, there will be preliminary treatment of stormwater entering the carpark sumps to be treated by rooting media around the carpark trees (Stratavault™), before discharging to the stormwater drain from the development area.

The existing hardstand to the west of the proposed supermarket is subject to extensive tyre scrub from fork-lift operation and parking trucks, and presently has no stormwater treatment. It is not feasible to pipe stormwater from this area into the proposed bio-retention systems to the east of the supermarket. Instead, the raised ground level in this area will allow sufficient hydrostatic head for a propriety cartridge filter-type device (e.g. Stormwater 360 StormFilter or equivalent) before discharge to the existing 7500 stormwater drain to the south of the development. The space required for the roof stormwater attenuation tank on the south wall of the supermarket prevents further treatment of stormwater downstream of the cartridge filter.

Stormwater runoff from the supermarket roof is considered clean and the untreated stormwater from this source will be discharged to the attenuation tank mentioned above. Attenuated discharge from the tank will discharge into the existing 750 dia stormwater pipe running towards the Main North Road. There is insufficient room for stormwater treatment of roof runoff given the size of the attenuation tank, and treatment is considered unnecessary given its clean source.

Some small areas will remain without treatment: a length of the truck laneway, and the down ramp to the supermarket basement. Carpark stormwater from the adjacent and existing retail site on the corner of Northcote Road and Main North Road will remain untreated and discharge into the lower piped section of Lydia Street Drain. Low carpark levels make stormwater from this area impossible to treat effectively.

4.6.1 Lydia Street Drain

The following is a summary of the proposed piping approach for the Lydia Street Drain and the Easement documentation provided at **Appendix S**.

To provide connectivity (including safe pedestrian access) along the RoW to Lydia Street, and for safety reasons, the Lydia Street Drain is proposed to be piped for the length of 225m from Main North Road, with the remainder of the existing 305m box drain that runs through the site (80m) to be retained as open timber boxed drain.

A 525mm or 750mm diameter pipe is proposed for this length, with a 4-4.5m wide IDS compliant easement proposed. The majority of the pipe will be located under the middle of the RoW to ensure that it is setback from any buildings or private property and from existing pipe infrastructure.

Piping Feasibility

The piping feasibility investigations have confirmed the proposed pipe, including its levels, is physically feasible for the site. Calculations associated with this work are also enclosed at **Appendix S** (Sketches C41A-D and C42). These outline that a flow capacity in the pipe of 633 L/s is required and a total of 639 L/s is provided.

- Sketch C41A – this provides an assessment of the Lydia Street Drain catchment, which includes residential and commercial sites, as well as a portion of Northcote Road.

- Sketch C41B – this calculates a total residential catchment area of 41,975m² and a commercial catchment area 25,139m². Considering the surface types within the catchment a catchment runoff coefficient of approximately 70% is derived. The design storm used for the pipe design is the 10-year 10-minute event, resulting in a downstream pipe and grade required to handle 633L/sec. The time of concentration for the Lydia Street Drain is assumed to be 10 minutes.
- Sketch C41C – this provides an assessment of the Foodstuffs site relevant to existing inverts. It shows that upstream of the Lydia Street Drain is a headwall with an apron of RL 19.25. Downstream of the Lydia Street Drain is a headwall with a 375mm diameter outlet connecting into a 900mm diameter pipe in Main North Road. The estimated invert of the pipe in this location is 17.40INV. The existing 375mm diameter outlet will be upsized to a 750mm diameter outlet as part of the proposed piping of Lydia Street Drain.

  A length of 80m of the existing open drain at the upstream end (near Lydia Street) is proposed to be retained in its current state. The estimated invert where the box drain is proposed to start to be piped is 18.89INV
- Sketch C41D – this is an assessment of the proposed pipe and grade required to handle the 10yr 10min event. The proposed pipe is 750mm in diameter with a minimum grade of 1:330. A 675 mm diameter pipe was also considered but the required grade of 1:175 created cover issues at the upstream end of the proposed pipe.
- Sketch C42A - is preliminary design of the piped drain in plan showing proposed pipe route and piped provisions from the residential properties on Northcote Road
- Sketch C42B - is proposed long section of the proposed piping of the Lydia Street Drain identifying pipe diameters, final cover and minimum widths for easements.

A cross section of the RoW including the proposed pipe location and residential boundary landscaping is provided at **Appendix B**.

Infrastructure Design Standards (IDS) Compliant Easement

The proposed Lydia Street pipe will require an IDS compliant easement. Sketches C45A-D attached at **Appendix S** of the application define the easement required over the proposed new 750 diameter pipe (and the short section of 525mm diameter pipework from a new headwall to manhole B in the right-of-way).

The sketches included are:

- Sketch C45A - This plan shows the proposed pipe, the existing easements along the RoW, and the proposed future easement associated with the pipe overlaying the landscaping plan.
- Sketch C45B – This provides a cross-section of Section A on Sketch C45A showing the RoW, the proximity of new pipework to existing and the boundary of residential property 27A Northcote Rd.
- Sketch C45C - This provides a cross-section of Section B on Sketch C45A showing the RoW, the proximity of new pipework to existing and the boundary of residential property 31B Northcote Rd.
- Sketch C45D - This provides a cross-section of Section C on Sketch C45A showing the RoW, the proximity of new pipework to existing and the boundary of residential property 11A Northcote Rd.

Typically, the proposed easement for the Lydia Street pipe will be 4m wide, except for a 10m length where the pipe is deeper, and the proposed easement will need to be 4.5m wide (as depicted on C45A).

Sketch's C45B and C45C show that the proposed new easement for the 750mm diameter pipe is more than 2m away from space required for maintenance of the existing 525mm diameter pipework in the right-of-way.

4.6.2 Attenuation

Stormwater attenuation tanks are proposed along the southern façade of the PAKn'SAVE supermarket building in an area of 29.5m (l) by 2.5 m (w) by 3m (h) providing for approximately 225 m^3 in attenuation volume.

The proposed site redevelopment would increase the runoff coefficient from the site from 0.75 to 0.81. Runoff from the site is not to exceed is the 1:24 hr 50-year design storm event. The calculated storage required is 225m^3 with a controlled discharge rate of 0.7L/sec. Refer to **Appendix U** for calculations of the stormwater attenuation volume proposed.

4.6.3 Flooding

To ensure that water from the 19.49 level flood does not enter the basement, the minimum asphalt level at the top of the ramp is proposed to be RL 19.50 & the minimum top of the wall level RL19.60 for the retaining on either side of the ramp to the basement.

Regarding building durability, the basement will be constructed from solid concrete. While flood levels greater than RL 19.5 could potentially enter the basement, any underfloor services will be hung off the underside of the ground floor slab in the ceiling of the basement. All services located within the basement will be separately isolated to ensure that in a significant flood event they can be separated from the essential services from the supermarket, enabling the operations above to continue to operate.

The basement lift would not be operational during an emergency, including in the event of a flood. Alternative basement exit points are provided for with pedestrian ramp, stairs and vehicle ramp.

4.7 Lighting

The car park would be lit in accordance with the Carpark Lighting Plan attached at **Appendix T**. The maximum illuminance of the proposed lighting at each of the following boundaries is shown in Table 5.

Table 5. Light Spill Illuminance from the Proposed Lighting

Label	CalcType	Units	Max
Lightspill Horizontal Residential – max 4lux	Illuminance	Lux	3.9
Lightspill Vertical Residential – max 4lux	Illuminance	Lux	3.2
Lightspill Horizontal Main North Road – max 2.5lux	Illuminance	Lux	2.4
Lightspill Vertical Main North Road – max 2.5lux	Illuminance	Lux	2.4

4.8 Site Security

The site is designed to give effect to Crime Prevention through Environmental Design (CPTED) principles and site security measures proposed include:

- The basement car park will be gated with a locked steel mesh screen outside of business operation hours to ensure there are no entrapment spaces on site;

- The car park will be lit both during and outside of operational hours;
- Gates will be placed at the Lydia Street RoW entrance to the site to stop vehicle access through the site outside business hours and reducing loitering in areas that cannot be seen from the street;
- While staff car parking spaces will be provided on site, Foodstuffs do not propose to mark these for CPTED reasons. Marking staff car parks provides a clear signal to potential offenders that those car parks contain cars that will not be attended to over the day, making them potential targets; and
- Security cameras will be placed around the building frontage where appropriate.

5 Christchurch District Plan

An assessment of the proposal must take into account the relevant provisions of the operative district plan, being the Christchurch District Plan (CDP).

5.1 Planning Maps – Zoning and Overlays

The site is located primarily within the Industrial General Zone (Figure 14), with the portion of the site at 3-7 Northcote Road zoned Commercial Local. That part of 155 Main North Road providing staff access to the Head Office car park, and that part of 161 Main North Road containing the residential dwelling zoned Residential Suburban. The site is also located within the Christchurch International Airport Protection Surfaces overlay, Flood Management Area, and the Liquefaction Management Area.

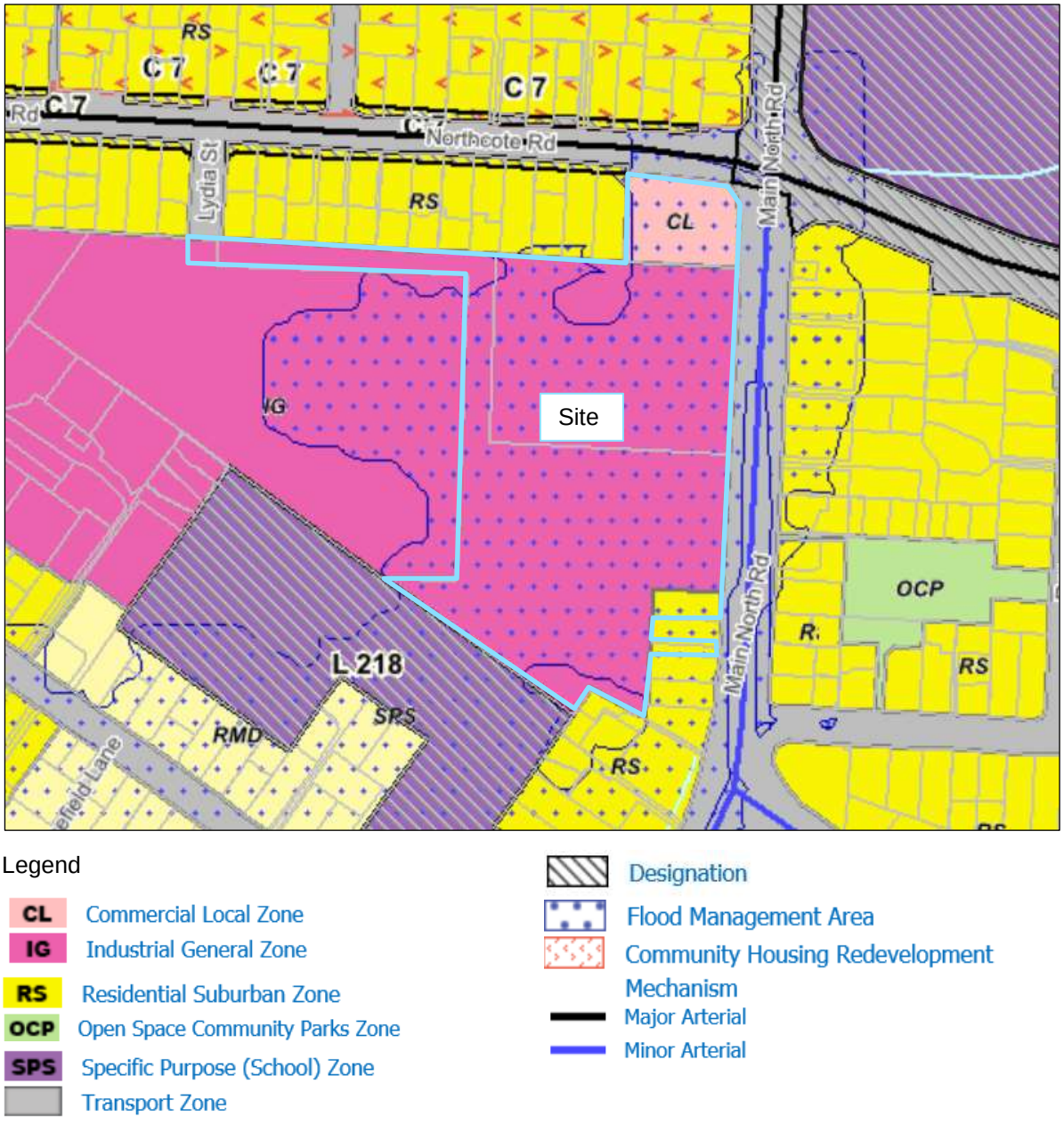


Figure 14. Christchurch District Plan Zoning and Overlays

The Industrial General Zone recognises and provides industrial and other compatible activities that can operate in close proximity to more sensitive zones, due to the nature and limited effects of activities (such as noise, odour and traffic), and providing a buffer between residential areas and the Industrial Heavy Zone.

The Commercial Local Zone comprises small standalone groups of primarily convenience shops and community facilities that serve the immediate area.

Northcote Road is designated in the plan for corridor widening and intersection improvements by Council (C7). On the northern side of Northcote Road is an area within the Community Housing Redevelopment Mechanism Overlay which provides for the regeneration of residential community housing stock in a comprehensive manner and to enable a medium density mixed housing outcome readily accessible to community services and facilities.

Main North Road south of Northcote Road is classified as a Minor Arterial Road, and Northcote Road is classified as a Major Arterial Road. Lydia Street is a Local Road.

Lydia Street Drain within the site is a boxed drain, classified (but not mapped) as a Network Waterway.

There are no other overlays or notations of relevance.

5.2 Definitions

The following definitions are of relevance to this proposal:

- **Commercial activities:** means retail activities, offices and commercial services. It excludes industrial activities, high technology industrial activities and heavy industrial activities.

  The proposed supermarket, retail activities and Foodstuffs South Island Head Office fall under the definition of commercial activities.

- **Commercial Services:** means a business providing personal, property, financial, household, private or business services to the general public…

  Commercial tenancies may be located within the existing building at 3-7 Northcote Road.

- **Community facility:** means any land and/or buildings used for community activities or education activities. Community facilities include…emergency service facilities…

- **Emergency Service Facilities:** means the facilities of authorities that are responsible for the safety and welfare of people and property in the community. It includes fire stations, ambulance stations, police stations and emergency coordination facilities.

  As this proposed development seeks to be an emergency coordination facility where authorities responsible for the safety and wellbeing and welfare of people and property in the community can be located to respond to an emergency, it will be defined as an emergency service facility, also falling within the definition of a community facility.

- **Critical Infrastructure:** means infrastructure necessary to provide services which, if interrupted, would have a serious effect on the communities in Christchurch District and which would require immediate reinstatement. This includes any structures that support, protect or form part of critical infrastructure. It includes:

  i. petroleum storage and supply facilities; …

  k. emergency service facilities; …

  The proposed development would function as an Emergency Coordination Facility, and also contain petroleum storage in the form of the fuel facility on site which depending on how

supply is defined could be considered to be a petroleum supply facility. On this basis the facility would fall under the definition of Critical Infrastructure.

- **Local centre:** means those areas zoned Commercial Local (excluding those areas at Beckenham and Wigram that are zoned Commercial Local but are categorised as a neighbourhood centre) and Commercial Core at Wainoni and Peer Street.

  The portion of the site at 3-7 Northcote Road is a Local Centre, zoned Commercial Local in the CDP.

- **Motor-servicing facility:** means land and/or buildings used for the servicing, repair (including panel beating and spray painting repair) of motor vehicles, agricultural machinery or boats and ancillary activities (including the sale and/or fitting of accessories).

  The existing Oil Changers on site falls within the definition of a motor-servicing facility.

- **Network waterway**: means any man-made open channel within the ground, whether containing a continuous flow of water or not, and which:

  - is for the purposes of capturing and/or directing water (excluding sewerage); and
  - forms part of, or drains into, the public stormwater network or the coastal environment; and
  - has not otherwise been classified under the District Plan.

  The Lydia Street open boxed timber drain is a Network Waterway.

- **Office:** means any of the following:

  a. administrative offices where the administration of an organisation, whether trading or non-trading is conducted, including bank administration offices; and

  b. professional offices where professional services are available and carried out. These include the offices of accountants, solicitors, architects, surveyors, engineers and consultants.

  The existing Foodstuffs Head Office is classified as an office.

- **Retail activity:** means the use of land and/or buildings for displaying or offering goods for sale or hire to the public. It includes food and beverage outlets, second--hand goods outlets, food courts and commercial mail order or internet--based transactions. It excludes trade suppliers, yard--based suppliers and service stations.

  The supermarket is a retail activity, along with the future tenancies within the existing retail building at 3-7 Northcote Road.

- **Supermarket:** means an individual retail outlet that sells a comprehensive range of food, beverage and other disposable goods such as fresh meat and produce; chilled, frozen, packaged, canned and bottled foodstuffs and beverages; and general housekeeping and personal goods.

  The proposed PAK'nSAVE supermarket is to be assessed as a "supermarket".

- **Service Station:** means any site where the primary activity is the retail sale of motor vehicle fuels, including petrol, LPG, CNG and diesel…

  The primary activity of the fuel facility is the sale of fuel, noting that it is self-service.

- **Strategic Infrastructure:** means those necessary infrastructure facilities, services and installations which are of greater than local importance. It includes infrastructure that is nationally significant.

  The proposed ECF would provide services and facilities that are of greater than local importance, looking to be able to assist in response to a rupture of the Alpine Fault that will require a coordinated response across the South Island.

- **Mixed-use:** means development which combines, within a building, buildings or development area, a range of activities, including residential activity, commercial activities and/or community facilities.

  The proposal relates to a range of existing and proposed land uses that, in totality, could be described as mixed use.

5.3 Rule Assessment

A complete assessment of the proposal against the relevant rules of the CDP is contained in **Appendix N.** Table 6 provides a summary of those rules that the proposal does not comply with and that trigger the need for resource consent.

Table 6. Christchurch District Plan Rule Assessment

Rule/Standard Reference	Explanation / Requirement	Activity Status
Chapter 5 – Natural Hazards		
5.4 – Rules – Flood Hazard		
5.4.1.5 RD2 ***Filling and excavation in commercial and industrial zones***	*P14 - Filling or excavation in commercial and industrial zones that is not provided for under Rule 5.4.1.1 P10-P12 or P17.* *Activity Specific Standards:* *a. A maximum height of 0.3m of filling above ground level and 0.6m depth of excavation below ground level; and* *b. A maximum volume of filling above ground level of 20m3 per site, and a maximum cumulative volume of filling and excavation of 50m3 per site, in each case within any continuous period of 10 years.* *Or* *c. The excavation and filling is associated with the maintenance and/or replacement of underground petroleum storage systems and where, following reinstatement of the underground petroleum storage systems, the site will have a finished contour that is equivalent to the ground level at the commencement of the works.*	**Restricted Discretionary** a. The proposed works require a max fill height of 800mm to appropriately grade the site, and a maximum excavation depth of 4m below ground level to establish the basement car parking and install the relevant infrastructure as demonstrated by the 'Indicated Finished Levels Plan' attached at **Appendix L.** b. The maximum cumulative volume of filling and excavation on site will exceed 50m³ at approximately 28,500m³. c. The underground petroleum storage systems require excavation that is not associated with maintenance or replacement, instead the initial installation.
Chapter 6: General Rules and Procedures		

<table>
<tr><td colspan="3">6.1 Noise</td></tr>
<tr><td>6.1.5.1.1 Noise Limits</td><td>P1 Outside the Central City, any activity that generates noise and which is not exempt by Rule 6.1.4.2 or specified in Rule 6.1.5.1.1 P2 below.

a. Any activity that generates noise shall meet the Zone noise limits outside the Central City in Rule 6.1.5.2.1.

<table>
<tr><th>Zone of site receiving noise from the activity</th><th>Time (hrs)</th><th colspan="2">Noise Limit (dB)</th></tr>
<tr><th></th><th></th><th>LA_{Eq}</th><th>LA_{max}</th></tr>
<tr><td>All residential zones</td><td>0700-2200</td><td>50</td><td>n/a</td></tr>
<tr><td></td><td>2200-0700</td><td>40</td><td>65</td></tr>
<tr><td>All commercial zones</td><td>0700-2200</td><td>55</td><td>n/a</td></tr>
<tr><td></td><td>2200-0700</td><td>45</td><td>70</td></tr>
<tr><td>Industrial General Zone</td><td>0700-2200</td><td>70</td><td>n/a</td></tr>
<tr><td></td><td>2200-0700</td><td>70</td><td>n/a</td></tr>
</table></td><td>Restricted Discretionary

Refer Noise Report (Appendix H) for details.</td></tr>
<tr><td colspan="3">6.6 Water Body Setbacks</td></tr>
<tr><td>6.6.4.2 RD2

Earthworks</td><td>Network Waterway Setback – 5m

Earthworks:
a. not exempt by Rule 6.6.3 h. and not provided for by Rule 6.6.4.1 P1; and/or
b. listed in Rule 6.6.4.1 P1 that do not meet one or more of the activity specific standards;

other than earthworks provided for by Rule 6.6.4.4 D1 or D2</td><td>Restricted Discretionary

The proposed piping of the Lydia Street Drain through the site would require earthworks within the waterway setback.</td></tr>
<tr><td colspan="3">6.8 Signs</td></tr>
<tr><td>6.8.4.2.6

Freestanding Signs</td><td>b. The maximum number, area, width and height of free-standing signs shall be as follows:

<table>
<tr><th colspan="2">Zone</th><th colspan="3">Relating to Pedestrian Entrances</th><th colspan="3">Relating to Vehicle Entrances</th></tr>
<tr><th colspan="2"></th><th>Max. width</th><th>Max. total sign area</th><th>Max. height</th><th>Max. width</th><th>Max. total area of a sign</th><th>Max. height</th></tr>
<tr><td></td><td>No. of signs per vehicle or pedestrian entrance</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Commercial Local Zone</td><td rowspan="2">1 for each formed vehicle access and 1 for each formed pedestrian entrance</td><td>1 m</td><td>2m²</td><td>2 m</td><td>2 m</td><td>9m²</td><td>6 m</td></tr>
<tr><td>Industrial General Zone</td><td>1m</td><td>2m²</td><td>2 m</td><td>2.5m</td><td>18m²</td><td>9 m</td></tr>
</table>
c. Signs relating to a formed vehicle access do not need to be located at the vehicle entrance they relate to.</td><td>Restricted Discretionary

Two new freestanding signs are proposed on the Main North Road frontage – both within the Industrial General Zone.

The supermarket freestanding sign would exceed 9m in height (proposed 10m) and would have a total area of 20m².

The smaller freestanding sign associated with the PAK'nSAVE fuel will be compliant.</td></tr>
</table>

Chapter 9 - Natural and Cultural Heritage		
9.4 Significant and Other Trees		
9.4.4.1.1 P6. Felling of any tree, including ancillary earthworks, in road corridors in Christchurch City	*a. The felling shall be undertaken by, or under the supervision of, a works arborist employed or contracted by the Council or a network utility operator….* *c.The tree shall not be:* *i.greater than 6 metres high in a road corridor or 10 metres high in a park or public open space;…* *iv.of the following species:* *A.Podocarpus cunninghamii - Hall's totara;* *B.Prumnopitys taxifolia - matai / black pine;* *C.Prumnopitys ferruginea - miro;* *D.Dacrydium cupressinum - rimu;* *E.Libocedrus bidwillii - kaikawaka / New Zealand cedar;* *F.Eleocarpus dentatus - hinau;* *G.Eleocarpus hookerianus - pokaka;* *H.Griselinea lucida - puka / akapuka / shining broadleaf;* *I.Hedycarya arborea - pigeonwood;* *J.Alectryon excelsus - titoki;* *K.Rhopalostylis sapida - nikau palm;* *L.Cordyline indivisa - mountain cabbage tree;* *M.Ulmus horizontalis - horizontal elm;* *N.Ulmus glabra 'Camperdownii' - camperdown elm;* *v.unless:* *A.the tree is dead; or* *B.the tree is within tolerance zones for overhead electrical conductors and continued pruning is detrimental to the ongoing health orstructural integrity or landscape value of the tree; or* *C.the tree is damaging buildings, utilities or property and further damage cannot be reasonably avoided except by removing the tree; or* *D.the tree is a threat to vehicle and pedestrian safety and pruning cannot mitigate the threat without causing the tree to become severely disfigured or affect its long term health or structural integrity; or …*	**Restricted Discretionary** An 8m high Pin Oak (*Quercus palustris)* requires removal to accommodate the traffic signals associated with the new signalised intersection on Main North Road. This tree is required to be removed as in its current location it will be a threat to vehicle and pedestrian safety (v)(D) given it will obscure the new traffic signals. The additional two trees requiring removal within the central median (a Pin Oak and Silver Birch) are less than 6 metres in height.

9.4.4.1.1 P12 ***Earthworks within 5m of the base of any tree in a road corridor in Christchurch City***	*a.Activities shall be undertaken by, or under the supervision of, a works arborist employed or contracted by the Council or a network utility operator.* *c.The tree shall not be:* *i. greater than 6 metres high in a road corridor or 10 metres high in a park or public open space; ….* *iv.of the following species:* *A.Podocarpus cunninghamii - Hall's totara;* *B.Prumnopitys taxifolia – matai / black pine;* *C.Prumnopitys ferruginea – miro;* *D.Dacrydium cupressinum – rimu;* *E.Libocedrus bidwillii – kaikawaka / New Zealand cedar;* *F.Eleocarpus dentatus – hinau;* *G.Eleocarpus hookerianus – pokaka;* *H.Griselinea lucida – puka / akapuka / shining broadleaf;* *I.Hedycarya arborea – pigeonwood;* *J.Alectryon excelsus – titoki;* *K.Rhopalostylis sapida - nikau palm;* *L.Cordyline indivisa - mountain cabbage tree;* *M.Ulmus horizontalis - horizontal elm;* *N.Ulmus glabra 'Camperdownii' - camperdown elm;* *d.Except that c. above does not apply if: i.the earthworks are ancillary to the lawful removal or felling of any tree (see P6).*	**Restricted Discretionary** No earthworks are currently proposed within the base of the trees located within the central median on Main North Road. The changes proposed to the road layout to accommodate the new signalised intersection will only comprise changes to road markings within the vicinity of these trees. Despite this, consent is conservatively sought for earthworks within 5m of a road corridor tree given the details of proposed underground servicing for the new signals are unknown and may require earthworks within 5m of street trees greater than 6m in height.
Chapter 7: Transport		
7.4 – Rules – Transport ***A comprehensive assessment of the proposal against the transport-related provisions of the CDP is contained in the ITA (Appendix F) – the following identifies only those rules that the proposal does not comply with.***		
7.4.3.1 ***Min Number & Dimensions of Car Parking Spaces*** *7.4.3.1(a)(i) Car parks shall comply with Appendix 7.5.1*	*Appendix 7.5.1:* *c. All required staff car parking spaces shall be permanently marked and signed for the exclusive use of staff. Staff parking may be relocated within the site.*	**Restricted Discretionary** Staff parking would be provided as required by Appendix 7.5.1. However, it is proposed that staff parking spaces would not be marked for CPTED reasons.
7.4.3.7 Access Design *7.4.3.7a Any activity with vehicle access*	*The vehicle access shall be provided in accordance with Appendix 7.5.7* *a. All vehicle access to and within a site shall be in accordance with the standards set out in Table 7.5.7.1…* *All activities – more than 15 parking spaces:* *Minimum legal width: 6.5m* *Minimum formed width: 5.5m* *Maximum formed width: 9m*	**Restricted Discretionary** Three of the proposed accesses, including the new signalised vehicle access, exceed the maximum formed width.

7.4.3.8 Vehicle Crossings *7.4.3.8.e Any activity with a vehicle crossing*	*The maximum number of vehicle crossings shall be in accordance with Table 7.5.11.2 in Appendix 7.5.11.* For a development fronting a Minor Arterial and a road frontage of >100m, two accesses are permitted.	**Restricted Discretionary** The maximum number of vehicle crossings for a development with more than 100m Arterial Road frontage is 2 vehicle crossings. The site has a frontage length of approximately 275m to Main North Road (Minor Arterial). Collectively, the proposal would provide five vehicle crossings on Main North Road, which is the same number as the existing arrangement. No change to the vehicle crossing on Northcote Road is proposed.
7.4.3.10 High trip generators	*ix. Retail Activities – More than 500m² GLFA* *xi. Mixed use and other activities – More than 50 vehicle trips per peak hour (those between 1500-1900 weekdays)*	**Restricted Discretionary** Supermarket >500m^2 GLFA and >50 vehicle trips/peak hour. Full ITA required. Matters of discretion limited to Rule 7.4.4.19 – High trip generators

Chapter 8: Earthworks		
8.9.2.3 RD1 – Earthworks	*Any activity listed in Rule 8.9.2.1 P1 or Rule 8.9.2.2 C1 that does not meet any one or more of the activity standards.* *<u>Rule 8.9.2.1 P1</u>* *a. Earthworks shall not exceed the volumes in Table 9 over any 12 month time period.* *Commercial Local – 20 m³/site* *Industrial General – 1000m³/ha* *b. Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities.* *c. Earthworks shall not occur on land which has a gradient that is steeper than 1 in 6.* *d. Earthworks involving soil compaction methods which create vibration shall comply with DIN 4150 1999-02 and compliance shall be certified through a statement of professional opinion provided to the Council from a suitably qualified and experienced chartered or registered engineer.* *f.Earthworks involving mechanical equipment, other than in residential zones, shall not occur outside the hours of 07:00 and 22:00 except where compliant with NZS 6803:1999.* *Advice note:* *1. Between the hours of 07:00 and 22:00 the noise standards in Chapter 6 Rule 6.1.5.2 apply except where NZS 6803.1999 is complied with, and the light spill standards in Chapter 6 Rule 6.3.6 apply. …*	**Restricted Discretionary** More than 1000m³ of earthworks would occur on site as part of the works (25,000m³ of cut is required to establish the supermarket basement alone). Further to establish the supermarket basement, a maximum earthworks depth of greater than 0.6m is required (however this will be subject to an approved building consent and exempt by Rule 8.9.3 (a)(iv). All earthworks would be in accordance with the NZS 6803:1999.
Chapter 16: Industrial		
16.4 – Rules - Industrial General		
16.4.1.4 Discretionary Activities	*D1 - Any activity not provided for as a permitted, controlled, restricted discretionary, non-complying or prohibited activity.*	**Discretionary** PAK'nSAVE supermarket component of the proposal.

Overall, applying the most stringent activity status, the proposal is to be considered as a **Discretionary Activity**.

6 National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Environment Canterbury's LLUR indicates that the application site has been used for an activity on the Hazardous Activities and Industries List (HAIL) (Ministry for the Environment). Therefore, the National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) applies.

6.1 Preliminary Site Investigation (PSI)

A PSI (**Appendix I**) has been undertaken for the properties at 155-171 Main North Road, 3-7 Northcote Road and 2 Lydia Street. The PSI comprised a review of the site history with the objectives of identifying potential sources of contamination from past and present site activities prior to the redevelopment of the site as the new supermarket. The assessment has been conducted through the inspection of relevant historical records including historical aerial photographs, council documentation, occupancy records and a site walkover.

Due to the identified presence of HAIL activities over part of the site that have not been investigated, coupled with likely soil disturbance above the permitted volumes, the resource consent under the NESCS for the supermarket development would be a **discretionary activity**. Foodstuffs are proposing to undertake a Detailed Site Investigation (DSI) prior to the demolition of the current buildings at the site.

HAIL activities identified at the site include:

- 'Chemical manufacture, formulation or bulk storage' (HAIL Reference A2) in relation to the identified Helene Curtis bulk cosmetic chemical storage at 171 Main North Road;
- 'Commercial analytical laboratory sites' (HAIL Reference A3) in relation to the former laboratory located at 171 Main North Road;
- 'Storage tanks or drums for fuel, chemicals or liquid waste' (HAIL Reference A17) in relation to the identified former and existing below and aboveground fuel and chemical storage at 171 Main North Road and 7 Northcote Road;
- 'Electrical transformers including the manufacturing, repairing or disposing of electrical transformers or other heavy electrical equipment' (HAIL Reference B2) in relation to two electrical transformers at 165 and 171 Main North Road;
- 'Motor vehicle workshops' (HAIL Reference F4) in relation to the former garage and existing Oil Changers in the north-east of the investigation site at 7 Northcote Road; and
- 'Landfill sites' (HAIL Reference G3) in relation to the reported filled ground/uncontrolled fill materials within 3-7 Northcote Road.

In accordance with Health and Safety at Work (Asbestos) Regulations 2016 (Subpart 4), an asbestos survey would need to be undertaken prior to the demolition of the existing buildings at the site.

The conditions volunteered to manage this are outlined below, and the applicant is agreeable to these becoming conditions of consent:

6.1.1 Proposed Conditions

Detailed Site Investigation (DSI)

1. Identified areas with past/present HAIL activities as reported in Pattle Delamore Partners Preliminary Site Investigation (July 2018) will 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 additional soil sampling and investigation reports are to be provided to Council (Attention: Team Leader Environmental Compliance; envresourcemonitoring@ccc.govt.nz).

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

2. 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; envresourcemonitoring@ccc.govt.nz) prior to the commencement of any site excavation works.
3. 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.
4. Any changes to the SMP and/or RAP shall be submitted to Council (Attention: Team Leader Environmental Compliance; envresourcemonitoring@ccc.govt.nz) for approval prior to the changes taking effect. The Council's Senior Environmental Health Officer shall approve or require changes to the proposed amendments within 2 working days of the SMP/RAP being submitted.

Soil Disposal

5. 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 may be emailed to envresourcemonitoring@ccc.govt.nz.

7 Assessment of Environmental Effects

As a discretionary activity, Council is unlimited in the matters that it may consider when determining this application, however it is considered that broadly the matters relevant to this application relate to:

- positive effects
- amenity values
- landscape and urban design
- transport
- economics
- natural hazards
- surface water
- land contamination
- construction

Section 5 of the AEE has assessed compliance with the relevant CDP criteria and, in so doing, has to a significant degree identified the environmental effects of relevance to the proposed development. The following assessment is focussed accordingly on these effects and presents a summary of the wider effects assessment that has been completed through the various investigations, analysis and assessments undertaken in respect of the proposal.

7.1 Positive Effects

To ignore the positive effects of the proposed site upgrade would be to overstate any adverse effects that may arise.

The proposed development would comprehensively develop a large brownfield site which comprises several run-down buildings (the vacant former Murdoch's Manufacturing brick buildings). As the sole owners of this land, Foodstuffs propose to establish and operate a supermarket, retail tenancies, emergency coordination facility, that integrates with the existing Foodstuffs South Island Head Office. This would form a combined activity functioning as a supermarket, retail, office and resilience hub.

The proposed access designs and configuration would improve traffic distribution across the wider site, with more legible movement arrangements supporting the different activities. The introduction of signals on Main North Road improves connectivity for vehicles wishing to the access existing activity along the corridor with a significant increase in the throughput of the local area and improved travel times for local and through trips on key corridors. In addition, improved pedestrian connectivity will be provided with the provision of a safe signalise crosswalk at the new signals on Main North Road.

The new supermarket building would assist in providing for daily and weekly shopping needs within 5km of all northern priority growth areas. In this way, the proposed development would contribute to satisfying future demand growth for supermarket stores, noting that that growth in the wider Christchurch area could support as many as 27 new supermarkets by 2043 (refer Economic Analysis Assessment at **Appendix G**).

The proposal represents the redevelopment of an area of industrial land that is currently underutilised and dilapidated, which would improve the economic efficiency of the land.

The proposed development would support the locational considerations of the Community Housing Redevelopment Mechanism Overlay on the northern side of Northcote Road, where walkable

distances to commercial, community and recreational facilities will benefit the medium density mixed housing outcome anticipated.

The urban regeneration of a brownfield site, along with the removal of asbestos containing buildings that have been largely vacant and un-maintained would present a more welcoming and inviting edge to the Main North Road (arterial road).

The new building has been designed to more effectively integrate with and address the primary street frontage of the large site (Main North Road). In addition, greater permeability has been provided throughout the site to increase connectivity between the site and the surrounding area. This includes the provision of a pedestrian path along the Lydia Street RoW which will provide safe pedestrian access to Lydia Street, and support the proposed relocation of Marion College to 2 Lydia Street.

Sustainable design and efficiency improvements are incorporated as minimum standard for Foodstuffs' new stores and operations. In addition to the specific resilient design and self-sufficiency features unique to the proposal, this means the development would incorporate sustainable design measures that seek to reduce energy use, water consumption and waste production. This includes increased use of natural light; energy efficient refrigeration cabinets including upright freezers; freezer night blinds that hold cold air in when the store is closed; building management systems that reduce excessive electricity consumption; recycling of heat from refrigeration coils and the use of environmentally friendly refrigerant gases.

The environmentally friendly design of the carpark will provide an opportunity to show the public what a large, locally-owned company is doing to help improve both the aquatic and terrestrial environment within our city. Placards will be incorporated into the landscape design to illustrate how rain gardens and grass swales work to improve water quality, while providing valuable habitat for wildlife.

7.1.1 Emergency Coordination Facility

The proposed use of the site as an 'Emergency Coordination Facility' is a significant positive impact of the proposal. By designing the new building to have the structural integrity of an IL4 building, it can become a distribution hub that provides a "lifeline" of fast-moving consumer goods (such as packaged foods, water, toiletries and over-the-counter drugs) and fuel in times of need and has been designed to increase community resilience.

The proposal seeks to build on the Canterbury earthquakes of 2010 and 2011, and the magnitude 7.8 Kaikoura earthquake, which highlighted the importance of a reliable, accessible food supply chain in the immediate response and recovery phase following natural disaster. Foodstuffs' recognises the critical role that its food distribution and fuel facilities have in a post-disaster recovery phase. Following a natural disaster, it is essential that "lifeline" distribution can be achieved in an expedited timeframe to ensure those most vulnerable have access to basic goods. In both of the recent New Zealand earthquake responses it was demonstrated that supermarkets provide a vital community role, and that their resilience is instrumental in a community's rate of recovery and adaptability.

Foodstuffs has well-established planning and operational relationships with agencies such as Civil Defence. For example, the current existing brick structures (identified as the old Helene Curtis Buildings) on the site are utilised for National USAR events such as disaster search and rescue training (including simulated major earthquake events).

Coordinated response programmes are essential for recovery, and the application enables Foodstuffs to provide logistical, operational and welfare support to Civil Defence during an emergency. For example, Foodstuffs has made provision for Civil Defence or other emergency management services to co-locate within the PAK'nSAVE or Foodstuffs Head Office at the time of a Civil Defence emergency. Civil Defence can use the ECF to gather and organise resources, prepare for assigned

tasks (equipment checks, planning, briefings, and loading), and for response personnel to recover after returning from a task. The onsite service station would provide for refuelling of emergency vehicles. The site would be a safe place for the local community to congregate to receive resources, for communication of key information, or as a shelter; and the site's sewage can be used for dumping household effluent. In addition, Foodstuffs would provide essential aid to Civil Defence by distributing fast moving consumer goods and other resources to affected communities using its relationships with its suppliers and its own fleet of truck and trailer units.

Emergency management advantages of the site arise due to its location and the proposal for self-sufficiency. The location of the Site is essential to the performance of the proposed ECF, and it has been designed to use existing site resources and utilities, and to integrate with surrounding critical infrastructure. In particular, the site has direct access to the Christchurch Arterial Road Network via multiple vehicle crossings located on Main North Road and Northcote Road. Being part of the Christchurch Arterial Road network, it is anticipated that these roads would receive immediate attention from Council following a disaster event as they are the most critical roads in the road hierarchy in terms of their movement function. The Site is therefore well located in terms of access to the strategic road network post event.

The site is well located for convenient access to the Northern Arterial, the design of which considers the likely return event of natural hazards (earthquakes/natural disasters), mitigation of liquefaction, lateral spreading and instability, and the importance of the road in the strategic arterial road network. The Northern Arterial will be a key lifeline for affected communities. It has direct supply links in all directions, including into the CBD, and is proximate to the gateway into Northern Canterbury / Eastern suburbs; strategically located on axis route for Southern and Northern locations; and has strong transport networks adjacent to QEII Drive, Northcote Road, and Main North Road.

The site is adjacent to Foodstuffs Head Office, which provides strategic support to all South Island supermarkets which will ensure consistency with logistics, management and operations. Foodstuffs Head Office contains the offices for retail specialist staff, all the IT functions for over 60% of food distribution and retail sales in the South Island, and support provisions. It is supported by its own separate load-shedding generators to ensure a seamless operation of this essential service during times of disaster. In this regard, co-location is a strategic move to reduce the risk of logistical failure at the time of a natural disaster and increase the organisation’s own resilience.

The site has multiple entrances and exits and would be controlled by a new signalised T-intersection on Main North Road. It has ample space to assist with emergency response assembly and helicopter landings in the carparking area or adjacent education sites (St Bede’s School to the north-eastern side of the intersection, and St Joseph’s School to south-west). Access to the Northern part of Christchurch (that Civil Defence would not otherwise have) to distribute resources to the wider Northern Region is a key plank for community resilience.

The risk of distributing to the South Island in times of an emergency would be managed between two Foodstuffs locations in Christchurch, being Hornby Distribution Centre and the proposed application site. The combination of these two properties, and strong distributional links between all the Foodstuffs supermarket networks, has formed part of Foodstuffs resilience planning and ultimately ensures the well-being of the community of Christchurch.

The site has been designed to cater for self-sufficiency and critical essential requirements for living, being: food, potable water, fuel, power, distribution via roading and air, administration to other supermarkets, helicopter landing, and supplier distribution. In addition, the site is wholly owned by Foodstuffs, allowing Foodstuffs to have primary control on the use of the Site, and avoid unnecessary delays in assessing the site. By comparison, when reviewing alternative PAK’nSAVE site locations in Christchurch, Foodstuffs were unable to cater for the same level of response in an earthquake. The Northlands and Westfield mall sites are not independently owned by Foodstuffs, so in the event of a

disaster, Foodstuffs need to wait for these sites to be checked by the mall's engineers before they can regain control over who may enter and use the premises. The Moorhouse Avenue and Wainoni PAK'nSAVE sites would not be able to effectively service the Northern side of Christchurch where there is a need to coordinate distribution beyond the city in a natural disaster. The Main North Road site is an optimal location for emergency response to the north.

7.2 Amenity Values

7.2.1 Residential and Streetscape Character

It is appropriate to consider the proposed development in the context of the existing site conditions and the character and amenity of the immediate vicinity. In this regard, the proposal represents a significant improvement and contributor to enhanced residential amenity and streetscape. Any adverse effects on the character and amenity values of the Site and its interface with adjoining land uses will, on balance, be positive in the context of the receiving environment.

The built form complies with the bulk and location standards that control development in the Industrial General Zone. In this regard, the proposed building is lower in height and has more generous boundary setbacks than could otherwise occur in the Zone. This is relevant to a consideration of the proposed development's effects on the amenity of adjoining residential properties, ensuring expectations in relation to outlook, privacy and access to daylight will be maintained. Further consideration of the proposal's response to urban design and landscape principles is provided below.

Residential Boundary Treatment

Consideration has been given to the residential boundary treatment of the proposed development, particularly with respect to the residential properties on Northcote Road that align the RoW to ensure neighbours' amenity values are protected against any potential visual amenity and landscape effects. Acoustic fencing is proposed in combination with tree, hedge and shrub planting along boundaries with residential properties on Northcote Road, typically within a landscape strip 1.5m in width.

Residential amenity needs to be considered in the context of what could be expected for an industrial development permitted under the District Plan. This would comprise an industrial building up to 15m in height just 3m from the residential boundary with no landscape strip required along the boundary. The proposed supermarket building will have a maximum height of 12m and is setback approximately 11.7m from the residential boundary.

There is a portion of the RoW where the landscape strip is reduced due to space limitations resulting from manoeuvring requirements for the delivery vehicles. Properties 17 and 23 Northcote Road will have a tapered landscape strip. Properties 19 and 21 Northcote Road will have no landscape strip. Despite this, all residential properties adjacent to the northern boundary of the site will be offered the installation of a 2m high acoustic timber paling fence. In addition, vegetation is proposed along the northern elevation of the both the supermarket building and the existing industrial building at 2 Lydia Street, further softening the built form seen from the boundary. Overall, the boundary treatment for those properties at 17-23 Northcote Road is considered an improvement over the existing site treatment (which includes boundary fences in various states of disarray), a chain link fence between the Lydia Street drain and the site, and low-level landscaping that offers little in terms of residential amenity boundary treatment (refer Figure 15).

Figure 15. Existing Boundary Treatment between the site and 17 and 19 Northcote Road

7.2.2 Signage

In terms of the overall signage concept, this is considered appropriate and proportionate to the scale of development and size of the site. The design, dimension, layout and colour represent the PAK'nSAVE brand and is an essential component of customer recognition and identification. All elements of the signage are relevant to the on-site activity and signage forms an essential component of the proposed supermarket activity. Large signs of this design are increasingly common and readily associated with supermarkets and other large format retailing characterised by larger sites, large buildings and expanses of open-air car parking.

The freestanding signage would advertise the supermarket building set back from the Main North Road frontage, and assist with clear wayfinding, located adjacent to the primary entrance to the site located in line with the proposed signalised traffic signals. The sign is raised on feet (2.6m high) to ensure that visibility splay is not compromised for exiting vehicles. This would also serve to minimise its bulk and being setback 3m from the road frontage and amongst landscape elements (small copse of cabbage trees and lancewoods, landscape rocks, hedging and garden beds) would assist in integrating the sign with its setting. While taller than that anticipated by the CDP this pylon sign would be viewed in the context of the large site and the supermarket building located to the west which forms part of the backdrop when viewed from Main North Road.

Given the large road frontage of the site (including the number of vehicle accesses to the site), it is relevant to consider the permitted baseline for freestanding signage, which would enable three freestanding signs of a compliant 9m in height and 18m² in area (one for each of the vehicle accesses to the site located within the Industrial General Zone). A further fourth freestanding sign of the same dimensions would be permitted associated with the formed pedestrian entrance located off Main North Road, just north of the fuel canopy. Instead, the proposal seeks to consolidate the signage into

two large freestanding signs (one associated with the supermarket and the other with the Head Office). The relocation of the existing head office sign would simply move the existing on-site sign further south so that it is associated with the site access directly servicing the Head Office staff and visitor car park. The third freestanding sign is substantially smaller than that permitted at only 2.9m in height. The proposal also includes sufficiently less building signage than that permitted, assisting in the consolidation of signage, and overall quantity of signage present on site being within the realms of that anticipated for a large building located within the Industrial General Zone.

This scenario represents a useful comparison as to the nature and scale of free-standing signs and their impacts that are anticipated by the CDP. It demonstrates that multiple, large free-standing signs could be established on site along the Main North Road frontage and would have potential to generate adverse visual effects against which the proposed signage should be considered. The development potential outlined above is considered neither fanciful nor unreasonable. On this basis any adverse effects of the proposed freestanding pylon signage need to be considered in that context.

Further it is considered that any adverse effects on urban character and amenity of the additional 1m in height of the proposed supermarket sign are within the realms of that permitted by the CDP and would be indiscernible to the naked eye in the context of the large road frontage, the bulk and form of the supermarket building and fuel canopy, the proposed landscaping, and the integrated building and signage design which provide the receiving context and appropriate backdrop for the signage.

The list of permitted activities and built form standards for the Industrial General Zone provide for large scale industrial buildings (up to 15m in height) with limited design control. Industrial development on the site would potentially give rise to adverse amenity effects on the more sensitive residential properties adjoining the site. The comprehensive development of the site, and the nature of the proposed and existing land uses, would achieve a higher level of design control, amenity value and environmental quality than otherwise anticipated in the Industrial General Zone. Overall, the proposal will lead to better environmental conditions at the residential and public interface.

7.2.3 Noise

Marshall Day Acoustics Ltd (MDA) has undertaken an assessment of the potential noise effects associated with the proposal (**Appendix H**).

The potential for effects from noise associated with the operation of the proposed development and associated carpark has been predicted by MDA to be related to noise generated by delivery vehicles, waste collection, customer car park movements and the mechanical services plant operation. Based on Abley's vehicle movement predictions, road traffic volume data, mechanical plant and delivery vehicles to the service area, MDA modelled the noise activities at nearby receivers to assess the likely noise environment as a result of the proposed development.

The six receivers are shown in Figure 5 of the Acoustic Report and the results from the modelling indicate that there is the potential for vehicle activity to generate levels of noise that exceed the District Plan noise standards, although not by more than 10 dB at any time. The status of the activity with respect to noise is therefore restricted discretionary. The most significant difference to the permitted standard is where deliveries occur at night, in which case the predicted level is up to 10 dB above the night-time noise standards.

MDA observe the following in their assessment of noise effects:

- vehicle movements associated with the proposed supermarket and related development would generate the highest levels of noise of all activities assessed;

- noise emissions from other sources, such as building services plant, would be minimal and their installation can be designed to comfortably achieve compliance with the permitted activity noise standards;
- the potential for adverse noise effects is reduced by the already high level of traffic noise and other activity in the area, including at night;
- existing heavy vehicle movements in the area associated with the adjacent Toll operations are not subject to any night-time restrictions;
- the site and surrounding dwellings are close to two Major Arterial routes – Main North Road and Northcote Road – both of which carry in the order of 30,000 vehicles every day;
- there is a consistent level of activity through the night with between around 80 and 90 vehicles per hour on each road between 0200 and 0400 hrs;
- the closest dwellings to the road would be subject to existing levels of road traffic noise up to 70 dB LAeq (24 hr), and all adjacent dwellings would receive road traffic noise levels of between 50 and 55 dB LAeq (15 min) during the quietest period of the night; and
- predicted noise levels from heavy vehicle activity at night do not exceed 50 dB LAeq (15 min) and would only occur infrequently, when existing road traffic will provide a sufficient degree of masking noise to mitigate any potential noise effects;

In conclusion, MDA state (page 15):

We consider that potential adverse noise effects from the activity will be reduced by the existing high levels of traffic noise in the environment, which is associated both with road traffic on local major arterial roads and with activity in the adjacent distribution centre. Overall, we expect that the levels of noise generated by the proposed activities will be acceptable in this context.

7.2.4 Street Trees

The following is a summary of the assessment of effects from the street tree removal by Rough and Milne Landscapes (**Appendix W)**.

An 8m high Pin Oak (*Quercus palustris*) requires removal to accommodate the traffic signals associated with the new signalised intersection on Main North Road. The tree requires removal as it will be a threat to vehicle and pedestrian safety given it will obscure the new traffic signals for the proposed new signalised intersection on Main North Road.

The street trees located in the Main North Road median currently do not offer little in the way of screening of industrial buildings from the residential buildings on the eastern side of the Main North Road given the residential properties along this stretch of Main North Road typically comprise high fences and/or vegetation along the street boundary.

In addition, the proposed development incorporates a generous building setback, planted street front and an appropriate building design, meaning that it is unlikely the Pin Oak proposed for removal would provide any additional screening benefit for the residential properties opposite. In addition, the tree is exotic, and it is unlikely that it is providing any additional ecological benefits to the site and surrounds. Lastly, the removal of the Pin Oak, and the two other trees (less than 6m in height) will not affect the health of the remaining trees located within the street median.

Detailed design of the proposed signalised intersection has not yet commenced, and at this point it is not known if any underground services will further alter the road infrastructure or street trees over that outlined above.

The Tree Removal Assessment has recommended mitigation measures to ensure that development will not risk the character and integrity of the remaining mature street trees located in the Main North road median, during and beyond construction of the proposed development. In addition, these measures will ensure that if the detailed design necessitates the need for earthworks within of the remaining street trees that the work will be undertaken appropriately to avoid adverse effects.

a. Works shall be undertaken in accordance with Christchurch City Council Construction Standard Specifications, Part One, Section 19.4 Protection of Existing Trees.

b. An initial exploratory dig by hand shall be undertaken before any demolition takes place to locate any prominent roots. All roots larger than 25mm diameter connecting to remaining trees shall be retained in an undamaged state and protected, unless the Council's Arborist gives permission in advance for them to be cut.

c. When soil is cleared around any tree roots, they shall not be left exposed for an extended time, and shall be kept covered with moist sacking material.

d. Root trimming shall only be considered when all other alternatives have been exhausted. Cutting of any roots which are greater than 50mm in diameter shall be done with the permission of and in the presence of an arborist.

e. Any broken roots following excavations shall be cleanly cut with sharp tools. No ripping is to occur, and roots shall immediately be covered in uncontaminated soil.

f. A hand compactor should be used for the base course and heavy machinery should avoid operating within 5 metres of the trunk base except on existing sealed surfaces.

g. Disposing of water used to wash down machinery (e.g. concrete mixers) on the root plate of the tree is prohibited.

h. No materials shall be stored under the crown of any tree within the median during the construction work, including excavated soil, chemicals or building materials.

i. Any permanent change to existing soil levels surrounding any tree within the median shall be no greater than 50 mm.

j. Whilst no plans for underground services have been established for the intersection, these should be designed and installed in a manner which has a minimal impact on the tree root zone.

The applicant is agreeable to these mitigation measures.

For the reasons outlined above, any adverse effects of the removal of the Pin Oak or any earthworks required as part of underground servicing for the signalised intersection will be less than minor.

7.3 Landscape and Urban Design

Rough & Milne Landscape Architects have completed a landscape and urban design assessment that investigates the existing character of the site and locality, identifies the key landscape features of the area, describes those elements of the proposal that would be visible from outside the site and assesses their visual effects on the locality. This assessment is presented in **Appendix E** and key findings summarised below.

7.3.1 Landscape and Urban Design Approach

The key landscape and urban design issues that arise in relation to virtually any new proposal or change in the landscape are related to the physical catchment exposed to the visual change, the

nature of the viewing audience and the scale, type and intensity of the change. The methodology used in the landscape and urban design assessment therefore assesses if the proposed development would have acceptable effects on the nature and quality of the surrounding area. The process of analysing such effects involved includes:

- undertaking a site analysis of the neighbourhood context and the existing site;
- evaluating the landscape and amenity values of the receiving environment and the site;
- developing a landscape planting approach for the site;
- evaluating the proposal in terms of the relevant landscape and urban design provisions of the District Plan; and
- assessing the landscape and urban design effects of the proposed development in the context of the preceding analysis and evaluation.

The landscape and urban design assessment has concluded the proposal would provide:

- a quality mixed-use development and built form that recognises the surrounding living environment with a high standard of amenity achieved through site layout, building design and landscaping;
- an effective and coherent landscape treatment to soften the visual effects of the building scale and car parking from living zones adjoining the site using a themed palette of planting and materials that references the local environment;
- more connections and opportunities for active engagement with the surrounding streets, contributing a high amenity frontage to those public spaces;
- a site and car park layout which is safe and legible for all users, with a high-quality pedestrian experience; and
- a strategic community asset which offers a resilience and emergency response function alongside other compatible mixed-use activities.

7.3.2 Landscape Amenity Controls

The landscape amenity controls in the CDP are assumed to be required to mitigate the potential adverse effects along sensitive residential interfaces and within the street environment through the softening of the appearance of the carpark, separating pedestrian and vehicle activities taking place on-site from those taking place on the street, and providing for form, scale and texture to complement the existing urban context.

The proposed landscape planting approach for the site is shown on the Site Landscape Plan in **Appendix D**. It is noted that the proposed landscape scheme complies with the relevant landscape rules, thus providing a landscape outcome anticipated by the CDP.

Key elements in this regard include:

- Garden beds and tree planting throughout the site and new car parking areas to ‘break up’ and soften hardscape areas;
- Brushed concrete walkways for safe and direct pedestrian and cycle connectivity;
- Frontage planting with deciduous trees, native hedging to 1m and low shrub planting to create a high amenity road frontage;
- Timber acoustic fencing, layered native hedging, climbers and low shrubs to internal boundaries (particularly residential);

- Rain gardens, infiltration basins and filter systems located throughout the site for stormwater treatment;
- Proposed habitat enhancement with the use of appropriate native plant species;
- Information boards to educate the public on the proposed stormwater management and ecological benefits of the proposed landscape design;
- Retention of the existing Tilia tree as a site landmark; and
- Utilising a native plant palette to help reintroduce a sense of place that is a balance between our natural and cultural heritage.

7.3.3 Urban Design Assessment

The Landscape and Urban Design Report (**Appendix E**) supports the proposed development, providing an assessment against relative urban design opportunities, constraints and principles.

Read in conjunction with the Architectural Design Statement (**Appendix C**) and the Site Landscape Plans (**Appendix D**), it is considered that any actual or potential landscape and visual effects associated with the proposed development would be compatible with the receiving environment, and the proposal responds positively to urban design principles.

The assessment demonstrates that the proposal is an appropriate urban design response when considering the context of the site and the function of the intended activity. It is considered that the proposal responds positively to urban design principles and the landscape planting and built form proposed for the site would enhance the visual appearance of the proposed development, the site, and streetscape substantially beyond the current visual environment.

7.3.4 CPTED Assessment

A CPTED Assessment is included as part of the Landscape and Urban Design Report (**Appendix E**). This outlines that the proposal will provide well positioned linkages throughout the site on assumed desire lines and separates vehicle and pedestrian activities providing for safe movement and connections throughout the site. In addition, the site layout has located the supermarket to the rear/west of the site but so that the building faces the street with large glazed windows overlooking the carpark and street to provide an active frontage.

- The proposed site layout has been designed to ensure the carparking and customer areas located to the front of the store where they are visible from the road frontage and all proposed planting is located to ensure high levels of visibility across the site.
- Following the CPTED review the applicant has adopted the recommendation the basement car park be gated with a locked steel mesh screen outside of business operation hours to ensure there are no entrapment spaces on site; that gates will be placed at the Lydia Street RoW entrance to the site to stop vehicle access through the site outside business hours and reducing loitering in areas that cannot be seen from the street; that the carpark will be lit outside of business hours and that security cameras be placed around the building frontage.

7.3.5 Summary of Landscape and Urban Design Effects

The Urban Design and Landscape Report concludes that the development will improve the Main North Road street frontage by providing a high quality landscaped street edge, increase visual amenity, increase the ‘sense of place’ with the natural and cultural heritage of the site integrated into

the design, encourage pedestrian use, provide appropriate residential boundary treatment and ensure that stormwater management and ecological values are integrated as part of the landscape design.

The site will be landscaped by a mixture of low maintenance, native and exotic plants, that responds to vegetation patterns in the wider landscape, while providing considering CPTED principles with the use of clear limbed trees, low shrubs and groundcovers for clear sightlines. The building would be set back from the street, closer to the western boundary adjoining the existing industrial use behind. The development is also compatible (in built form, setbacks and boundary treatment) with the adjacent office development and school zone to the west and south, respectively. Carparking and customer area has been located to the eastern side / street frontage of the site and appropriate boundary interface with residential properties seeks to soften the proposed built form and development. Attention to appropriate building forms through articulation of facades, varied transparency, depth and shadow lines assists in reducing the bulk of the building.

Positive connections are provided to the surrounding neighbourhood and pedestrian accessibility will be significantly improved by the new signalised crossing on Main North road.

7.4 Transport Effects

Abley Transportation Consultants Ltd (Abley) were commissioned by Foodstuffs to examine, describe and assess the transportation implications of the proposal. The outcomes of their modelling and analysis are provided in the Integrated Transport Assessment (ITA) at **Appendix F**.

The ITA addresses the transportation impacts of the proposed development, with particular regard to the following matters:

- the traffic generation associated with the proposed activities;
- the proposed site access arrangements with respect to the existing and future road network;
- the ability of the proposed on-site carparking to accommodate anticipated demand; and
- the proposed site servicing arrangements.

The ITA concludes that the proposed development can be supported from a traffic and transport perspective. Greater detail on specific effects of the proposal on transportation is provided below.

7.4.1 Travel Characteristics and Trip Generation

The ITA references various trip generation and parking rate sources to identify the anticipated trip generation of the proposed activities. Based on this analysis the ITA estimates the proposed supermarket would generate approximately 860 peak hour trips, the general retail area 146 peak hour trips, and the fuel facility six peak hour trips (recognising 95% of the fuel facility trips are likely to be linked to the supermarket).

The ITA apportions the different vehicle trip types associated with each activity, being trips new to the road network (primary), and trips already being made on the network (passby or diverted). The split of trips for the different activities proposed, and the total number of trips associated with each category, are reported as follows:

- Supermarket: 20% primary, 50% diverted and 30% passby
- Fuel Facility: 5% primary, 20% diverted and 75% passby
- General Retail: 20% primary, 50% diverted and 30% passby
- Total for site: 205 primary trips, 513 diverted trips, and 313 passby trips

In addition, the supermarket is anticipated to generate approximately 233 pedestrian movements, 31 cycle movements and 18 bus passenger movements in the evening peak hour.

7.4.2 Transport Modelling Assessment

The design team has worked closely with the Council modelling team (September 2018 – April 2019) to agree on the choice of modelling platform, options assessed, future year assumptions, periods modelled and other modelling assumptions. To enable the adequate assessment of effects of the road network a microsimulation model has been built and run in s-Paramics (Paramics) informed by demands from Christchurch City Council's CAST Model.

The Paramics model investigated the following development scenarios:

- 2018 Base without development
- 2021 Base (includes Christchurch Northern Corridor (CNC))
- 2021 with Proposed Development
- 2031 Base (includes unimplemented consent (2 Lydia Street[14]) and Northcote Road four-laning)
- 2031 with Proposed Development

The model periods for all the model scenarios include the following, except for the 2018 Base scenario where the morning peak period is not included:

- Morning peak period (7am to 9am)
- Evening warm-up period (3pm to 4pm)
- Evening peak period (4pm to 6pm)

The Level of Service for each of the key intersections (Main North Road/QEII Drive/Northcote Road, Main North Road/Cranford Street, and the proposed signalised intersection) and travel times on key routes (Main North Road to the north, Cranford Street to the north, and QEII Drive – Northcote Road) is modelled under each of the scenarios.

The Foodstuffs Head Office (with traffic demands informed via surveys of the accesses) is also incorporated in the model.

Based on the Paramics modelling and analysis, the transport network effects of the proposed development are observed in the ITA as follows:

Intersection Level of Service Comparisons

- Both Main North Road/QEII Drive/Northcote Road and Main North Road/Cranford Street intersections operate better with a lower overall intersection flow in all 2021 scenarios when compared to the 2018 Base scenario. This is a result of the CNC reducing the traffic demands on the Main North Road and Cranford Street corridors.
- All key intersections, in the 2021 scenarios with the proposed development, show a change in intersection delay within a few seconds when compared to the 2021 Base scenario. This shows that the proposed development does not result in deteriorating network performance with the introduction of the signals in Main North Road and change in traffic patterns of the development.

[14] The unimplemented consent is included in the 2031 modelling base given at the time the modelling was undertaken, a sports development at 2 Lydia Street was considered to form part of the existing environment. While it is unlikely that this consent will be implemented it is still considered an appropriate inclusion in the model given the level of traffic in the evening peak associated with a sports development would be significantly higher than that associated with an education facility or industrial activity.

- The 2031 with development scenario shows an improvement to the overall performance of all key intersections when compared to the 2031 Base scenario. Traffic signal phasing and offsets have been carefully managed to coordinate many routes through the Main North Road/QEII Drive/Northcote Road and Main North Road/Cranford Street intersections.
- The 2031 scenarios show lower overall intersection flow at some of the intersections along Main North Road (Vagues Road and Sawyers Arms Road) when compared to the 2021 scenarios. The reduction in demands through these intersections could be attributed to the Cranford Basin development being included in the 2031 scenarios. As part of the Cranford Basin development, a link will be provided to Cranford Street and will be used by through traffic to avoid Main North Road.
- The congestion in the 2031 base scenario on Northcote Road creates queues back over the railway at times, which affects the reported delays on the upstream intersections such as at Lydia Street and Vagues Road on Northcote Road. The performance of the Northcote Road corridor in the future base scenarios could be improved by allocating more green time at the expense of other approaches, and more significantly the overall performance of the Main North Road/QEII Drive/Northcote Road intersection could be improved by increasing the cycle time from the current 85 seconds to 90 seconds or greater.

Overall, the adjacent road network operates better with the CNC and the proposed new signalised access on Main North Road does not adversely affect intersection performance. This is supported by the overall Level of Service figures where the Level of Service with the development is the same or better than in the base scenario.

Travel Time Comparisons

- The AM peak results show minimal changes between the base years and the development, and does not result in degradation of journey times on the road network. A key direction in the morning peak is southbound which increases by only 7 seconds in 2021 and does not change in 2031 with the development. This highlights that the evening peak is still the critical period for assessment particularly for supermarket activity.
- The 2018 Base scenario shows that the northbound movements experience over three minutes of delay along the Main North Road route and six minutes of delay along the Cranford Street route. The eastbound movement experiences over three minutes delay due to congestion.
- The improvement in network performance is apparent in the 2021 Base evening peak hour key route travel times when compared to the 2018 Base scenario. Travel times have (reduced) improved by 2-4 minutes on northbound and eastbound routes.
- The critical northbound journeys decrease by 3 to 21 seconds in the 2021 with development scenario while southbound journeys increased slightly by 8 to 21 seconds. Minor changes in the east-west journey times.
- The 2031 Base scenario travel time on the network generally increases when compared to the 2021 base scenario particularly for the northbound and eastbound movements.
- The 2031 with development scenario shows that the southbound journeys pick up between eight and 31 seconds additional travel time with some of this from the proposed new signalised access on Main North Road. The northbound journeys on Main North Road to the north generally decrease with the development included.

Other

- Northbound bus travel times decrease between one to one and a half minutes with the development for 2021 and 2031 respectively. This is likely due to improved progression through

the signals with the proposed phasing and coordination in the northbound direction and also the bus priority at the access signals. The southbound travel times are fairly consistent between years with and without the development. Overall, the proposed development is not considered to adversely affect bus travel time on Main North Road when compared to the base scenario in both 2021 and 2031.

- The local network is observed to perform better in all scenarios as a result of the improved connectivity across the network, especially in the evening peak where traffic exiting the Foodstuff head office and adjacent activities has limited connectivity to travel south. These vehicles are generally using Northcote Road and Vagues or Sawyers Arms Road to travel back to Main North Road southbound.

Overall the surrounding traffic network can absorb the additional demands and traffic redistribution of the proposed development without deterioration in network performance.

7.4.3 Safety Audit

The proposed transport arrangements for the site, including the new signalised access on Main North Road has been subject to a road safety audit which highlighted some aspects of the signal design and wider site plan that required modification. The response to the road safety audit is contained within the ITA and required changes have been incorporated into the proposed design.

7.4.4 Positive Transport Effects

There are several benefits to the transportation network identified within the ITA as a result of the proposed development. These include:

- the introduction of signals on Main North Road improves connectivity for vehicles wishing to the access existing activity along the corridor with a significant increase in the throughput of the local area and improved travel times for local and through trips on key corridors;
- integration with current and future roading projects including the Christchurch Northern Corridor and future four laning of Northcote Road;
- improved pedestrian connectivity including a safe signalised crosswalk at the new signals on Main North Road;
- an opportunity for the introduction of a northbound bus priority phase and flexibility regarding the location of public transport stops;
- improved safety and efficiency at the adjacent Main North Road / QEII Drive / Northcote Road signals through minor changes in the layout and revised phasing; and
- an Emergency Coordination Facility (ECF) which will operate temporarily during a Civil Defence emergency, and road network operations are likely to be significantly disrupted during this time, noting that the site is well located in terms of accessing the Christchurch Strategic road network and beyond.

7.4.5 Summary of Traffic Effects

The ITA concludes:

- The modelling results indicate that the development traffic can be absorbed by the surrounding road network when the Christchurch Northern Corridor is operational, and some elements of the network experience improved performance due to the introduction the site access signals on Main

North Road and safer and more efficient lane configuration and phasing proposed at the QEII / Main North Road signals.

- The proposal complies with most transport rules, except the rules regarding access design, and number of vehicle crossings. These non-compliances have been further assessed and due to mitigating design elements of the proposal, it can be concluded that no notable effects are expected as a result of the non-compliances.
- Consistent with local and regional transport policy, the development will promote active transport modes by providing excellent pedestrian and cyclist infrastructure such as signalised pedestrian crossings, pedestrian linkages within the car park, and visitor and staff cycle parking. The development is also well positioned to benefit from the excellent public transport services along Main North Road. Alternative travel modes to private car will be promoted by creating personalised Travel Plans for both supermarket and FSIL Head Office staff.
- The ECF will operate temporarily during a Civil Defence emergency and during this time, the facility will be under the control of Civil Defence to manage the logistics of the operations. Road network operations are likely to be disrupted and will have very different travel patterns to day to day operations. The site has direct access to the Christchurch Arterial Road Network via multiple vehicle crossings located on Main North Road and Northcote Road. Being part of the Christchurch Arterial Road network, it is anticipated that these roads would receive immediate attention from Council following a disaster event as they are the most critical roads in the road hierarchy in terms of their movement function. Therefore, this site, at the intersection of two arterial roads, is well located in terms of access to the strategic road network post event.
- Overall, the proposed development can be supported from a traffic and transportation perspective and it is considered that there are no traffic related reasons why consent should not be granted.

The access arrangements have been developed to be cognizant of the existing and future network performance. It is considered that the proposed access, carparking and servicing arrangements are suitable to enable the effective redevelopment of the site for a new supermarket, integrated with existing activities on site, in the manner proposed.

It is assessed that the overall traffic effects of the proposed development in this location can be deemed to be no more than minor.

7.5 Economic Effects

The following is a summary of the 'Economic Impact Assessment' (**Appendix G**).

The proposed development is based on strong economic rationale that supports a development of the nature proposed by Foodstuffs. This includes responding to anticipated supermarket demand growth which would require as many as 27 new supermarkets in the wider Christchurch area by 2043[15]; the strategic addition of a PAK'nSAVE store at this location within the wider network of this brand; the proximity of the site to growth areas (within 5km of all northern priority growth areas); and the continued lack of progress to identify purchasers or tenants for the site at 171 Main North Road.

171 Main North Road comprises badly-damaged buildings that have remained largely idle since 2011, and currently serve no role or function.

Consideration of current supermarket supply within Christchurch City identifies that there are currently 39 supermarkets within the Christchurch territorial district, five of which are PAK'nSAVE supermarkets. Following the Christchurch earthquake series of 2010-2011, a number of supermarkets were badly damaged with some repaired, others rebuilt and new supermarkets opened in the years

[15] This assumes supermarkets maintain their existing ratio of food retailing.

since. Existing stores are estimated to occupy a similar total GFA area within Christchurch as that pre-quake, despite increases in annual supermarket sales. This indicates there is room within the existing Christchurch area to accommodate additional supermarket supply.

Modelling estimates that even under a low projection scenario the population of greater Christchurch is anticipated to increase by 44,000 people (9%) by 2043 (compared with the population level at 2013). Under a high growth projection this could increase by as much as 263,000 people (54%), supporting a need for a growing retail sector.

7.5.1 Retail Distribution Effects

The proposed PAK'nSAVE supermarket and associated fuel station will be in closest proximity to three centres (Cranford, Bishopdale and Papanui). The Economic Impact Assessment has considered the retail distribution effects of the proposal, focusing on Papanui (given it is the closest centre to the site containing a supermarket, is a key activity centre and would cause a reshuffle of major tenants.

Northlands Mall is not anticipated to experience any significant adverse retail distribution effects given it is a large, economically successful mall with high foot traffic and no existing tenant vacancies. It is anticipated that the new PAK'nSAVE store would compete mostly with other PAK'nSAVE stores across the city (not other supermarkets located within the mall). The proposed supermarket would operate adjacent to the Foodstuffs Head Office and, with the exception of the general retail at 3-7 Northcote Road (which is constrained by site area and location), would not be a part of a wider retail development ensuring it cannot directly compete for in-centre specialty retailers. Furthermore, Northlands Mall features a number of speciality stores that will remain the best way to meet specific needs, ensuring people will return to the centre even if they no longer frequent the supermarket itself.

In terms of the wider Papanui centre, it is considered that there would not be any meaningful impacts on the basis that the mall has a high footfall with no existing vacancies, there are no other stores that directly compete with the proposal, the cross-shopping impacts of the existing PAK'nSAVE store at Northlands are considered minimal given typically shoppers will remain within the mall.

For the reasons outlined above and further detailed in the economic analysis any retail distribution effects of the proposal are considered to be less than minor.

7.5.2 Loss of Industrial Land

As outlined in the Economic Analysis, the development site is not considered to be a good fit for purely industrial land use (as the Industrial General Zone anticipates mixed use), which typically require heavy vehicle movements and risk raising reverse sensitivity issues.

As at June 2016, Council's vacant land register recorded 638 hectares of vacant industrial-zoned land available. At the time of the Canterbury Earthquakes, there was already 497 hectares of vacant industrial land available, and a further 488 hectares of additional land was identified in the RPS for future industrial uses. Given these numbers, the Economic Analysis calculates total future supply of industrial land across the City to be approximately 985 hectares.

In terms of the loss of industrial land, the portion of the site proposed for supermarket and fuel use is approximately 15,600 m². The analysis undertaken by Insight Economics indicates anticipated demand for an additional 178 to 400 hectares of industrial land over the 25-year period to 2043. Given 638 hectares of vacant industrial land was available as at June 2016, the loss of 1.6 hectares due to this proposal is considered to have no discernible effect on industrial land supply particularly in circumstances where a site is well positioned for brownfields renewal.

In addition, the wider Industrial General zone in which the site is located is clearly no longer functioning as a comprehensive industrial area. In addition, 2 Lydia Street is now owned by The

Roman Catholic Bishop of the Diocese of Christchurch with plans to establish Marion College further indicating that at this location the Industrial General zoning is no longer operating as intended. 2 Lydia Street is located in the middle of the overall Industrial Zone area at Main North Road/Northcote Road as shown by Figure 16, and the loss of this for industrial uses will sever the Foodstuffs site from the remaining industrial property accessed from Vagues Road.

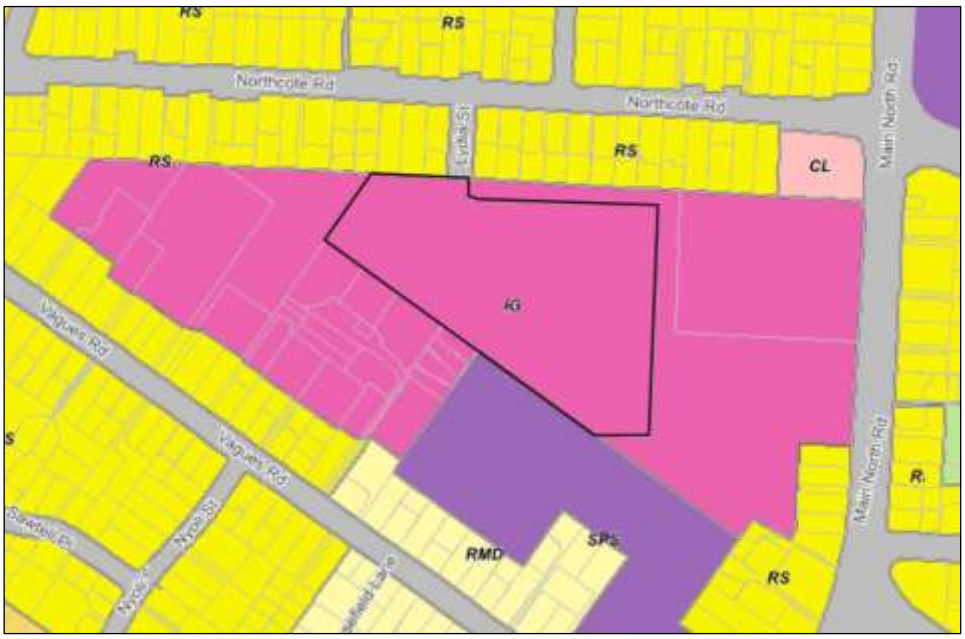


Figure 16. 2 Lydia Street Zone

7.6 Natural Hazards

The site is located within a Flood Management Area, and a Liquefaction Management Area. The ground floor level of the proposed supermarket (FFL 19.5m) would comply with Rule 5.4.1.5 of the Christchurch District Plan as it would meet the minimum floor level of 19.49m specified in the Minimum Floor Level Certificate attached at **Appendix K.**

7.6.1 Basement Flooding

While the basement is located below the minimum floor level, all essential infrastructure (such as the generator) associated with both the supermarket operations and the use of the building as an emergency coordination facility would be located above the minimum floor level. Further, any underfloor services would be hung off the underside of the ground floor slab in the ceiling of the basement. All services located within the basement will be separately isolated to ensure that in a significant flood event they can be separated from the essential services from the supermarket, enabling the operations above to continue to operate.

Flooding of the basement from the public road or surrounding sites because of a 1:200 event is not anticipated given the proposed site grading. To ensure that water from the 19.49 level flood does not enter the basement, the minimum asphalt level at the top of the ramp is proposed to be RL 19.50 & the minimum top of the wall level RL19.60 for the retaining on either side of the ramp to the basement.

In terms of building durability, the basement will be constructed from solid concrete. The basement lift would not be operational during an emergency situation. Alternative basement exit points are provided for with pedestrian ramp, stairs and vehicle ramp.

Given the proposed building is not anticipated to flood, and all essential infrastructure has been located higher than the required FFL, the frequency and extent of damage in combination in any flooding event to the new building is anticipated to be less than minor.

7.6.2 Neighbouring Sites

Powell Fenwick have been engaged to assess the flood implications onto neighbouring sites as a result of raising the ground level & floor levels in the area proposed for development.

The following summarises Powell Fenwick's findings:

Extent of Hardstand

There is no significant change in hardstand area post-development compared to pre-development and the proposed development would not be contributing additional stormwater runoff volume to the surrounding sites to what currently runs offsite, i.e. the runoff situation would not be made worse following development.

Ownership of Immediate Neighbouring Sites & Secondary Flow Routes

Secondary Flow Paths are assessed at **Appendix V** of the revised application.

Existing land uses adjoining the proposed development site are as follows:

i. North: residential properties owned by others and a retail site owned by Foodstuffs;

ii. East: Main North Road

iii. North East beyond the roads: St Bedes College playing fields

iv. South: existing carpark for Foodstuffs Head Office; and

v. West: large warehousing owned by others – proposed to be developed as Marion College

- Some secondary flow from the raised site could discharge into the retail site owned by Foodstuffs on its way to the public road;
- To the east, the majority of secondary flow if required from the raised site would go to the public road;
- To the south, some secondary flow if required would be directed to the Main North Road via the Foodstuffs the large Head Office carpark area;
- To the west, it is proposed that immediately against the warehouse building the road levels would remain at a similar level as they are currently, to ensure there is no additional risk of flooding in this building from the raised PAK'nSAVE building.
- For the residential properties to the north of the development it is likely the extent of FMA flooding currently shown in this area would no longer be applicable post-development. The raising of the ground on the proposed PAK'nSAVE site, and proposed underground piping of the existing open drain, would effectively isolate the private sites from the extent of the FMA shown to the west and south, meaning the only flooding that would occur within the private sites would come from rainfall that lands directly on those sites. Secondary flow for these properties will be able to continue across the boundary and into the driveway even when there is no longer an open drain.
  - Sketch C44A - identifies those residential lots with potential to have their overland flow paths impacted by the proposed piping of the Lydia Street Drain and the raising of the ground level on the application site.

- Sketch C44B - shows that new RoW will be elevated compared to the existing boundary levels at 9A, 11 & 11A Northcote Road.

  The boundaries with residential properties 17-29A Northcote Road will not be higher than the existing boundary levels for the other residential sites adjacent to the proposed pipe run. Secondary flow for these properties will be able to continue across the boundary and into the driveway even when there is no longer an open drain.

  At 9A Northcote Rd the RoW and footpath beyond the south boundary of 9A will become elevated as part of the proposed development, but there is no change to the levels proposed to the Southeast, so secondary flows will be able to continue to flow to the site at that location.

  At 11A Northcote Rd secondary flows along the south boundary will be able to exit the site to the south west. The proposed new RoW levels coincide with the estimated current levels at that location. A sump is proposed in the landscape strip behind this section connected into the proposed new 750Ø pipework. The final location will be determined at final design.

- Sketch C44C – contains marked-up photographs showing estimated levels of the residential sites. Generally, they are estimated to be 100-150mm above the surveyed levels taken on the PAK'nSAVE side of the site further reducing the risk of their secondary flow paths being blocked by the new development.

Overall drainage patterns for sites to the north of the drain will not be adversely affected by the proposed works.

7.6.3 Raised Ground Levels

CDP FMA Modelling

Modelling of the Flood Management Area undertaken by Powell Fenwick shows the shape of the flooding extent for the 1:200yr flood event in the local area to be a "peninsular", in which the proposed PAK'nSAVE and surrounding properties described above are located.

The location of the site within an FMA peninsular enables the effect of reduced storage available for flood management, due to raised ground levels, to be transferred comparatively harmlessly to the road (and possibly even to the St Bedes College playing fields given that is the location of the stream the current open drain within the proposed PAK'nSAVE site discharges to), and less so to surrounding properties.

Site Area in the Greater 1:200 Flooding Extent

The site area proposed to be raised is insignificant compared to the greater modelled FMA, which is in the order of 20x larger by area than the site for the extent of the "peninsular";

In order to approximate the volume of available water storage on the site that would be lost as a result of raising the site levels, the following considerations are relevant:

i. 1:50 year and 1:200 year flood event levels are RL19.07m and RL19.09m respectively (as provided by Council);

ii. estimated existing average ground level to be RL19.00m (estimated from lid level of sewer manhole in Main North Road);

iii. site area 15,600m²; and

iv. excluding storage area losses from existing buildings located on site

Based on this assessment, the current on-site storage that would no longer be available post-development would be 15,600m² x 0.07m = 1,100m³ for the 1:50 year event, and 1,400m³ for the 1:200 year event[16].

7.6.4 Summary

It is considered the impact of raising the site levels would be acceptable for the following reasons:

- There is no additional runoff expected from the site;
- Should secondary flow paths ever be in use from the site, these are directed to public roads, and sites already owned by Foodstuffs. Drainage patterns for the residential properties to the north of the drain will not be adversely affected by the proposed work;
- The location of the site within an FMA 'peninsular' reduces the impact on neighbouring sites; and
- The loss of flood management storage due to raising the site levels is insignificant compared to the greater FMA.

For the reasons outlined above any adverse effects in terms of site runoff and secondary flow paths are acceptable. Any changes to secondary flow paths will be designed to ensure water is directed to public roads and via other Foodstuffs-owned properties.

7.7 Geotechnical Considerations and Liquefaction

The following is a summary of the 'Geotechnical Review and Options Report' attached at **Appendix J.**

A geotechnical desktop review and preparation of a geotechnical options report has been undertaken to provide recommendations on foundation system and foundation design parameters given the desire to establish a supermarket that has a high level of post disaster resilience and is built resiliently to allow the building to be used for Civil Defence purposes and as a post natural disaster Community Hub, in addition to normal retail activities in time of emergency.

This report recommends approaches for the concept pile design, underfloor services, basement design and excavation, the artesian bores and the fuel facility and fuel tanks, along with the large potable and wastewater tanks. Additional geotechnical investigation and review would be undertaken during the detailed design of the supermarket to ensure it is appropriate for the geotechnical conditions of the site.

In terms of liquefaction assessment undertaken for the site, the site is inferred to have minimal risk of lateral spreading with the site subsoil comprising deep or soft soil. However, given the underlying ground conditions; the identified liquefaction risk; the size and form of the proposed supermarket building including the underground car park basement; and Foodstuffs' desire for post-earthquake resilience, the preferred foundation system is steel screw piles founded into the underlying 'Riccarton Gravels' with a fully suspended basement floor slab.

7.8 Surface Water

The following is a summary of the Stormwater Design Memorandum (**Appendix R**) and the Ecological Assessment Report (**Appendix Q**).

[16] Note: Multiplying these volumes by the area of the peninsular (approx. 20x that of the site area) is not useful as the depths of storage available in the greater peninsular FMA are not known, however it is likely to be greater than the flood depth of 70mm & 90mm estimated within the site).

To provide connectivity (including safe pedestrian access) along the RoW to Lydia Street, and for safety reasons, the proposed works seek to pipe the existing Lydia Street Drain for a length of 225m from Main North Road. The remainder of the existing 305m box drain that runs through the site (80m) is to be retained as open timber boxed drain.

Piping the drain is required to accommodate the required vehicle access width along the RoW to Lydia Street (note the pinch point near the RoW median that provides a right-hand turn to the supermarket back of house). It would also ensure that pedestrian connectivity can be provided through the site, with a direct connection from Main North Road established through to Lydia Street. Consequently, there is a functional necessity for the works to be required within the waterway setback.

The applicant has investigated several options for the Lydia Street Drain to reduce the extent of waterway piping required. This included a proposal to retain the existing box drain where possible and propose a boardwalk over the top for a length where there is a pinch point for vehicle manoeuvring. This would reduce the extent of piping required to a length of 65m (representing 20% of the 305m box drain to be piped). Despite this being the preferred ecological option, the Council's Asset Planning Team advised December 2018 that they had concerns regarding the boardwalk option and would be unwilling to authorise the boardwalk option under the Water Supply, Wastewater and Stormwater Bylaw 2014. Consequently, the applicant seeks to pipe a 225m length of the drain.

An ecological assessment of the effects of piping the drain has been undertaken. This included an assessment of the baseflow contribution from Lydia Street Drain in respect to downstream habitat values (i.e. downstream of Main North Road); consideration of how the proposed site stormwater treatment could maximise protection of instream values in the receiving environment of Lydia Street Drain, but in particular the downstream receiving waters; Kruse's Drain and the Styx River; and involved input to the stormwater treatment design to protect instream values in the receiving waters.

The ecological assessment identified that the Lydia Street Drain has significant point-pollution sources outside of Foodstuffs land, which has led to shallow-ground and surface water contamination along the reach to be culverted, and consequently Kruse's Drain further downstream. Consequently, the proposed culverting of the baseflow through the contaminated reach would be beneficial to downstream ecology by preventing enduring contaminants in the soil from infusing into the baseflow.

Further, the ecological benefit from isolating the culverted baseflow from contaminated land out-weighs the reduction in baseflow along the reach and stormwater treatment is implemented. Leaving the upstream 80 m (i.e. the reach downstream of Lydia Street) un-piped will minimise baseflow loss to less than an estimated 0.25 L/s. This level of baseflow loss is considered to result in less than minor effects, especially when considered in the context of the resilience of local aquatic fauna in Kruse's Drain to baseflow loss and that further downstream this loss is further ameliorated by natural surface water gain and habitat remediation.

The ecological assessment also emphasises that proposed on-site stormwater treatment will be important for maintaining ecological values in Kruse's Drain and ultimately, the Styx River. Instream ecological values in urban environments are reported as being compromised by stormwater contaminants within their catchments with water quality decreasing as the proportion of impervious area increases. This is particularly relevant to the Lydia Street Drain catchment, due to its small size, high proportion of impervious surfaces, and its unattenuated untreated stormflow inflow.

Currently, the development area is composed of approximately 25% pervious (gardens, lawns, and gravel borders), 27% (old roofing material), and the remainder (48%) mostly car parking and truck loading. None of the existing stormwater runoff is treated before discharge into Lydia Street Drain or Kruse's Drain.

For the proposed development, the proportion of pervious area (gardens) will decrease to approximately 9%, with the remaining impervious area composed of new roofing (approximately 33%), with hardstand for heavy trucks, forklift loading and supermarket car parking forming 58%. Given the traffic loading in this catchment, and the value of the receiving waters, biological systems which retain and treat contaminants will be used where feasible. While the impervious area of the development site has increased, the proposed treatment of the impervious area has increased from zero, to a generally high standard with emphasis having been placed on designing a system which is effective at treating heavy metals and hydrocarbons which are the most toxic to aquatic ecosystems.

The proposed on-site stormwater treatment of existing hardstand areas will exceed the minimum treatment standards required, benefitting the ecological values in the downstream reaches (Horners Drain) where historic contaminant levels of metals are high. The proposed bioretention and infiltration devices (swales, rain garden, Filterra®) will provide an effective stormwater treatment system for this heavy-traffic catchment.

For the reasons outlined above, any adverse effects of the proposed development on the Lydia Street Drain, and the proposed piping, are anticipated to be less than minor.

7.9 Land Contamination

Given the site is listed on Environment Canterbury's LLUR as being land where hazardous activities are known to have occurred or are currently occurring, the earthworks would also require consideration under the NESCS which is addressed in Section 6. Based on the conditions volunteered any adverse effects of the works are considered to be appropriately mitigated.

7.10 Construction Effects

Many of the activities that are conducted during the execution of earthworks and building construction phases of development have the potential for adverse effects on the environment. The earthwork and construction practices adopted, and the associated effects are dependent on work methods, site conditions, weather, sources of materials, construction site access and the nature of the local infrastructure.

The majority of these environmental effects are short term, essentially related to the duration of the demolition and construction works (e.g. dust, noise and traffic effects). The potential for adverse effects on the environment associated with these activities and how these effects are to be contained or mitigated is set out below.

7.10.1 Access

Stabilised construction accesses would be constructed on the site during the execution of the physical works.

- A stabilised pad of aggregate would be located at the points where construction traffic would be entering and leaving the site on Main North Road and Lydia Street. This will prevent the site access becoming a sediment source, minimise dust generation, and tracking of soil onto the road network.
- Access to the site and construction would be undertaken to ensure that adjoining buildings and properties are not affected by the construction work.

7.10.2 Earthworks

Necessary earthworks across the site are limited to the creation of the basement/ foundations for the new supermarket, removal of existing seal in the parking area, and removal of trees and planting.

- Water carts and sprays would be used in summer to reduce dust, and roads would be cleaned of mud and track laden debris in winter.
- Cognisance would be made of the predicted weather conditions such that earthworks during wet periods is minimised.

7.10.3 Movement of Sediment

- To minimise effects of sediment discharges, project specific erosion and sediment control (ESC) measures would be proposed for the works in an ESC Plan. These would be in accordance with Environment Canterbury's ESC Guidelines 2007 which specify measures for ensuring that sediment laden stormwater is not discharged from the site, or into a waterway and that dust is adequately controlled. The movement of sediment would be controlled with sediment control devices such as sand bags and filter cloth. All necessary precautions would be undertaken to ensure sediment laden runoff does not enter the public stormwater system.

The Contractor will be responsible for finalising the ESC Plan but the applicant is agreeable to this being required as a condition of consent.

7.10.4 Traffic Effects

The majority of construction traffic would access the site from Main North Road, with a small amount accessing from Lydia Street.

- Heavy construction plant and machinery would likely remain on the construction site itself, once delivered, and are therefore not expected to use the road network on a regular basis.
- Where possible, a portion of the site would be provided for construction site parking to minimise interference with the road network.
- Before commencing work, the contractor would submit for approval the methodology for ensuring satisfactory control of traffic throughout the term of the contract.
- The control of traffic, and the use of signs, would be in accordance with the Transit New Zealand "Manual of Temporary Control of Traffic".
- The contractor would be required to carry out the work in such a manner as to not unduly affect the flow of traffic and to provide sufficient road signs, drums, barrels, barricades, and lamps, to ensure that the works are carried out in a safe manner for the duration of the physical works contract.

With the implementation of these measures the movement of construction traffic would not unduly affect the local road infrastructure in terms of additional noise, numbers, safety and the deposition of material.

7.10.5 Visual Impact and Amenity Values

The construction works would result in areas of bare earth being exposed temporarily. This will be visible from traffic using Main North Road.

7.10.6 Archaeological Values

The area is not known to contain any archaeological sites and has little or no known archaeological significance.

- In the event that any archaeological remains are uncovered during the execution of the physical works, work would cease in the area of the discovery and the Council and Heritage New Zealand would be contacted, so that the appropriate action may be taken before the construction works recommence.

7.10.7 Noise

Construction noise from the site would comply with the construction noise limits of the New Zealand Standard.

- The contractors' attention would be drawn to the fact that the site operations are to be conducted within an urban area and that precautions would be required to protect the public and prevent unnecessary noise and other nuisance.

7.10.8 Health and Safety

The contractor would at all times during the physical works contract, comply with the provisions of the Health and Safety in Employment Act, 1992.

7.10.9 Hazardous Substances

No hazardous substances or materials are likely to be stored on the site.

- Site facilities, such as the provision of toilets, would be provided with a waste collection facility, to ensure that waste products are removed from the site.
- All construction plant and equipment would be in sound mechanical condition.
- Any accidental emissions/ spills would be removed immediately.

7.10.10 Monitoring

The Applicant's engineering consultants would oversee and monitor the execution of the physical works contract and in the event that remedial measures are required these would be actioned as appropriate.

Overall, any effects arising from demolition, earthworks and construction works are temporary and able to be appropriately minimised via the preparation of a Construction Management Plan (CMP) prior to the physical works proceeding. The preparation of the CMP can be required, if considered necessary, as a condition of consent. This will ensure that any potential for adverse effects can be appropriately avoided or mitigated at the time of physical works consistent with the methods outlined above.

7.11 Cumulative Effects

The establishment of a new supermarket at the same location as the former Murdoch Manufacturing and Trents Wholesale and integrated with the current Foodstuffs Head Office and existing commercial premises, would not result in cumulatively generating adverse effects. In particular, it has been shown in this AEE that the capacity of the adjacent road network can deal adequately with the effect of traffic

generated by the supermarket; that the size and location of the building and associated parking, signs and noise generation will not adversely affect the character and amenity of the surrounding area; and that the servicing needs of the proposed supermarket can be met without resulting in adverse effects.

7.12 Mitigation Measures

Apart from the mitigation informed by the technical specialists that have informed the design, and the usual conditions of approval for a development of this nature, no other specific mitigation measures are deemed to be necessary given that the potential for adverse effects on the surrounding environment will be minor or less than minor.

7.13 Summary

Overall, the actual and potential adverse effects of the proposed development are deemed to be at levels that are appropriate and acceptable in the context of the receiving environment. The proposal would also result in many positive benefits for the community, in particular in respect to improvements to the efficiency of the road network, provision of resilient infrastructure and facilities for emergency response situations, the enhancement of amenity values within the site, and the creation of an improved street environment along Main North Road.

8 Objectives and Policy Assessment

8.1 Section 104

Section 104 of the RMA requires that the provisions of the relevant operative and/or proposed policy statement(s) or plan(s), national environmental standards or any other matter the consent authority considers relevant and reasonably necessary, to be considered when assessing an application.

Section 104 requires a broad overall judgement when assessing objectives and policies. It requires a comparison of considerations, the scale and degree of them, and their relative significance or proportion to the final outcome. In this regard, a proposed activity may be granted consent even if there may be conflict with planning provisions.

In respect of Section 104(1)(b), the Recovery Strategy for Greater Christchurch (RSGC), Land Use Recovery Plan (LURP), Canterbury Regional Policy Statement (CRPS) and Christchurch District Plan (CPD) are most relevant to a consideration of the proposal. These statutory documents are assessed below, and the relevant objectives and policies of the CRPS and CDP are reproduced in **Appendix O.**

8.2 Recovery Strategy and Recovery Plans

8.2.1 Recovery Strategy for Greater Christchurch

The Recovery Strategy contains six components of recovery, including built environment recovery.

The Strategy identifies goals relating to the built environment recovery, including supporting innovative urban design, buildings, technology and infrastructure to redefine Greater Christchurch as a safe place built for the future. Social recovery aims to strengthen community resilience, safety and wellbeing, and enhance quality of life for residents and visitors. Economic recovery seeks to revitalise greater Christchurch as the heart of a prosperous region for business, work, education and increased investment in new activities. It is considered that the proposal is aligned with the built environment recovery, economic and social recovery components of the Recovery Strategy.

The establishment, operation and maintenance of the proposed supermarket and ECF is in accordance with the Recovery Strategy. It has been designed with community and economic resilience in mind and seeks to revitalise an underutilised industrial site in a prominent gateway location to the City.

8.2.2 Land Use Recovery Plan (LURP)

The LURP came into effect on 6 December 2013. It helps to achieve the vision of the Recovery Strategy and provides direction for residential and business land use development to support recovery and rebuilding across metropolitan greater Christchurch in the next 10–15 years.

The LURP is a statutory document prepared under the Canterbury Earthquake Recovery Act 2011 (CER Act) which aims to provide the delivery mechanisms necessary to (amongst other things) meet the land use needs of business activities in existing urban areas to accommodate rebuilding and growth, support recovery and rebuilding of centres, and ensure development of transport networks support these activities. These delivery mechanisms are supported by actions that local and central government agencies are required to undertake to ensure the recovery needs relating to residential and business land use are met.

Relevant to this proposal is Action 24, which generally requires Council to enable in their District Plan Review provision to revitalise centres, which the CDP's centres-based policy framework implements. While the site is not located within an existing centre, the specialist assessments demonstrate that the proposed development supports the recovery and increased resilience of Greater Christchurch and is not considered inconsistent with the Recovery Strategy and the LURP.

8.3 Canterbury Regional Policy Statement

The Canterbury Regional Policy Statement (CRPS) provides an overview of the resource management issues in the Canterbury region. The purpose of the CRPS is to set out the objectives, policies and methods to address those issues and to achieve integrated, consistent and coordinated management of the natural and physical resources of the region. These methods include directions for provisions in district and regional plans, which must not be inconsistent with the CRPS.

Chapter 5 - Land Use and Infrastructure focusses on development which results in changes to urban areas; the strategic integration of land use and regionally significant infrastructure (including main highways and roads); the importance of regionally significant infrastructure to a community's economic wellbeing, social wellbeing, health and safety; and the need to provide for its establishment, retention and enhancement.

Objective 5.2.1 and supporting Policy 5.3.1 seek to develop the region in a way that achieves consolidated, well designed and sustainable growth in and around existing urban areas, enables people and communities to provide for their social, economic and cultural well-being, health and safety, and avoids conflicts between incompatible activities. The proposed supermarket and ECF would support the community's social and economic well-being and resilience and would provide a substantial improvement on the underutilised site in terms of productivity and appearance. It is considered appropriately located on a site with a long-standing history, character and appearance of commercial, industrial and non-residential activities. The site development has been designed to be sympathetic to the receiving environment, set back from the internal residential boundaries, and with appropriate consideration given to integration of existing activities, street frontage engagement and building variation.

Objective 5.2.2 seeks to achieve patterns and sequencing of land use with regionally significant infrastructure in the wider region so that development does not result in adverse effects on that infrastructure. Objective 5.2.3 seeks a safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, recognising an efficient transport system is vital to the economic prosperity of the region. Based on the ITA, which concludes that development traffic can be absorbed by the surrounding road network when the Christchurch Northern Corridor is operational, the proposal represents land use and transport integration that is consistent with these objectives and their supporting policies. The location is within walking distance of an identified Community Housing Redevelopment Mechanism Overlay (CDP) providing for higher density living and would service the wider area as it continues to develop and increase in density.

Chapter 6 – Recovery and Rebuilding of Greater Christchurch provides a framework to enable and support earthquake recovery and rebuilding for the area through to 2028. Its focus is on providing certainty around how Greater Christchurch will (amongst other things):

- accommodate expected economic activity during the recovery period in an efficient and environmentally sustainable manner;
- provide for development that avoids, remedies or mitigates adverse effects;
- increase Christchurch's resilience and ability to provide for the needs of people and communities;
- develop in appropriate locations that is integrated with transport networks;

- provide an efficient and effective transport system; and
- provide good urban design that supports wellbeing objectives of quality of life, economic vitality and crime reduction.

Objective 6.2.1 provides for a land use and infrastructure framework where appropriate development is enabled within specified spatial areas around Greater Christchurch. Related to this are Objectives 6.2.2, 6.2.5 and 6.2.6, which broadly seek to achieve a consolidated urban form; support and maintain the existing network of centres as the focal points for commercial, community and service activities; provide adequate land for recovery and future business activities; and avoid inappropriate development and distribution of commercial activity that may undermine the function and vitality of these centres. The development of a supermarket in this location is supported by the Economic Analysis, which concludes that any retail distribution effects of the proposal would be minor and relatively short-lived, and the loss of industrial land is immaterial given the quantum of vacant land available. On this basis, it is considered the proposal is not inconsistent with these objectives.

Policy 6.3.8 encourages and provides for the recovery and regeneration of existing brownfield areas through new business developments, provided it does not compromise the safe and efficient functioning of the transport network or have significant adverse distributional or urban form effects on existing centres. The Site has historically been utilised for industrial activities, however earthquake damage and subsequent detailed engineering investigations have rendered the buildings on site earthquake prone or unsafe, and they were subsequently vacated in 2011/12. The site is underutilised, and industrial use of the site is not considered to be the highest and best use of the land. The specialist economic, transport and urban design assessments conclude that the proposed development would not have any significant adverse retail distribution and transport effects and would deliver a development outcome that incorporates good urban design principles and appropriate consideration of scale, form and design.

Overall, it is considered the proposal would contribute to the CRPS's anticipated environmental results as they relate to the urban setting, including providing for growth through development of underutilised business land (the definition of "brownfield"); maintaining and improving the functioning and qualities of the urban area; appropriate servicing by reticulated networks and multi-modal transport infrastructure; providing for business activity in an appropriate location; and incorporating good urban design.

8.4 Christchurch District Plan

The most relevant objectives and policies are those contained in Chapters 3 (Strategic Directions), Chapter 6 (Water Body Setbacks), Chapter 7 (Transport), Chapter 9 (Trees), Chapter 15 (Commercial) and Chapter 16 (Industrial). These are reproduced in **Appendix O** and discussed below.

8.4.1 Chapter 3: Strategic Directions

Chapter 3 provides the overarching direction for the CDP – it has primacy over the objectives and policies in other chapters, and therefore sets the statutory planning context of the CDP. To this end, Chapter 3 recognises the need for (amongst other things) the effective functioning of the urban environment; and sufficient and suitable development capacity and land for commercial and industrial activities. In the context of "recovery" spanning a 10-15 year period, Chapter 3 acknowledges that the shape of Christchurch will continue to change, and that the CDP must respond to the evolving needs of the community to enable not just rebuilding and recovery, but also future growth.

When interpreting and implementing the CDP, all objectives and policies are to be expressed and achieved in a manner consistent with Objective 3.3.1, which seeks to enable recovery and facilitate the future enhancement of the District. This includes meeting the community's immediate and longer term needs for economic development, community facilities, transport, and wellbeing. The specialist assessments respond to these matters, and their findings support the conclusion that the proposal is consistent with the overriding intent of the CDP as directed by Chapter 3.

Objective 3.3.5 recognises the critical importance of business and economic prosperity to Christchurch's recovery and to community wellbeing and resilience by providing a range of opportunities for business activities to establish and prosper.

Objective 3.3.7 seeks a well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment. This is described as one that is attractive to residents, business and visitors; provides for urban activities within the existing urban areas; maintains and enhances the existing centres as community focal points; promotes the re-use and redevelopment of buildings and land; improves overall accessibility and connectivity; promotes the safe, efficient and effective provision and use of infrastructure; and coordinate the nature and timing of development with the funding, implementation and operation of necessary transport infrastructure.

Objective 3.3.10 provides for the recovery and stimulation of commercial and industrial activities to expedite recovery and long-term economic and employment growth through enabling rebuilding of existing business areas, and ensuring sufficient and suitable land development capacity. The site is part of an existing business area, with a history of manufacturing, distribution, office and retail activity. Allowing the redevelopment of under-utilised industrial land for commercial activities in these circumstances is considered consistent with this objective, as supported by the Economic Analysis.

Objective 3.3.11 supports the expedited establishment of community facilities in existing urban areas to meet the needs of the community, and encourages co-location and shared use of facilities. The proposal is consistent with this objective, the ECF being a community facility co-located with Foodstuffs' operations and able to share facilities in times of emergency. Similarly, the ECF component of the proposal positively responds to Objective 3.3.13 by providing for comprehensive emergency services throughout the City.

Objective 3.3.14 seeks to minimise conflicts between incompatible activities by controlling the location of activities, and to avoid these where there may be significant adverse effects on the health, safety and amenity of people and communities. While the Industrial General Zone does not provide for a supermarket as a permitted activity, the specialist technical assessments appended to this report support the conclusion that the proposed development is not incompatible with existing activities on and adjoining the site, and would not have significant effects on the receiving environment. On the contrary, the establishment of permitted industrial activities on site has the potential to generate adverse effects (e.g. noise, odour, appearance) that would be incompatible with the amenity expectations of the adjoining residential zone.

Historic land use on site is industrial in nature, however the site lends itself to commercial development that maximises the visibility and accessibility of the site, and makes more efficient use of the land resource. The proposed development represents the consolidation of currently underutilised industrial land for the establishment of an appropriately located and designed supermarket integrated with established land uses. As identified in the Urban Design Report and Economic Analysis, the site is well located with respect to the surrounding residential catchment and existing centres. The proposed development is supported by the anticipated supermarket demand growth in the wider Christchurch area by 2043, responding to this longer term need without compromising the function and vibrancy of existing centres. The ECF offers critical resilience for the community in a strategically important location of the City. The ITA concludes that the implementation of the proposed access arrangements would ensure development of the site will integrate with the road network,

acknowledging the contribution of the future roading improvements underway and planned. For these reasons, the proposed development is considered consistent with the abovementioned objectives and their supporting policies.

8.4.2 Chapter 6: Water Body Setbacks

Objective 6.6.2.1 of the CDP looks to protect water bodies and their margins from inappropriate use and development through ensuring that activities and development protect and/or enhance values and functions of a waterbody. Supporting Policy 6.6.2.1.2 seeks to create or enhance ecological corridors for terrestrial and aquatic animals and plants where this is feasible. Lastly, Policy 6.6.2.1.3 outlines that any activity within a waterway setback should be managed appropriately, such that (amongst other matters) water quality is enhanced and access for maintenance is enabled, where appropriate.

The proposal to pipe the Lydia Street Drain will give effect to Objective 6.6.2.1 removing the opportunity for contaminants to reach the baseflow and enter Kruse's Drain downstream, with a consequential improvement to water quality. Further, the proposal will enhance water quality by providing stormwater treatment from an existing untreated area of hardstand on an industrial site to a standard greater than that required in a catchment where historic contamination levels are high. The Ecological Assessment outlines that there is a *high chance that the significant improvement in stormwater treatment and ecologically sensitive landscaping will improve aquatic values downstream of the development* giving effect to Policy 6.6.2.1.2.

The proposed pipe is to be setback from the site boundary, so that it is central within the Lydia Street RoW ensuring that an IDS compliant easement can be provided over the proposed pipe. The proposed pipe location, along with the proposed supermarket being sufficiently setback from the piped drain, will ensure that appropriate protection is provided to the public stormwater system, maintenance access is not impeded, and that no structures or tree roots would cause nuisance or damage giving effect to Policy 6.6.2.1.3.

Any development or naturalisation of this waterway is limited by the location of the existing boxed drain which restricts any opportunities for this drain to be naturalised in the future. The drain is bound to the north by residential properties and their fences, which are set back approximately 0.5m from the top of the boxing. To the south is the industrial access way. Council do not own any of the surrounding property, further limiting opportunities to naturalise the drain.

In addition, it is relevant to note that the applicant investigated several options for the Lydia Street Drain to reduce the extent of waterway piping required. One such proposal included reducing the length of piping required to 65m, proposing a length of boardwalk (where there is pinch point for vehicle manoeuvring and pedestrian access) and the retaining a length of the boxed drain. Despite this being the preferred ecological option (it was viewed more favourably than the proposed piping), the Council's Asset Planning Team advised December 2018 that they had concerns regarding the boardwalk option and would be unwilling to authorise the boardwalk option under the Water Supply, Wastewater and Stormwater Bylaw 2014. On this basis, this was no longer considered a feasible alternative.

For the reasons outlined above, while the CDP seeks the naturalisation of water bodies and their margins it recognises that this may not be fully achievable for some waterway classifications because of the historic development patterns and/or adjoining land uses. In this case the existing form, function and ecology of the Lydia Street Drain is low and consequently the proposed piping of the waterway is an appropriate management response given the contamination identified, the low base flow, the overall stormwater improvements on site and the need to provide safe pedestrian connectivity along the RoW. Overall, the proposal will significantly improvement on-site stormwater treatment, provide

ecologically sensitive landscaping and is anticipated to enhance the water quality of the Lydia Street and ultimately Kruse's Drain further downstream.

8.4.3 Chapter 9: Trees

Objective 9.4.2.1.1 seeks to maintain and enhance the contribution of the Christchurch District's trees in road corridors, to community amenity through landscape character and amenity, heritage and cultural values; purification of air and rainwater and releasing oxygen and storing carbon. Supporting Policy 9.4.2.2.3 seeks to protect trees in road corridors where they provide amenity value or contribute to character and environmental quality of the Christchurch District. In addition, supporting Policy 9.4.2.2.7 looks to limit the felling of trees in road corridors having regard to size, location and species, except where there are no reasonable alternatives.

There are no reasonable alternatives to avoid the felling of the 8m high Pin Oak street tree given the required location of a traffic signal for the new intersection. Given the tree would obscure visibility of the traffic light and pose a safety hazard to vehicles and pedestrians it is considered appropriate to remove the road tree. In addition, the removal of this tree has been assessed as resulting in very low landscape and visual effects (**Appendix W**).

8.4.4 Chapter 15: Commercial

Objective 15.2.1 recognises the critical importance of commercial activity to the long term growth of the City, and Objective 15.2.2 establishes the centre-based framework to facilitate and support commercial centres. Together, these objectives look to focus commercial activity within a network of centres (comprising the Central City, District, Neighbourhood, Local and Large Format centres) to meet the wider community's and businesses' needs in a way and at a rate that: supports intensification within centres; enables the efficient use and continued viability of the physical resources of commercial centres and promotes their success, vitality, and amenity reflecting their critical importance to the local economy; is consistent with the role of each centre as defined in Policy 15.2.2.1 – Role of centres Table 15.1; supports a compact and sustainable urban form that provides for the integration of commercial activity with community, residential and recreational activities in locations accessible by a range of modes of transport; and manages adverse effects on the transport network and public and private infrastructure.

Policy 15.2.2.1 emphasises the Central City and commercial centres as the focal points for the community and business. It provides for intensification within centres that supports the 'centres-based' approach, i.e. giving primacy to the Central City, supporting and enhancing the role of District Centres, and maintaining the role of other commercial centres (Neighbourhood, Local, Large Format). The site includes the existing "commercial centre" occupying the Commercial Local Zone at the corner of Main North Road and Northcote Road. This has the status of a Local Centre as defined in Table 15.1, which describes the role of a Local Centre as *"a small group of primarily convenience shops and, in some instances, community facilities. Accessible by walking, cycling from the area served and on a bus route in some instances. Also includes standalone supermarkets serving the surrounding residential community…"*

Policy 15.2.2.4 seeks to accommodate commercial activity growth within existing commercial centres, or by outward expansion of commercial centres. Reinforcing the centres-based approach, any outward expansion must maintain the centre's role within the network of centres, while not undermining the function of other centres. It must also be integrated with the provision of transport infrastructure; manage adverse effects at the interface with the adjoining zone; and be consistent with the scale of increasing residential development opportunities to meet intensification targets in and around centres.

In relation to the above, it is acknowledged that the proposed development does not neatly "fit" within the zoning and associated policy framework of the CDP. Except for 3-7 Northcote Road (Commercial Local Zone – Local Centre), the site is not zoned Commercial and is not within an existing commercial centre. To this end the proposal is not consistent with the primary statement under Objective 15.2.2 insofar as commercial activity will not be "focussed within a network of centres". That is not to say the proposal, by consequence, necessarily fails to "meet the wider community's and businesses' needs" as assessed against the relevant measures in sub-clauses i. – xi. The Economic Analysis concludes that the proposal would not compromise the function and vibrancy of existing centres, and it can be extrapolated that it would not preclude intensification within centres, or enable their efficient use and continued viability. It could be expected that the proposal would in fact promote the success and vitality of the existing Local Centre on the site.

It is relevant to note that nothing in the CDP prohibits the establishment of commercial activity outside of a centre, and that commercial activity generally triggers discretionary activity assessment (not non-complying); rather the overriding policy intent is the long-term growth of the City facilitated by the centres-based framework. What this means is that commercial activity not focussed within an existing centre should pass the test of not undermining the outcomes sought by this approach. Overall, the proposal, while not entirely consistent with the abovementioned provisions, is not inconsistent with their overriding intent when considered in the context of the primacy afforded the Strategic Directions and the findings of the specialist economic and transport assessments.

Objective 15.2.4 and its supporting policies (15.2.4.1 and 15.2.4.2) relate to the scale, form and design of development in centres. Again, while most of the site is not located within a centre, the policy direction is still considered relevant given the nature and scale of the proposed development and the prominence of the site. As described in the Architectural Design Statement and Landscape & Urban Design Report, the proposal would deliver an urban form that responds positively to local character and context, recognises the functional and operational requirements of the proposed supermarket and associated activities, and manages adverse effects on the surrounding environment by respecting the sensitive residential interface and addressing the road frontage.

The height, position and orientation of the supermarket recognises the existing built form – it would ensure compatibility with the Head Office to the south and warehouse to the west, and be clearly distinguishable from lower adjacent commercial and residential development. The building design is focused on the street-facing (eastern) elevation and roof line, with consideration for the visibility of the southern and northern elevations that relate to the Head Office and residential properties, respectively. The large floor plate is mitigated through articulation and modulation of the primary front façade. The proposal achieves good integration with the street edge and a high level of pedestrian amenity along that edge through quality surface treatment, planting and legible connections into the site. Critically, the proposal would reinforce the presence of the existing commercial centre on the site, which would be supported by consolidation and integration of the existing and proposed activities.

For these reasons, and as further described in the supporting specialist assessments, the proposal is consistent with the scale, form and design outcomes sought for developments of the type proposed in the context of the receiving environment. While not within a centre, the development responds positively to the fundamental urban design principles and would contribute to an urban environment that is substantially enhanced from that which currently exists, and would be significantly better than what is anticipated by the Industrial General Zone. This aligns with the overarching direction in Chapter 3, specifically Objective 3.3.7.

8.4.5 Chapter 16: Industrial

Chapter 16 provides for industrial and other compatible activities to occur in the City's industrial zones. Objective 16.2.1 recognises the role of industry in the recovery and economic growth of the District. This would be achieved by maintaining a sufficient supply of industrial zoned land to meet future demand up to 2028 and avoiding the need for industrial activities to locate in non-industrial zones (Policy 16.2.1.1).

Specific to the Industrial General Zone is the need to allow industrial and other compatible activities to operate near more sensitive zones due to the nature and limited effects of activities including noise, odour and traffic (Policy 16.2.1.3). Under Policy 16.2.1.4, the function of the Industrial General Zone is to be maintained and supported while providing for limited non-industrial activities that will not compromise the establishment or ongoing operation of industrial activities and strategic infrastructure (sub-clause b.), or adversely affect the strategic role of centres (sub-clause c.).

Objective 16.2.2 and supporting policies (16.2.2.1 and 16.2.2.2) provide for the redevelopment of appropriate brownfield sites that does not compromise the function of the wider industrial area for primarily industrial activities. The CDP definition of "brownfield" is *"abandoned or underutilised commercial or industrial land…"*, which the site presents as. Further, as noted above, redevelopment of the site would not adversely affect the supply of land for industrial activities. In addition, the site is not surrounded by industrial activities, and the proposed development would not undermine the function and amenity levels of those parts of the Industrial Zone not subject to development (Policy 16.2.2.1). According to Policy 16.2.2.2, the redevelopment of brownfield sites is supported for residential activities or mixed-use activities including a limited quantum of commercial activities. The proposal is not being promoted as 'brownfield redevelopment'; however the ultimate environmental outcome of the proposed development would be a more efficient use of underutilised industrial land in a manner that is consistent with the intent of these provisions.

It has been demonstrated that sufficient industrial land is available throughout the City, and that the "loss" of the site to commercial activity would be "immaterial" in the context of the abundant supply of industrial land. By not compromising the ability of industrial zoned land to meet the City's future demand up to 2028, the proposal is consistent with the CDP's recovery and growth aspirations.

It has also been assessed above that the non-industrial element of the proposal would not be detrimental to the centres-based framework, and that existing centres would continue to function as focal points for commercial and community activities. This is consistent with Policy 16.2.1.4c. Although a supermarket does not correspond to the type of non-industrial activities provided for under sub-clause a. (i. – vii), the proposal is not considered to be inconsistent when considering the policy framework in the round and in the context of the overarching direction of the CDP.

8.4.6 Chapter 7: Transport

The provisions of Chapter 7 relate to transport requirements for all activities throughout the District. The land transport network is recognised as an important component of the physical resources of the District. The objectives and policies therefore focus on functioning transport networks and transport modes as essential to meeting the needs of people and communities and the efficient functioning of the City.

The CDP's overarching transport objective is an integrated transport system that is safe and efficient, responsive to current and future needs, maximises integration with land use, reduces dependency on private vehicles and promote the use of public and active transport (Objective 7.2.1). The general approach is to ensure the management and provision of all transport infrastructure and transport modes is well connected and undertaken in an efficient and integrated manner.

Policy 7.1.1.2 focuses on high trip generating activities, seeking to manage their adverse effects on the transport system. This is generally implemented by the corresponding rule requiring applications for high trip generators to be supported by an Integrated Transport Assessment. Other policies relate to vehicle access and manoeuvring (Policy 7.2.1.3), car parking and loading (Policies 7.2.1.4 and 7.2.1.5), public transport and active transport (Policy 7.2.1.6), and effects from transport infrastructure (Policy 7.2.1.8). These matters are addressed in the ITA.

The ITA has assessed the proposal in terms of its consistency with the Christchurch Transport Strategic Plan (2012-2042) (CTSP). Council's Integrated Transport Assessment Guidelines (September 2015) seek consistency with specific actions of the CTSP. The findings of the ITA's analysis of the CTSP can be extrapolated to the abovementioned transport objectives and policies of the CDP. In this regard:

- the site is located on a Minor Arterial Road with excellent connectivity to the arterial road network and public transport services;
- the volume of trip generation expected from the site would be appropriate compared to the expected traffic flow of an arterial road;
- the proposed secondary school at 2 Lydia Street provides future opportunity to link trips together to create multi-purpose trips, reducing the impact on the surrounding road network and intersection performance;
- a supermarket adjacent to Foodstuffs' Head Office (approximately 400 staff) offers more opportunity to employees to trip chain and reduce single journey car travel;
- the design of the internal road network ensures the site and 2 Lydia Street could work cohesively providing pedestrian and cycle links as well as promote multi-purpose travel;
- the site is located on an excellent public transport corridor with regular bus services, links well with two major cycleways, and provides pedestrian connections to nearby facilities;
- infrastructure would be made available for customers and staff wishing to travel by alternative modes, and electric car charging stations would be provided on-site to encourage electric car usage; and
- the site would have positive road safety outcomes by:
  - removing the need to perform U-Turn manoeuvres at the Main North Road/ Northcote Road intersection;
  - providing a controlled crossing facility on Main North Road linking the site to the residential areas to the east and between the northbound and southbound bus stops;
  - consolidating deliveries to minimise heavy vehicle usage and restricting delivery and servicing so that they do not overlap with customer traffic or the network peak;
  - providing safe and clearly marked pedestrian pathways through the site;
  - and applying CPTED principles to ensure a safer environment for all users.

As noted in the Background section of this report, Foodstuffs' request to rezone the site from Industrial General to Commercial Core through the District Plan Review process was rejected by the Independent Hearings Panel. At the time, the traffic experts for both Foodstuffs and Council were in essential agreement that a supermarket development on the site (which the Commercial Core Zone would allow) would be inappropriate prior to construction of the Northern Arterial. In its decision, the Panel expressed concern as to the uncertainty of timing of construction of the Northern Arterial, and the difficulty of trying to account for this by way of a suitable rule. The Panel did not consider it a sound planning approach to allow for Commercial Core rezoning subject to a rule constraining

supermarket development pending the Northern Arterial's construction, as this would effectively hold supermarket development, and community expectations, in indefinite suspension.

There is now certainty around the Northern Arterial, with it currently being constructed and its completion expected in 2020. Any previous tension between the proposed development and the capacity of the road network to accommodate the additional traffic movements no longer exists, as the Northern Arterial would be operational by the time the supermarket is established.

Overall, the ITA has concluded that the proposed access arrangements would provide for convenient and clear vehicular (customer and operational) and pedestrian movements and result in greater linkage to other land uses on the site. The surrounding traffic network (with the Northern Arterial in play) would be able to absorb the additional demands and traffic redistribution of the proposed development, and the resultant effects are considered acceptable. For these reasons, the proposal is considered to be consistent with the transport-related objectives and policies of the CDP.

8.4.7 District Wide Provisions

Policy provisions relevant to the other aspects of the proposal are contained in other District-Wide Chapters of the CDP, including managing risk from flooding and liquefaction (Chapter 5 Natural Hazards); managing adverse noise effects, providing for signage, and protecting water bodies (Chapter 6 General Rules and Procedures); and managing the effects of earthworks (Chapter 8 Subdivision, Development and Earthworks). For the reasons set out in the preceding AEE and in the specialist technical reports, the proposal is not considered to be inconsistent with the relevant objectives and policies of these Chapters.

8.5 Other Relevant Documents

In addition to the above, the following other statutory and non-statutory documents have been considered when developing this application.

8.5.1 Canterbury Civil Defence and Emergency Management (CDEM) Group Plan 2014

This Plan proposes an Emergency Operations Centre (EOC) within each local authority, and an Emergency Coordination Centre (ECC) in Christchurch, supported by a network of local "emergency response centres".

Foodstuffs South Island Ltd is listed as a Lifeline utility in Canterbury (p.92) given they supply fast-moving consumer goods. The Canterbury CDEM Group Plan looks to maintain lifeline utility services in an emergency as best as possible.

The proposal provides for the use of the site as an emergency response centre. All emergency response centres need to be able to operate when impacted by the range of major hazards – resilient to hazards (built to IL4 – Importance Level 4), be able to support emergency response centre functional activities and provide facilities for the personnel working in the centre. The generic roles of emergency response centres are to:

- arrange, coordinate and systematically manage logistics;
- systematically monitor emergencies and escalate or de-escalate the response as required;
- ensure local emergency response agencies are involved in the local response and emergency response agency representatives are available to, and supported by, the EOC and ECC;
- ensure communications are in place with key response agencies;

- arrange for community welfare and support facilities and services; and
- receive, assess and disseminate information for emergency response agencies.

8.5.2 Canterbury Regional Land Transport Strategy 2012-2042 (RLTS)

The RLTS sets the strategic direction for land transport within the Canterbury region over a 30 year period. It has the overarching vision of Canterbury having an accessible, affordable, integrated, safe, resilient and sustainable transport system. This is supported by objectives to ensure a resilient, sustainable and integrated transport system, which improves levels of accessibility and increases transport safety for all users. The strategy also seeks to transition over time towards a multi-modal transport system that gives people greater choice, supported by land use patterns that make transport accessible and affordable. The findings of the ITA support the position that the proposal is consistent with the RLTS.

8.5.3 Christchurch Transport Strategic Plan 2012-2042 (CTSP)

The CTSP is a non-statutory document with an overarching vision of keeping Christchurch moving forward by providing transport choices to connect people and places. It contains four goals which are broadly to improve access and choice; create safe, healthy and liveable communities; support economic vitality and create opportunities for environmental enhancements. The findings of the ITA support the position that the proposal is consistent with the CTSP.

8.5.4 Greater Christchurch Urban Development Strategy Update 2016 (UDS)

The UDS is a non-statutory document that seeks to ensure coordinated planning across Greater Christchurch. Developed in 2007, it was updated in August 2016 to raise 'Resilience' as a guiding principle of the Strategy. It was developed concurrently with the 'Resilient Greater Christchurch Plan'. For the reasons set out in this report, the proposal is considered consistent with the UDS.

8.5.5 Resilient Greater Christchurch Plan

The Resilient Greater Christchurch Plan looks to provide the strategic vision for regions in Greater Christchurch as the area shifts from a state of recovery to regeneration. The proposal is consistent with the intent of this Plan.

8.6 Conclusion

Overall, from a strategic planning perspective, there are no matters contained in the relevant documents and strategies that would impact negatively on the proposed development. The proposal is an efficient use and development of the land resource that has been identified for a range of compatible land use activities and would enable the redevelopment of an underutilised land parcel.

The extent of general compliance achieved with the built form standards, and the traffic modelling that demonstrates acceptable access performance, would ensure that any potential for adverse effects on the surrounding environment can be appropriately avoided or mitigated.

While the proposal does not fully align with one or two provisions of the CDP, this does not amount to the application being inconsistent with the objectives and policies of the CDP as a whole. Based on the adverse effects being acceptable in the receiving environment, and the effects-based themes running through the policy framework, overall the proposal is not inconsistent with the objectives and

policies of the CDP and CRPS, and the other statutory and non-statutory documents that have been considered in this assessment.

9 Consultation

9.1 Christchurch City Council

Several meetings have been held between Foodstuffs consultants and their counterparts at Council since May 2018 to discuss detailed elements of the proposal. The extent of this ongoing engagement is outlined below:

9.1.1 Transport

Abley (Ann-Marie Head, Dave Smith and Jared White) met with Council (Andy Milne, Mark Gregory and Hamid Mirbaha) 25 September 2018 and have continued to work collaboratively since to address concerns raised relating to transport modelling and the agreed changes in methodology and reporting. This culminated in a meeting 30 April 2019 to present the updated modelling assessment of the proposal and included discussion of:

- changes in Main North Road access intersection layout including provision for pedestrians and extended right turn bay;
- optimising the efficiency and safety of the Main North Road/QEII/Northcote intersection including updated lane allocation and phasing;
- considering the importance of the intersection please provide the model for review for both AM and PM peaks;
- updated treatment at Lydia Street which assumes signals are required when the currently consented activity at 2 Lydia Street is developed but that these do not form part of the consent application and are not required to enable the access proposals to work; and
- viewing both 2021 and 2031 evening peak models running.

Several matters were raised by Council and these have been addressed in the ITA attached at **Appendix F**.

9.1.2 Urban Design and Landscape

A meeting was held at Council 27 September 2018 with David Hattam (CCC Urban Design), Nathan Harris and Kathryn Ross (CCC Planners), Jennifer Dray (CCC Landscape Architect), Rebecca Parish (Foodstuffs), Michelle Ruske (Aurecon Planner), Niko Young (McCoy & Wixon Architect) and Tony Milne (Rough and Milne Landscape Architect).

Key outcomes from this meeting were:

- Discussion of the proposal and agreement Foodstuffs would provide detail on the rationale behind the proposed site layout, and outline the range of options considered to efficiently optimise the site and provide the best urban outcome while ensuring business functionality, including consideration given to CPTED and customer safety, business economics, car park visibility for consumers, health and safety, interaction with the Head Office and 400+ staff already on site etc.;
- Detail of the proposed supermarket façade detailing to provide variation would be provided with the application;

- Foodstuffs would consider options to innovatively incorporate the proposed wastewater and storage tanks into the site landscaping; and
- A CPTED assessment would be provided as a technical supporting document to the application.

9.1.3 Lydia Street Drain

A meeting was held with Council 27 November 2018 to discuss the proposed piping of Lydia Street Drain with Nathan Harris (CCC Planner), Kathryn Ross (CCC Planning Team Leader), Emily Tredinnick (CCC Surface Water and Land Drainage Planner), Greg Burrell (CCC Consultant Waterways Ecologist), and Sheryl Keenan (CCC Planning Engineer). Representing Foodstuffs was Keegan Brogden (Powell Fenwick Civil Engineer), Fiona Ambury (Whiterock Consulting Environmental Engineer), Rebecca Parish (Foodstuffs) and Michelle Ruske (Aurecon Planner).

An overview of the proposed stormwater approach to the site was provided outlining how the design process has considered the ecological, stormwater, geotechnical, space limitations, legal requirements and operational constraints of the site:

- Mr Brogden ran through the two options being considered by the applicant for the Lydia Street Drain:
  - Preferred Option: Retain the existing box drain for a length of 95m from Lydia Street before proposing a boardwalk for a length where there is a pinch point for vehicle manoeuvring, then retain the existing boxed drain before a length of 65m of piping. This represents about 20% of the existing 305m box drain to be piped.
  - Alternative Option: Retain the existing box drain for a length of 80m from Lydia Street before piping the remainder (225m) to Main North Road. This is about 75% of the existing 305m box drain to be piped.
- Mr Brogden also confirmed that as part of the work there would be an upgrade to the existing pipework in the road at Main North Road.
- There was round table discussion that there is a risk of undercutting from other alternative options considered given the boxed drain is almost hard up against the boundary with the back of the residential properties along Northcote Road at places.
- Ms Tredinnick and Mr Burrell confirmed that from an ecological perspective they were only concerned with the loss of value from any piping of the drain or boardwalk section. The area that would remain as it currently exists would not be considered. Discussion that enhancement measures on site would be the preferred approach to mitigate any loss of value. It was suggested that this could be in the form of native vegetation against the open portion of the drain.
- Ms Keenan expressed that from a Council asset point of view (as the owners of the drain) the proposed boardwalk option is unacceptable and that piping of the drain is undesirable. This is due to maintenance and liability issues. It was agreed that a copy of the proposed plan would be sent through to Ms Keenan for consideration and discussion with her team to confirm the issues that would need to be addressed from a legal perspective to get Council approval as an asset owner of the boardwalk option.
- In contrast Mr Burrell and Ms Tredinnick outlined that from an ecological perspective the boardwalk is preferred as opposed to piping but understand the liability issue would need to be worked through.
- Ms Parish outlined that Foodstuffs are agreeable to working through the legalities of the boardwalk option.

As a follow up, an email was received 21 December 2018 from Sheryl Keenan and Emily Tredinnick outlining that Council's Asset Planning team had concerns regarding Council's future control if the waterway structures were to be placed in private ownership (and as previously noted, public ownership of these is not considered an option), and they would be unwilling to authorise the boardwalk option under the Water Supply, Wastewater and Stormwater Bylaw 2014.

9.2 Canterbury Civil Defence Emergency Management Group

Foodstuffs engaged with Civil Defence and Emergency Management (Civil Defence) representatives when designing the supermarket to ensure that it can be proposed as an emergency coordination facility (ECF). Between November 2017 and May 2018 Foodstuffs met with, and received feedback from, Civil Defence, including:

(a) Civil Defence Emergency Management, Regional Emergency Management Office – Neville Reilly, Canterbury Group Controller and AF8 Programme Manager; and James Thompson, Team Leader; and

(b) Civil Defence Emergency Management, Christchurch City Council – Murray Sinclair when he was acting Head of Civil Defence and Emergency Management; and more recently Rob Orchard who is now Head of Civil Defence and Emergency Management.

These representatives fully support the application and consider it would be an asset to Civil Defence operations, Christchurch City and the wider Canterbury region. They provided valuable input into how Civil Defence proposes to use the facility and associated requirements which have been reflected in the final proposed design. Civil Defence identified the importance of the location of the Application in the northern area of Christchurch and would like to further formalise the relationship with Foodstuffs as a critical supplier of resources during times of emergency. Consultation is ongoing and positive.

10 Resource Management Act 1991

10.1 Part 2

Part 2 of the Act sets out the purpose and principles of the Act. Section 5 sets out the purpose of the Act, being "to promote the sustainable management of natural and physical resources" which is defined to mean:

> *"managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –*
>
> *(a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
>
> *(b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
>
> *(c) Avoiding, remedying or mitigating any adverse effects of activities on the environment."*

Sections 6 through 8 of the Act provide further guidance as to what sustainable management is concerned with. Section 6 contains seven matters that a territorial authority must recognise and provide for as "Matters of National Importance", none of which are considered to be affected by the proposal. Section 7 outlines a number of "Other Matters" to which a territorial authority shall have particular regard to. Of these, the efficient use and development of natural and physical resources (7(b)), and the maintenance and enhancement of amenity values and the quality of the environment (7(c)) and (7(f)) are of relevance. Finally, section 8 requires that a territorial authority shall take into account the principles of the Treaty of Waitangi when exercising its functions under the Act. The proposal does not raise any issues concerning the Treaty.

With regards to the above, the purpose of the Act has two components, one enabling and one regulatory. The enabling component contained in the first paragraph entitles people and communities to use, develop, and protect resources in any way they desire in their pursuit of wellbeing. However, this may only occur if the proposal satisfies the terms of the regulatory component in sub-paragraphs (a) – (c) that are refined and given further meaning by Sections 6, 7 and 8. If these terms cannot be met then the proposal falls short of achieving the purpose of the Act.

Turning to the enabling component of the Act, the proposal would facilitate the redevelopment of the site for business activity in an appropriate location, which would allow the community and the applicant to provide for their social and economic well-being through improved access to convenience retail activities, as well as providing a place of employment. The principle issue is whether the regulatory component can be satisfied.

The first regulatory matter addresses the potential needs as they relate to the Site, which in this instance are considered to relate to the need to enable the best use of the site, to provide convenient access for the surrounding community to a supermarket in a manner that will not adversely affect the natural and physical resources of the Site, and where sufficient industrial land remains available in Greater Christchurch. In this regard, the proposal would provide for the redevelopment of the Site in a manner that is considered to help meet the reasonably foreseeable needs of future generations.

The second regulatory matter concerns safeguarding the life supporting capacity of air, water, soil, and ecosystems. The proposal would not threaten any of the matters mentioned, with appropriate systems and stormwater treatment options available to ensure the proposed development is serviced in an environmentally sensitive manner.

The final regulatory matter is that to do with avoiding, remedying and mitigating adverse effects. The site has a long history of industrial use, which the Industrial General Zoning recognises. However, the particular circumstances of the site have rendered the site underutilised with limited potential for industrial activity in accordance with the Zone. The nature, design and configuration of the proposed development, including the incorporation of the ECF capabilities, are considered compatible with existing land uses and centres. For the reasons outlined in this Assessment of Environmental Effects, it is considered the effects of the proposed development would be appropriate in the context of the receiving environment.

With regards to the relevant matters identified in Section 7 of the RMA, the proposed development would enhance the efficient use of the resources on site recognising the significant supply of industrial land, and the opportunity to maximise the resources of the Site in a manner that reflects the context of the Site and surrounding area. The site layout, building design and access arrangements would ensure that the amenity values and the quality of the environment are maintained, and in many respects enhanced.

Overall, the proposal represents an appropriate development outcome that recognises the attributes of the Site and surrounding area. Any adverse effects would be appropriate and acceptable. The supermarket and ECF would provide for the community's social and economic well-being. For the reasons outlined in this report, it is considered that the proposal achieves the purpose of the RMA.

10.2 Section 104

Section 104 of the RMA sets out the matters consent authorities are to have regard to when considering an application for resource consent. Section 104(1) states:

> *"When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to –*
>
> *(a) any actual and potential effects on the environment of allowing the activity; and*
>
> *(b) any relevant provisions of –*
>
> *(i) a national environmental statement*
>
> *(ii) other regulations*
>
> *(iii) a national policy statement*
>
> *(iv) a New Zealand coastal policy statement;*
>
> *(v) a regional policy statement or proposed regional policy statement*
>
> *(vi) a plan or proposed plan; and*
>
> *(c) any other matter the consent authority considers relevant and reasonably necessary to determine the application".*

The assessment undertaken in Section 7 of this AEE summaries the actual or potential effects of the proposal having regard to matters in Part 2 of the Act that are considered to have specific relevance to this proposal.

Section 104(2) codifies the "permitted baseline" concept for the purpose of assessing effects:

> *"(2) When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard any adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect".*

This is relevant when considering the degree of compliance with the CDP built form standards achieved by this proposal, as outlined in Table 5, Section 5 of this AEE. From a bulk and location perspective, the form, size and scale of the proposed supermarket building and fuel facility complies with the relevant provisions of the CDP for the Industrial General Zone. Also relevant is the nature, scale and character of adverse effects associated with a wide range of permitted activities provided for in the Industrial General Zone, including trade suppliers, yard-based suppliers, industrial activities, and warehouse and distribution activities.

Section 104B provides for the determination of applications for discretionary activities.

After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority—

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

This AEE concludes that the effects of the proposed development would be appropriate for the site and the receiving environment, and it would provide for the efficient use of a prominent, but largely dilapidated and under-utilised, site.

11 Conclusion

This report has been prepared to accompany the application by Foodstuffs to establish, operate and maintain a supermarket and associated fuel canopy, retail and commercial tenancies, and provide an emergency coordination facility at 165-171 Main North Road and 3-7 Northcote Road, Papanui, Christchurch. Associated with this development is a proposed signalised crossing on Main North Road, relocation of existing access and parking associated with Foodstuffs' Head Office and existing retail and commercial properties, site landscaping, piping of a network utility waterway and signage.

Based on the above assessment, it is considered that the proposal adequately addresses the matters set out in Section 104 of the RMA that are relevant to the granting of consent to the application. Furthermore, for the reasons outlined in the AEE, the actual and potential effects of the proposed development are considered to be at levels that are appropriate in the context of the receiving environment. It follows that the proposal is considered to be in accordance with the relevant objectives, policies and assessment matters of the CDP. On this basis, it is considered that the proposal adequately addresses the matters outlined in Sections 104 and 104B of the Act, and there are no impediments to the granting of the resource consent sought.