PlanCreative
Mail: PO Box 10318, Christchurch, 8145
Phone: (029) 963 8727
Email: ray@plancreative.co.nz

Christchurch City Council
PO Box 73013,
Christchurch 8154.
Attention: Scott Blair

Via email: scott.blair@ccc.govt.nz

2nd December 2024

Dear Scott,

RE: RMA/2024/2460 -394-408 PRESTONS ROAD - RESPONSE TO REQUEST FOR FURTHER INFORMATION

I write in response to your request for further information received via email on 2nd October 2024 in relation to the above resource consent application. The purpose of this letter is to provide the responses to the matters raised. Please note that the RFI is based upon the attached additional documentation being:

a) An updated plan set prepared by Tuatara Structures Limited dated 2nd December 2024, reference R16A 23-041. This plan set is provided in **Appendix RFI 1** to this response;

b) The acoustic assessment prepared by Marshall Day Consultants, dated 14 November 2024, reference Rp 001 20241145. This report is provided in **Appendix RFI 2** to this response. Please note that this site plan does not include retail Block E on the 408 Prestons Road site, however retail Block E is still included within the overall development proposal;

c) The integrated transport assessment prepared by PlanCreative, dated 2nd December 20204, reference 254017. This report is provided in **Appendix RFI 3** to this response

d) An economic assessment response prepared by Property Economics Limited, dated 10 October 2024, reference 52376. This plan is provided in **Appendix RFI 4** to this response, and;

e) The proposed allotment allocation plan prepared by Tuatara Structures, dated 13 October 2024 reference 23-041 R9. This plan is provided in **Appendix RFI 5** to this response.

Please note that the updated documents listed above and the following responses supersede any parallel information provided in the lodged consent application, apart from the development proposal still including retail Block E.

The following responses are presented in the same order as request in the RFI.

Site Contamination

Request for Information 1: *In regard to the PSI / DSI please advise why further testing is needed at 400 – 406 Prestons Road. This is not stated in the material available.*

Section 2.6 of the consent application reported on a search of the Environment Canterbury Listed Land Use Register (LLUR) has been undertaken to identify any soil contamination issues. This search provided the following results:

a) 390 Prestons Road – no results;

b) 394 Prestons Road – no results;

c) 396 Prestons Road – no results;

d) 400 Prestons Road – no results;

e) 402 to 406 Prestons Road:

   i. Preliminary site investigation INV267186, 1st November 2019;

   ii. Detailed site investigation INV267188, 23 December 2019;

   iii. Site validation report INV297735, 30 September 2021, and;

   iv. Classified as being below industrial and commercial guidelines, SIT267184.

f) 408 Prestons Road – no results.

The combined PSI / DSI report prepared by KPES, and supplied as Appendix M of the lodged consent application documents, provides more detail on potential contamination of 402-406 Prestons Road. Pages 102-104 of Appendix C of the KPES report contains the Ecan LLUR reports for these sites, and these note that the November 2019 PSI and December 2019 DSI have been received for these sites, but that they have yet to be reviewed by Ecan. The November 2019 PSI report is included as pages 34-89 of the KPES report. The December 2019 DSI and the September 2021 site validation report will be forwarded to you for information purposes once I receive a copy of them (noting that these reports have not been requested in the RFI).

The KPES report states that that *"elevated lead and fibrous asbestos identified in an investigation by Sephira Environmental."* Further, the KPES executive summary states that a site management plan (SMP) should be prepared for the application site. The SMP should include *"(iii) Sampling the land parcels at 400 – 406 Prestons Road. This land was not included part of the development in October 2023. It is acknowledged that Sephira Environmental carried out some sampling but this was for a different purpose."*

It is agreed that the KPES report is not clear about why additional testing is recommended at 400-406 Prestons Road. This has been discussed with Klaus Prusas and he has clarified that:

a) The site testing undertaken by Sephira in 2019 was for sites located close to the dwelling structures that were on these sites. Wider site testing was not undertaken at that time.

b) The site testing undertaken by KPES in 2023 did not include wider site testing of 400-406 Prestons Road because these sites were still occupied at the time and access for site testing was not granted to KPES;

c) The more recent removal of the dwellings at 400-406 Prestons Road would have been undertaken under the scope of the 2019 PSI and DSI;

d) The site has now been cleared for the dwellings, and KPES have been briefed to undertake any additional site testing with reporting to be provided to Council as soon as possible;

Request for Information 2: *In regard to the PSI / DSI please advise how surplus soils are to managed. The advice from the Environmental Health Officer is:*

Can the applicant also provide confirmation around how surplus soils will be managed; is there an intention to retain these on site? Or will they be disposed of off-site? This information should be included in the SMP, with a site specific disposal plan developed to ensure contractors know what material can be taken where. The current 'SMP' lacks detail and direction.

At this stage I would suggest a Final Site Report may be more appropriate than a Site Validation Report – but we can discuss conditions later.

The works are likely to be considered a discretionary activity given there are current gaps in the data.

As noted above, it is not proposed to remove any potentially contaminated soils from the site. For completeness, the applicant volunteers Council's standard conditions of consent relating to potentially contaminated soils being removed from the site should this situation eventuate.

The applicant also accepts Council's preference for a final site report over a soil validation report. This can be resolved once the further site testing is undertaken and the report provided to the Council (also noting that this additional testing and reporting have not been requested in the RFI.

Klaus Prusas has also advised that:

a) The current gap in the site testing means that KPES consider that, at present, earthworks on the site would most likely be a discretionary activity under the NES-CS;

b) It is unlikely that further site testing at 400-406 Prestons Road will reveal site contamination beyond levels permitted for a commercial land use. Noting that it is not proposed to remove any potentially contaminated soil from the site, it is likely that once the Council received the additional testing results, the activity status would most likely be a restricted discretionary activity under the NES-CS.

Request for information 3: *Please provide an acoustic assessment in the context of the applicable noise rules in the District Plan in regard to the inwards goods / loading zone/ yard at the rear of the proposed Mitre 10.*

The advice from the Environmental Health Officer is: I think we need an acoustic assessment provided with this one; due to the fact the inwards goods/loading zone/yard is at the rear. The boundary fence is only 1.8m high and not acoustically weighted from what I can see.

It is agreed that it is necessary to provide an acoustic assessment as part of the resource consent application documentation – particular with respect to the sensitive residential receiving environment located across the southern site boundary. The acoustic assessment prepared by Marshall Day Consultants is provided in **Appendix RFI 2** to this response.

It is important to note that Marshall Day were briefed to develop and assess an acoustic barrier solution that would ensure District Plan noise compliance across the southern site boundary. Key points to note from their assessment include:

a) An assumption that the residential receiving environment to the south of the application site contains two-storey dwellings;

b) The acoustic design includes:

i. A 3.6m high barrier along the southern boundary of the site consisting of a 1.2m bund with a 2.4m fence above constructed of solid timber with a minimum surface mass of 10 kg/m². This fence will be located 3.0m back from the southern site boundary with the 3.0m wider area between the boundary and the acoustic fence being landscaped, and;

ii. A 3.6m high acoustic fence around the exterior yard and in/out drive-through. This fence must be constructed of solid timber, concrete, or other material also with a minimum surface mass of 10 kg/m²,

iii. Although the yellow and green marked fences do not intersect, they must overlap by approximately 10m.

iv. Any roof top mechanical plant being designed to comply with the relevant noise limits at the adjacent boundaries.

c) Predictions of noise sources in the loading and in/out drive through areas are based on measurements conducted at Ferrymead Mitre 10 Christchurch. Measurements were taken at a distance comparable to the nearest residential boundary and included all noise sources - mechanical plant, car parking, loading area, and drive-through operations.

d) Vehicle noise generation being based on:

i. One truck arriving and departing every 15 minutes including strop and cover removal and reinstatement;

ii. One forklift operates the full width of the southern boundary during loading/unloading, stacking pallets, and moving items around the yard… Forklifts on the Prestons Road site must not have tonal reversing alarms. Instead, broadband reversing alarms must be installed;

iii. One car with trailer and one van per 15 minutes travelling through the drive-through area;

iv. Some staff vehicle movements may occur before 0700 hours (maximum 10 – 15 light vehicle movements between 0645 and 0700 hours, and;

v. No heavy vehicle movements will occur before 0700 hours.

e) The building and the building canopy will have reflective properties that will slightly increase the total noise level at adjacent receiver positions.

f) Based on this and typical traffic variation throughout the daytime period, we anticipate that noise levels at this boundary would be 47-50 dB LAeq during the proposed operational hours of the Mitre 10.

g) The measured ambient noise level was 50 dB LAeq. As well as complying with the CDP noise limits, Marshall Day predict that the noise levels would be like the existing noise in the area.

Request for Information 4: *Please have Mr Heath, who provided the economic assessment, readdress his assumptions about yield from the nearby greenfield residential are to the west being affected by flooding.*

Mr Heath states "As Property Economics understands, much of this Future Urban Area in Marshland has flooding risks based on updated flood mapping. While not fatal to development, it does adversely affect mitigation costs, development feasibilities and ultimately potential residential yield for the area."

It is the resource consents unit's experience that such matters do not affect yield and that the minimum 15 h/ha required from these areas is still delivered. The comment received from Team Leader subdivisions is:

– I presume Mr Heath is talking about the Highfield zone?

Not apparent that flooding limits yield as the issues are resolved on land development generally with installation of stormwater systems and drainage measures associated. Add site filling and shaping to this – not apparent there would be an issue.

The quote from Mr Heath's report is taken from his Section 3.1. He was commenting that flood mitigation measures and external influences such as PC14 outcomes may impact residential allotment yield in the Prestons area such that demand for commercial zoned land area would be reduced. Mr Heath has noted the above commentary from the Council and provided his response in the memo dated 10 October 2024 provided in **Appendix RFI 4** to this response.

The supplied information fully responds to the RFI presented to date. We have previously agreed that the content of the transport assessment and the noise assessment can still be the subject of a further RFI where the processing clock can again be stopped. In the meantime, it will be appreciated if you could restart the processing clock and continue processing the consent application.

Yours faithfully,

Ray Edwards

Managing Director

PLANCREATIVE LIMITED

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Project No: 23-041 R16 Sheet No: C01

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Project No: 23-041 R16 Sheet No: C01-1

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Project No: 23-041 R16 Sheet No: C01-2

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Project No: 23-041 R16 Sheet No: C01-3

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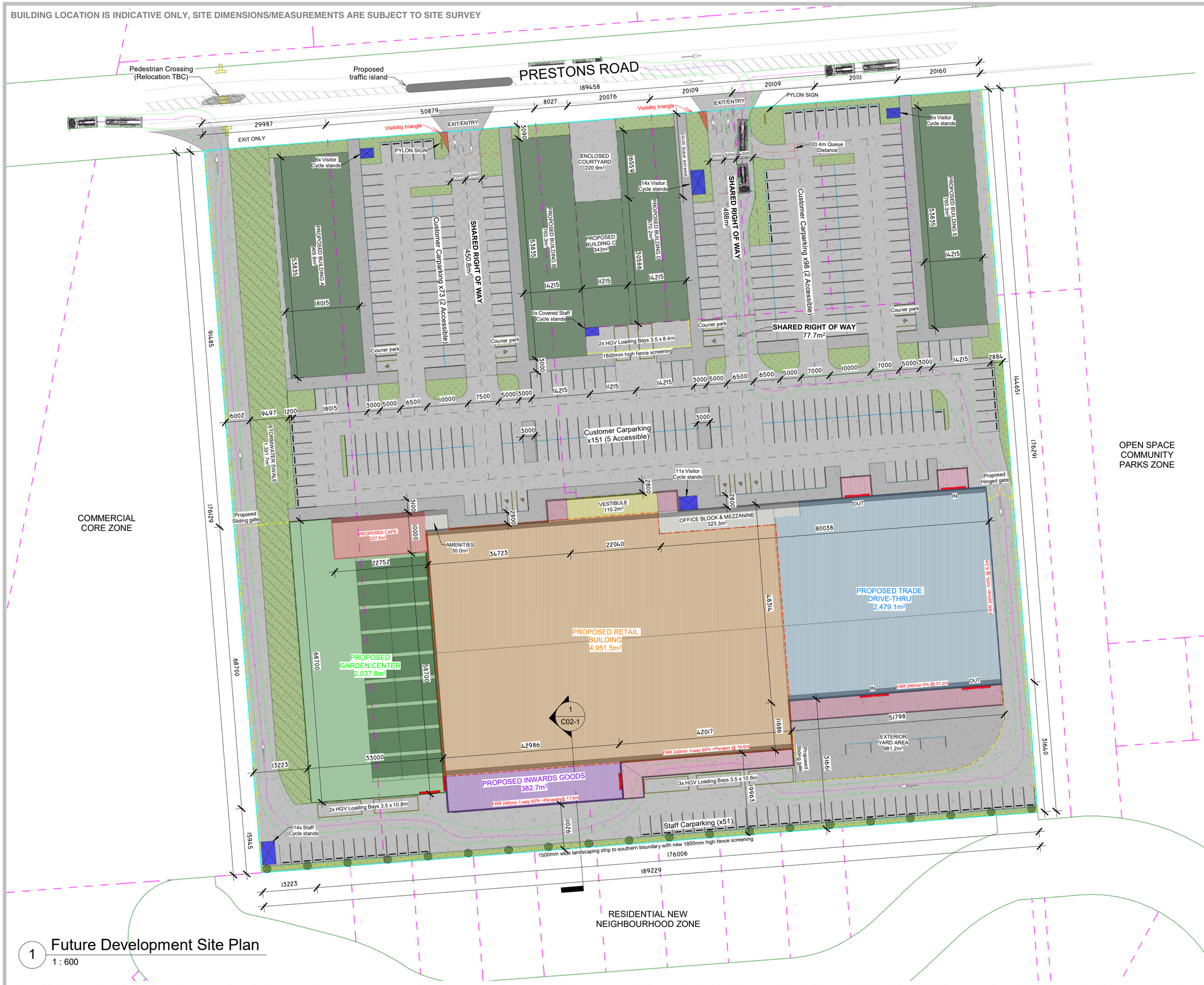
MEGA

Home Improvement Warehouse

MITRE

PROUDLY LOCALLY OWNED

BUILDING LOCATION IS INDICATIVE ONLY, SITE DIMENSIONS/MEASUREMENTS ARE SUBJECT TO SITE SURVEY



1 Future Development Site Plan
1 : 600

N

S

Site Info

Local authority:	Christchurch City Council
Lot number:	Lot 1,2&3 ,Lot 1,2&3, Lot 1 & Lot 3
Plan number:	DP 81866, 18707, 16442 & 13469
Site area:	33,385m²
Planning zone:	Commercial Core Zone

Gross Leasable Area

Warehouse/Vestibule/Retail:	9,961.3m²
Office/Cafe/WC:	424.7m²
Mezzanine:	156.1m²
Canopy:	576.8m²
Total GLA:	**11,118.9m²**
Hardstand:	16,918.9m²
Building site coverage:	32.8%
Landscaping:	1,388.9m² (4.2%)
Total Carparks:	x373 Spaces (9 Accessible)
Fencing (lineal meters):	682m

Fire Rating Info

Catagory:	C/VM2
Occupant load:	< 100 people
Storage height (Warehouse Firecell):	< 8.0m
Storage height (Office Firecell):	< 3.0m

Note:
All proposed cycle stands will be designed to meet the requirements of Christchurch District Plan Appendix 7.5.2 a. ii - vii. in relation to stand design and location

PROJECT:
Mitre10 Mega - Retail
Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16 **Drawn By:** RES

Sheet: Site Plan **Sheet No:** C02

Scale @ A2: 1 : 600

Scale Conversion: A2 to A3 = 71%, A3 to A2 = 141%

Date: 13/10/2022 **Rev Date:** 2/12/2024 2:13:47 pm

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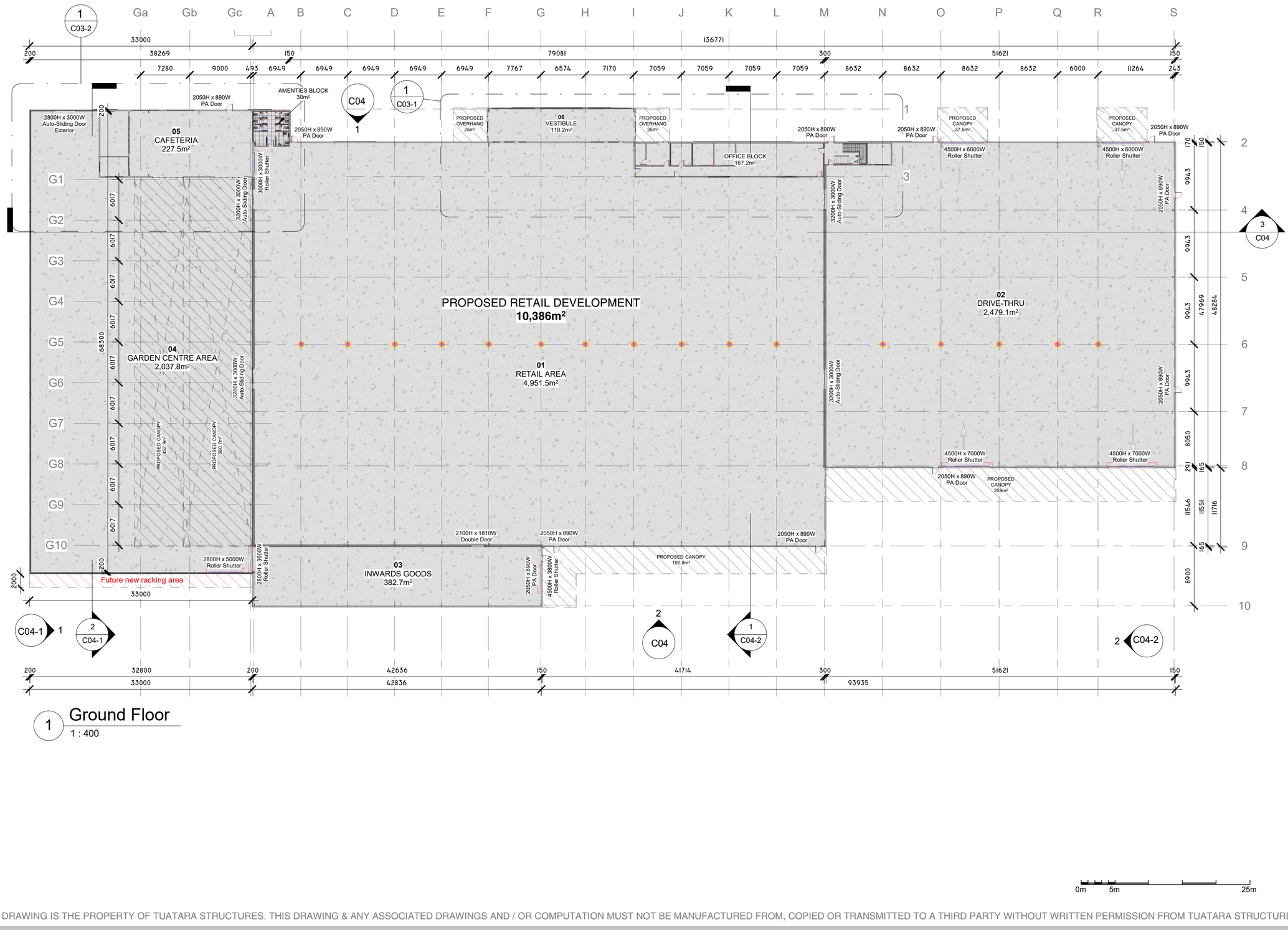

SUB-ACTIVITY	GFA	CANOPY	TOTAL
RETAIL AREA	4,951.5m²		4,951.5m²
DRIVE-THRU AREA	2,479.1m²		2,479.1m²
GARDEN CENTRE AREA	2,037.8m²		2,037.8m²
INWARDS GOODS AREA	382.7m²		382.7m²
CAFETERIA	227.5m²		227.5m²
OFFICE BLOCK	167.2m²		167.2m²
TOILET BLOCK	30.0m²		30.0m²
ENTERANCE VESTIBULE	110.2m²		110.2m²
MEZZANINE	156.1m²		156.1m²
VESTIBULE CANOPIES		50.0m²	50.0m²
DRIVE-THRU CANOPIES (NORTH)		75.0m²	75.0m²
DRIVE-THRU CANOPY (SOUTH)		259.0m²	259.0m²
INWARDS GOODS CANOPY		192.8m²	192.8m²
TOTAL AREA	10,542.1m²	576.8m²	11,118.9m²

PROJECT:
Mitre10 Mega - Retail
Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16 **Drawn By:** RES

Sheet: Ground Floor **Sheet No:** C03

Scale @ A2: 1 : 400

Scale Conversion: A2 to A3 = 71%
A3 to A2 = 141%

Date: 13/10/2022 **Rev Date:** 2/12/2024 2:13:49 pm

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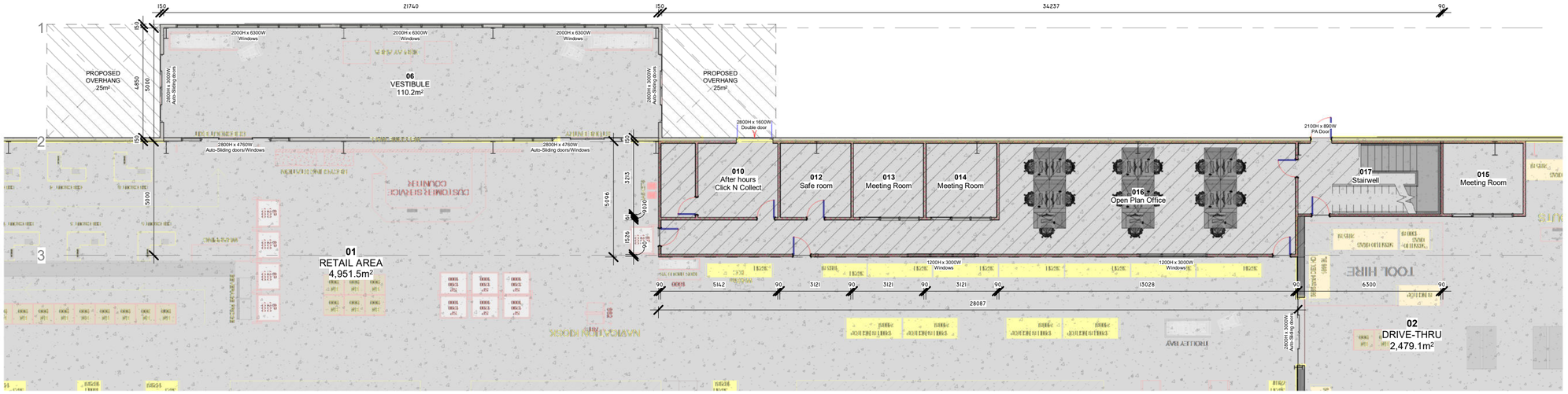
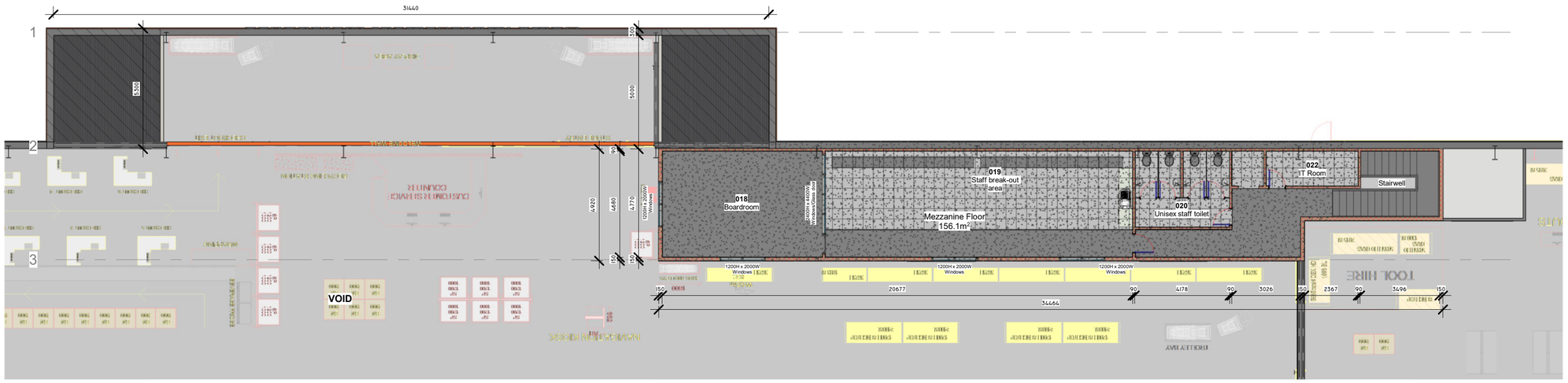


1 Ground Floor Entrance

1 : 150



2 First Floor Office

1 : 150

PROJECT:
Mitre10 Mega - Retail Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16 **Drawn By:** RES

Sheet: Office Callout Plans **Sheet No:** C03-1

Scale @ A2: 1 : 150

Scale Conversion:
A2 to A3 = 71%
A3 to A2 = 141%

Date: 13/10/2022 **Rev Date:** 2/12/2024 2:13:53 pm

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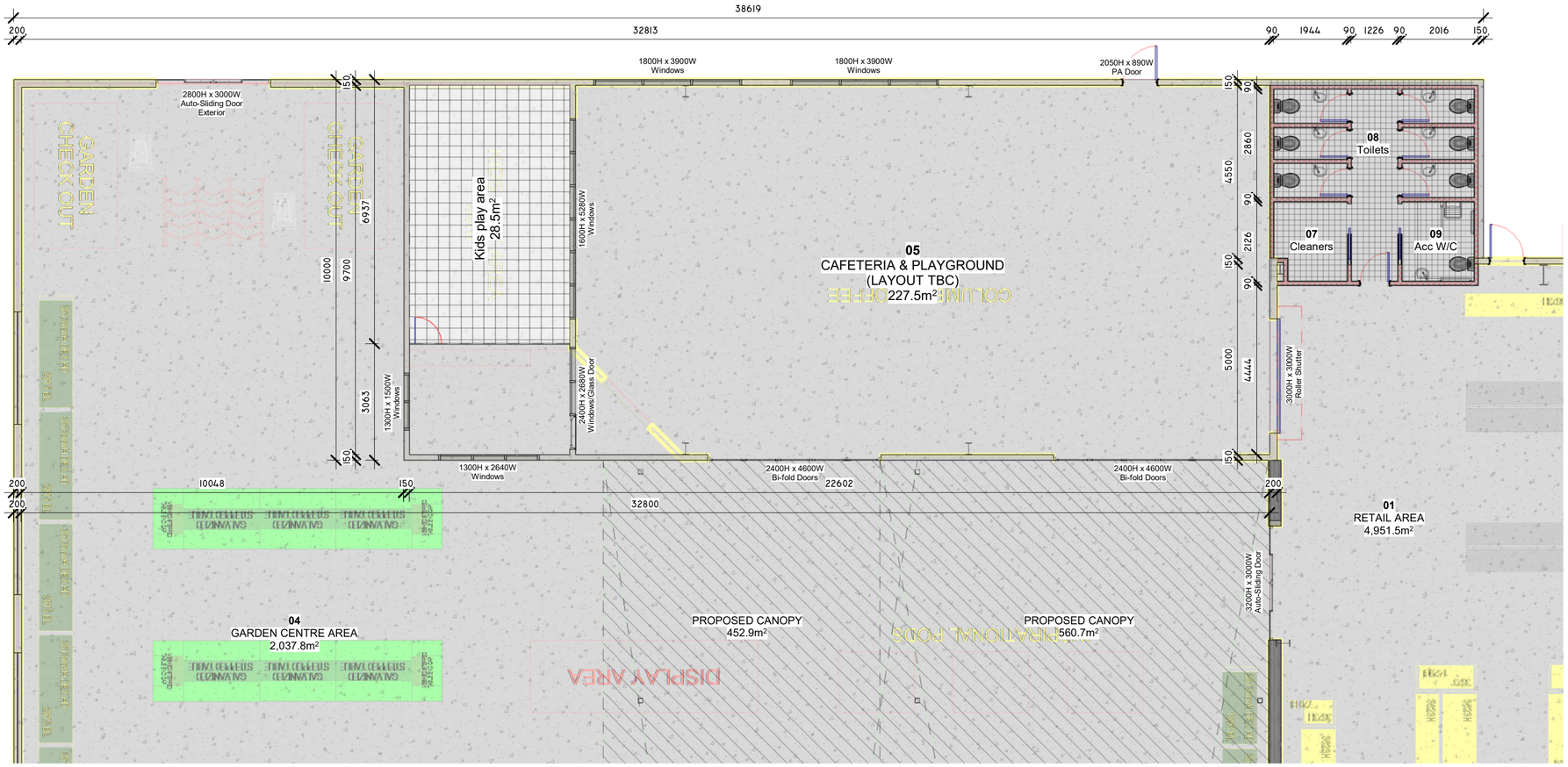

1 Cafeteria Callout

1 : 100

PROJECT:
Mitre10 Mega - Retail Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16	**Drawn By:** RES
Sheet: Cafeteria Callout	**Sheet No:** C03-2
Scale @ A2: 1 : 100	**Scale Conversion:** A2 to A3 = 71% A3 to A2 = 141%
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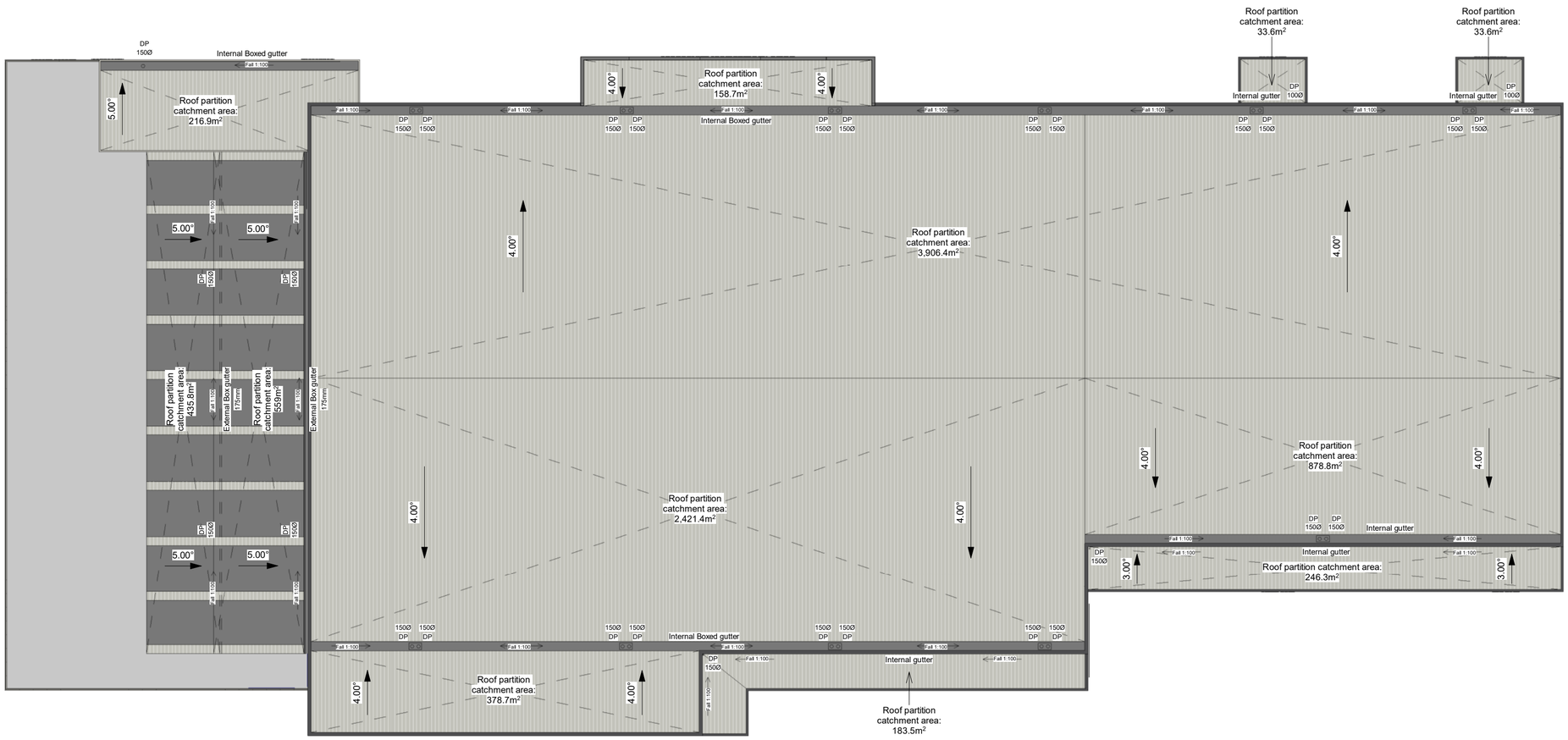

1 Roof View
1 : 400

PROJECT:
Mitre10 Mega - Retail Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16	**Drawn By:** RES
Sheet: Roof View	**Sheet No:** C03-3
Scale @ A2: 1 : 400	**Scale Conversion:** A2 to A3 = 71% A3 to A2 = 141%
Date: 13/10/2022	**Rev Date:** 2/12/2024 2:13:57 pm

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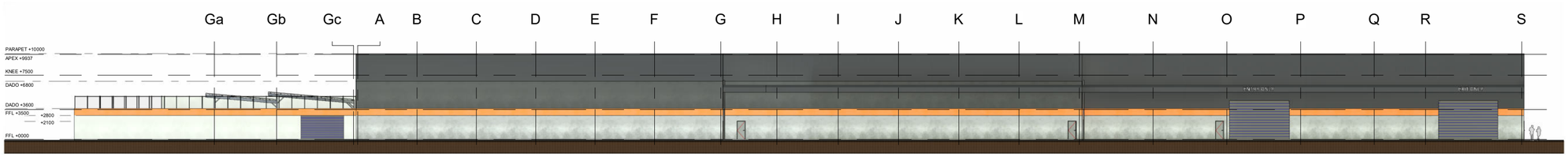
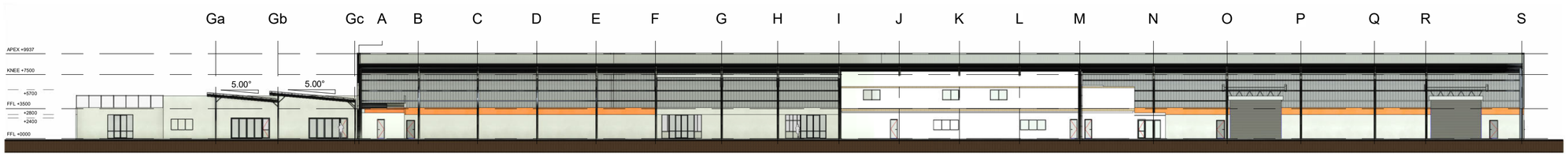
1 North Elevation
1 : 400



2 South Elevation
1 : 400



3 Logitudial Section
1 : 400

PROJECT:
Mitre10 Mega - Retail Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16	**Drawn By:** RES
Sheet: Elevations & Section	**Sheet No:** C04
Scale @ A2: 1 : 400	**Scale Conversion:** A2 to A3 = 71% A3 to A2 = 141%
Date: 13/10/2022	**Rev Date:** 2/12/2024 2:14:16 pm

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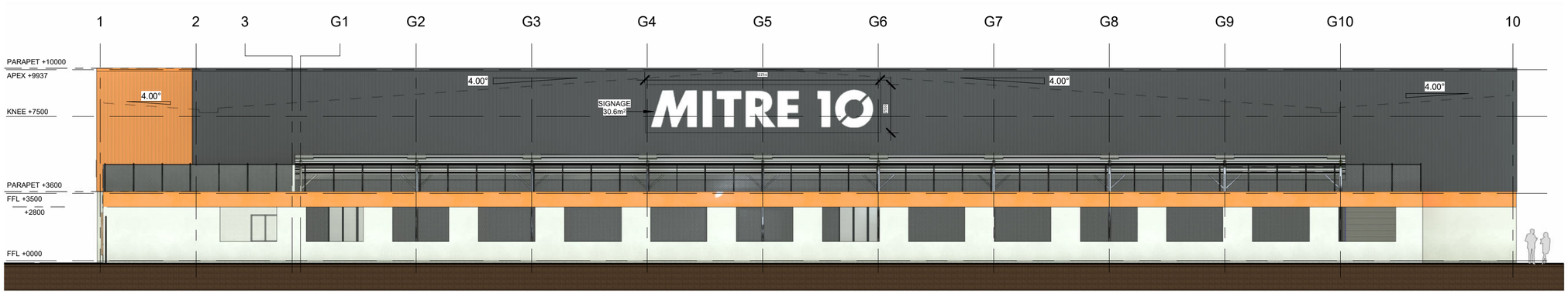
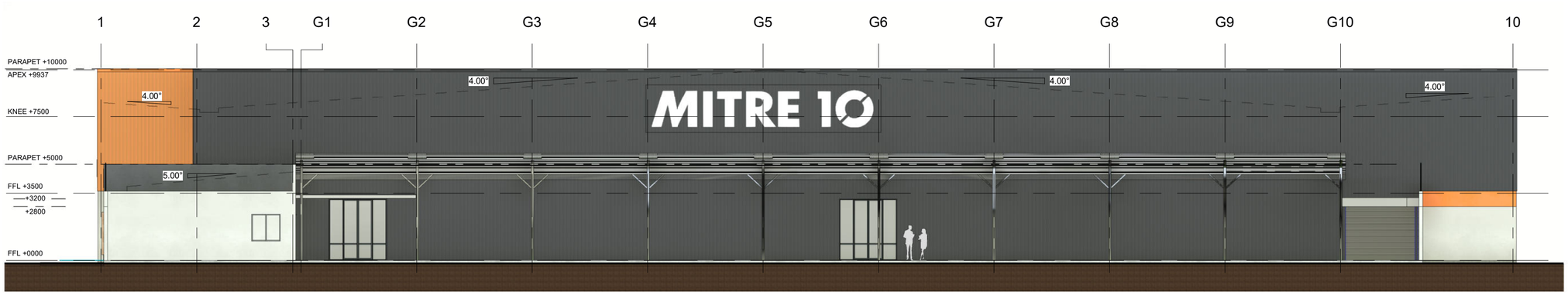


1 West Elevation A

1 : 175



2 West Elevation B

1 : 175

PROJECT:

Mitre10 Mega - Retail Development concept plans

CLIENT:

Miles Andrews

SITE ADDRESS:

Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16 **Drawn By:** RES

Sheet: Elevations **Sheet No:** C04-1

Scale @ A2: 1 : 175

Scale Conversion: A2 to A3 = 71% A3 to A2 = 141%

Date: 13/10/2022 **Rev Date:** 2/12/2024 2:14:26 pm

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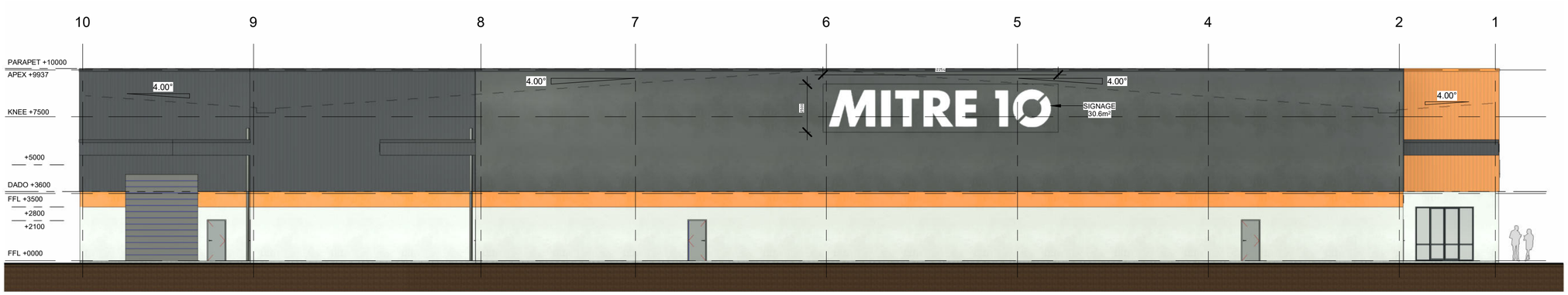
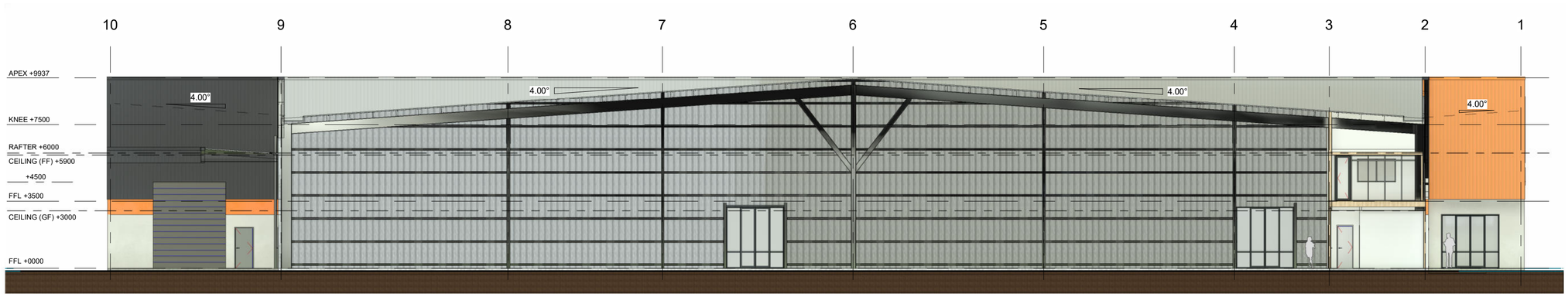


2 East Elevation

1 : 175



1 Cross Section

1 : 175

PROJECT:

Mitre10 Mega - Retail
Development concept plans

CLIENT:

Miles Andrews

SITE ADDRESS:

Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16 **Drawn By:** RES

Sheet: Elevation & Section **Sheet No:** C04-2

Scale @ A2: 1 : 175

Scale Conversion: A2 to A3 = 71%
A3 to A2 = 141%

Date: 13/10/2022 **Rev Date:** 2/12/2024 2:14:34 pm

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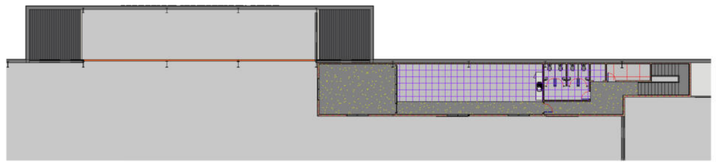
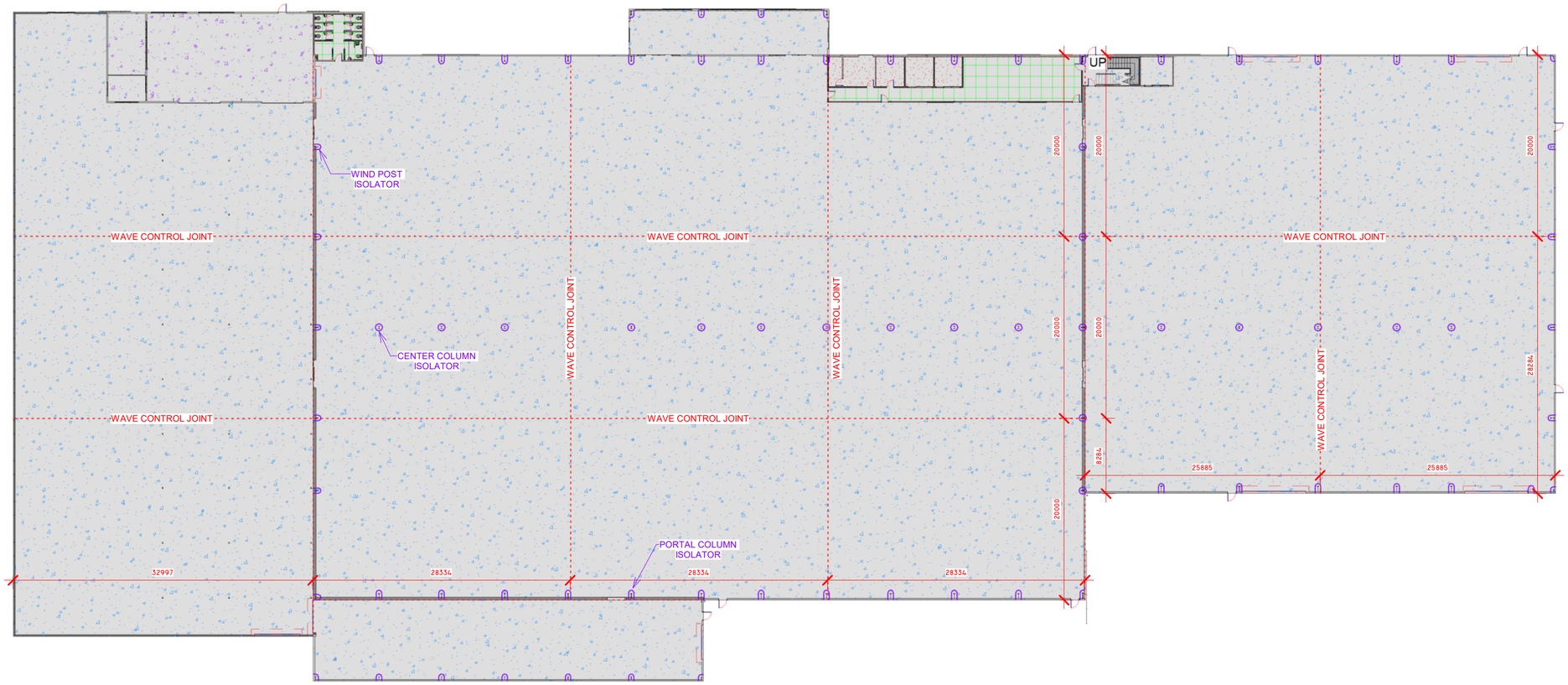
- Commercial grade Carpet tiles with aluminium skirting over Aquron 2000 cure/moisture control - **47.9m²**
- Commercial grade Vinyl with coving over Aquron 2000 cure/moisture control - **111.8m²**
- Concrete Aquron 1000 cure/anti-duster - **9,981.8m²**
- Polished Concrete salt & pepper finish - **219.2m²**
- Commercial grade Carpet tiles with aluminium skirting over plywood & floor framing - **65.1m²**
- Commercial grade Vinyl with coving over plwood & floor framing - **64.2m²**
- Anti-static Vinyl with aluminium skirting over plwood & floor framing - **6.2m²**



2 First Floor Finishes
1 : 400



1 Ground Floor Finishes
1 : 400

PROJECT:
Mitre10 Mega - Retail Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16	**Drawn By:** RES
Sheet: Floor Finishes Plan	**Sheet No:** C05-1
Scale @ A2: 1 : 400	**Scale Conversion:** A2 to A3 = 71% A3 to A2 = 141%
Date: 13/10/2022	**Rev Date:** 2/12/2024 2:14:35 pm

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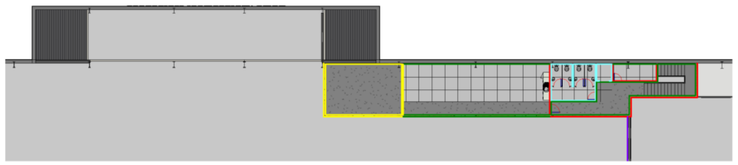
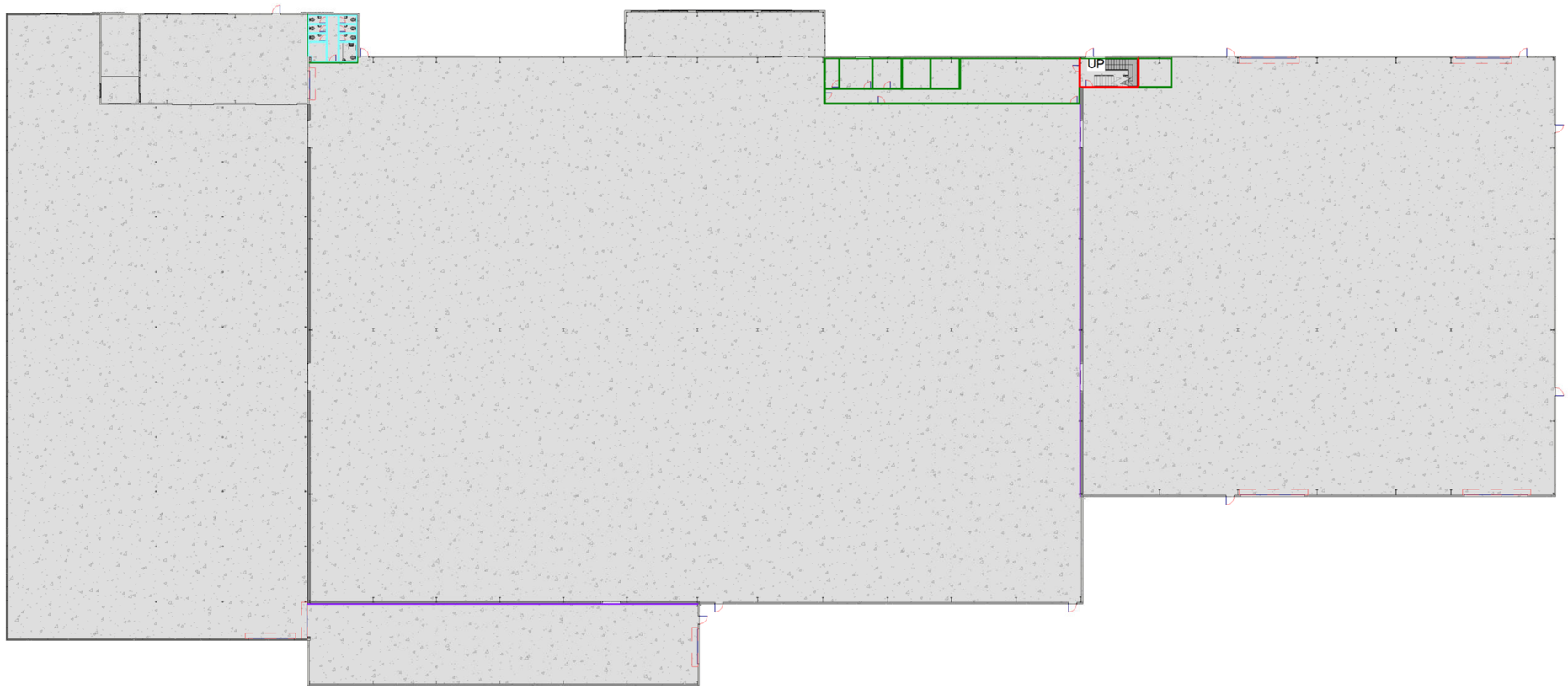
- Standard 13mm Plasterboard
- Water resistant 13mm Plasterboard
- Acoustic noise control 13mm Plasterboard
- 30min Fire-resistant 13mm Plasterboard
- 27mm Plumbdek cladding (full height)



2 First Floor Wall Linings
1 : 400



1 Ground Floor Wall Linings
1 : 400

PROJECT:
Mitre10 Mega - Retail Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16	**Drawn By:** RES
Sheet: Wall Linings Plan	**Sheet No:** C05-2
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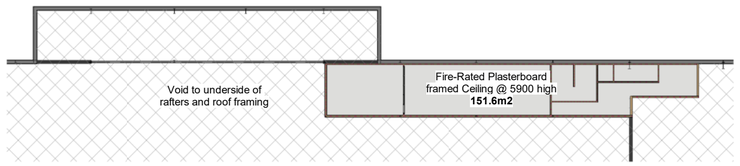
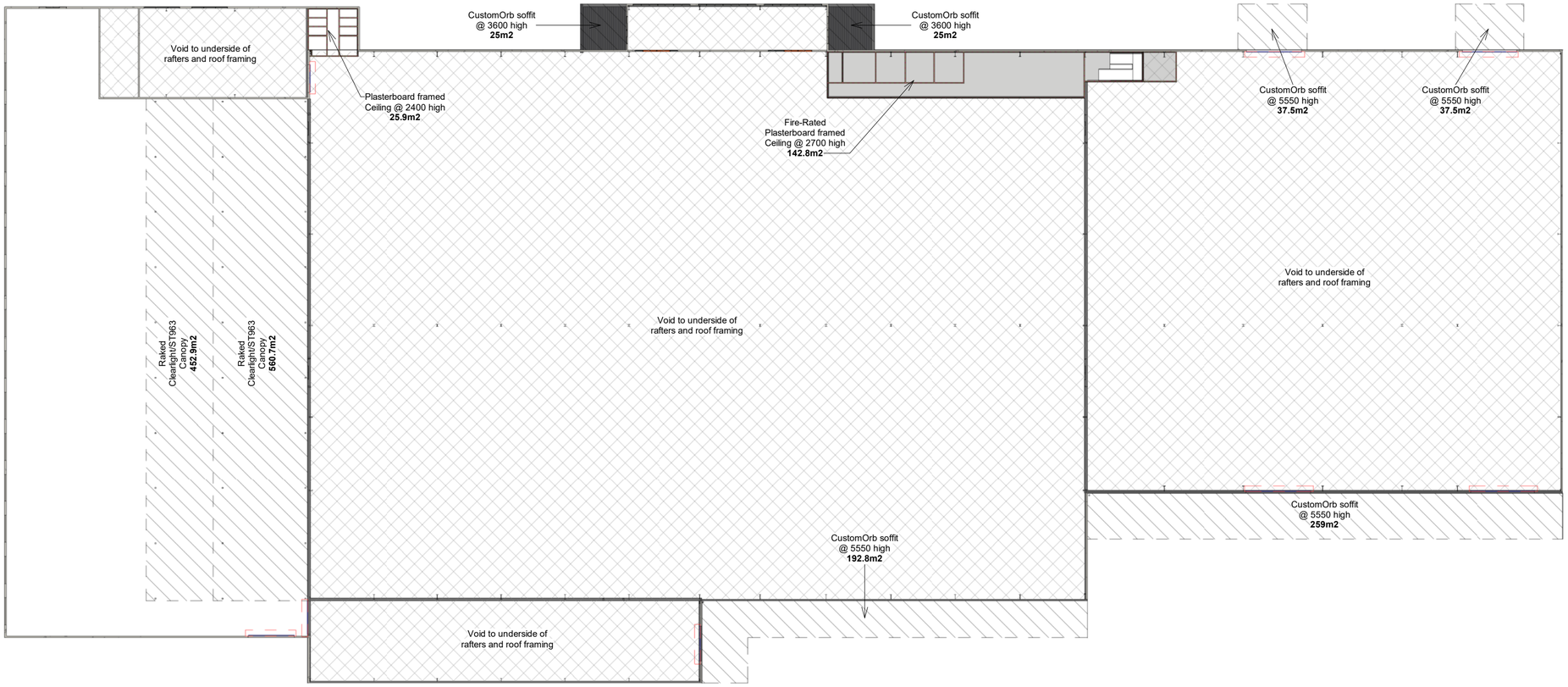


2 First Floor Ceiling Plan

1 : 400



1 Ground Floor Ceiling Plan

1 : 400

PROJECT:
Mitre10 Mega - Retail
Development concept plans

CLIENT:
Miles Andrews

SITE ADDRESS:
Prestons Road, Marshland
Christchurch, New Zealand

Project No: 23-041 R16 **Drawn By:** RES

Sheet: Ceiling Plan **Sheet No:** C05-3

Scale @ A2: 1 : 400

Scale Conversion:
A2 to A3 = 71%
A3 to A2 = 141%

Date: 13/10/2022 **Rev Date:** 2/12/2024 2:14:38 pm

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Project: **MITRE 10 MEGA PRESTONS ROAD**

Prepared for: **Tuatara Structures**
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Attention: **Johnathan Fairey**

Report No.: **Rp 001 20241145**

Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Approved			12 Nov 2024	S Compton	B Shanks

SUMMARY

We predict that the cumulative noise from the proposed Mitre 10 Mega Prestons Road site's southern loading bays, inwards goods area, and drive-through, **can comply** with Christchurch District Plan (CDP) daytime noise limits at the closest southern dwelling property boundaries.

In this report we have provided details of:

- the location
- applicable noise rules
- noise survey details and findings
- our modelling methodology
- our predicted noise levels at the closest residential dwellings, and
- minimum noise barrier construction details

Appendix A contains a glossary of terminology.

TABLE OF CONTENTS

1.0 INTRODUCTION

Tuatara Structures have asked us to assess the noise from the proposed Mitre 10 Mega at 390-408 Prestons Road. We understand that the yard to the south of the main building will accommodate service truck deliveries and a public drive-through area and adjoins a residential zone. Therefore, this report will assess Mitre 10 Mega Prestons Road activity noise at the closest residential property boundaries directly south and southwest of the site. Appendix B contains a large site layout image.

2.0 LOCATION AND APPLICABLE NOISE RULES

The proposed new Mitre 10 Mega will be located at 390-408 Prestons Road approximately 310m east of Marshlands Road (Figure 1).

Figure 1: Proposed location of Mitre 10 Mega - 390-408 Prestons Road

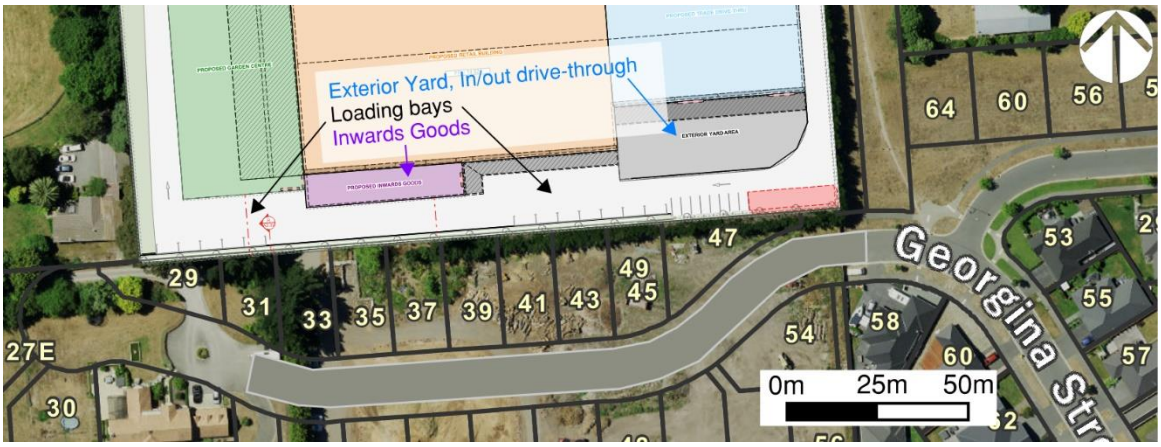
2.1 Adjacent sites include 'Residential Zone' properties

The proposed site is in the 'Commercial Zone' in the Christchurch District Plan (CDP) and is bordered by residential zones to the south, southeast and north (across Prestons Road). Properties to the west are zoned Commercial and to the east are zoned Open Space (Figure 2).

Figure 2: Proposed location CDP Zoning

Due to the proximity of the southern residential zone and the potential noise from the loading and in/out drive-through area to the south of the proposed building, we have focused our assessment on the south and southwest boundary as a worst-case scenario.

Figure 3: Location of Mitre10's exterior yard, loading bays and inwards goods



2.2 Applicable noise rules

Table 1 shows the applicable zone rules relating to noise generated from the proposed site.

Table 1: Christchurch District Plan –Noise rule 6.1.5.2.1

Any point within any site receiving noise	Hours	$L_{Aeq\ (15min)}$ dB	L_{AFmax} dB
a. All residential zones	0700 to 2200	50	
	2200 to 0700	40	65
e. All commercial zones	0700 to 2200	55	
f. All open space zones	2200 to 0700	45	70

Mitre 10 Mega opening hours are between 0700 – 1900. Therefore, we have only considered noise during daytime hours in this assessment.

The most stringent daytime noise limit is 50 dB $L_{Aeq(15mins)}$. This applies at the Residential Zone properties on the south and south-west boundaries of the application site.

2.3 Two storey dwellings may be built on adjacent sites

As of 31 October 2024, single storey dwellings have been erected at 29 and 31 Georgina St. Properties 33 to 47 Georgina St are empty but have been prepared for dwellings.

We understand that two storey dwellings are permitted on these sites under the CDP. Therefore, when predicting noise levels at these sites, we have assumed that they include dwellings up to two storeys high.

Based on this, the design includes a 3.6m high barrier along the southern boundary of the site and a 3.6m high acoustic fence around the exterior yard and in/out drive-through (see Figure 4). The barrier in yellow in Figure 4 consists of a 1.2m bund with a 2.4m fence above constructed of solid timber with a minimum surface mass of 10 kg/m^2. The 3.6m high barrier in green (Figure 4) must be constructed of solid timber, concrete, or other material also with a minimum surface mass of 10 kg/m^2. Although the yellow and green marked fences do not intersect, they must overlap by approximately 10m.

Figure 4: Location of acoustic fencing

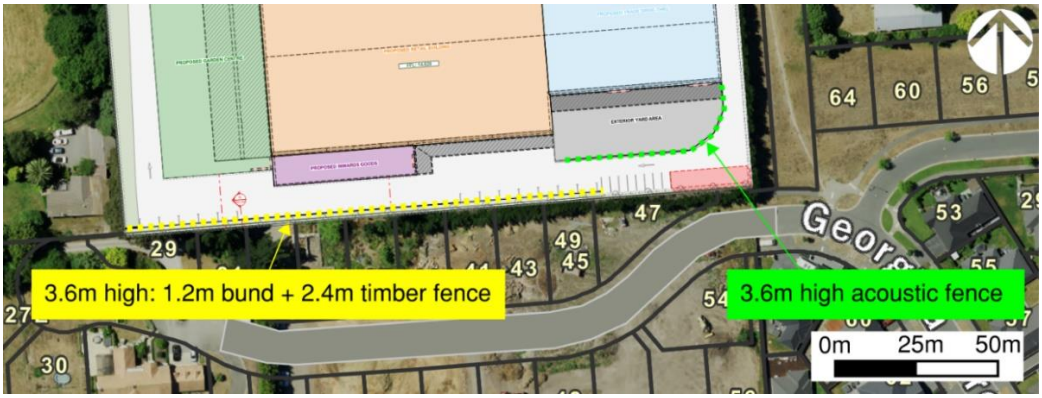
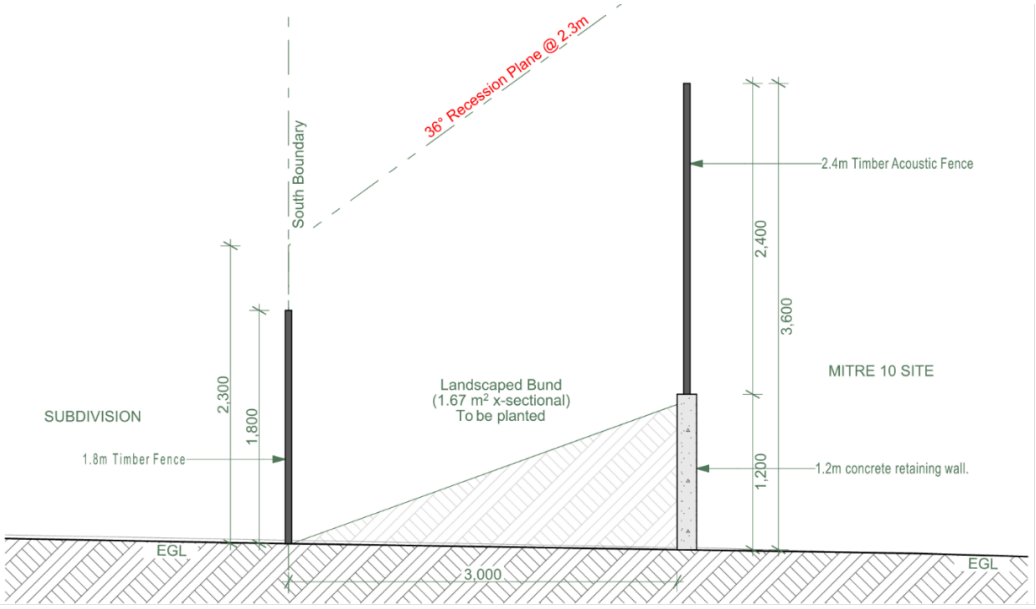


Figure 5: South Boundary Acoustic Fence Section



3.0 NOISE ASSESSMENT

We have predicted noise from the proposed activity at the Prestons Road Mitre 10 to the nearby residential properties.

3.1 Noise sources are based on measurements from the Ferrymead Mitre 10 Mega site

Our predictions of noise sources in the loading and in/out drive through areas are based on measurements conducted at Ferrymead Mitre 10 Christchurch. We understand that the activity at the proposed site will be similar to the Ferrymead site. Appendix C contains further survey details and the noise sources and levels measured and used in modelling the Prestons Road site.

During our noise measurements at the Ferrymead site we noted some noise from other sources, such as reverberant noise from the customer drive-through openings and the inward goods bay. However, the levels measured in these areas indicate that they would not influence the overall noise level at receivers near the Preston Road site.

While mechanical plant equipment and northern car park noise were not included in our individual source analysis, we conducted comprehensive measurements of the Ferrymead site's total noise emissions over a two-day period. These measurements were taken at a distance comparable to the nearest residential boundary and included all noise sources - mechanical plant, car parking, loading area, and drive-through operations. These cumulative measurements align with our modelled predictions of individual noise sources and validates the accuracy of our noise emission modelling.

3.2 We have predicted noise from a realistic worst-case scenario

Our assessment focused specifically on noise from the loading and drive-through areas.

Based on our observations, we have assumed the following operational scenario for our daytime noise predictions.

- One truck arriving and departing every 15 minutes including strop and cover removal and reinstatement. We understand, this design shows trucks will not need to reverse so we have not considered their reverse alarms in this assessment
- One forklift operates the full width of the southern boundary during loading/unloading, stacking pallets, and moving items around the yard
- One car with trailer and one van per 15 minutes travelling through the drive-through area

We understand that some staff vehicle movements may occur before 0700 hours (maximum 10 – 15 light vehicle movements between 0645 and 0700 hours). We anticipate these will comply with the relevant noise limits. No heavy vehicle movements will occur before 0700 hours.

The design and location of the mechanical services has not yet been confirmed. This will be designed to comply with the relevant noise limits at adjacent boundaries. Our measurements at the Ferrymead site indicate that compliance is achievable.

We also note that the building and the building canopy will have reflective properties that will slightly increase the total noise level at adjacent receiver positions. We have factored in noise reflections into our calculations.

3.3 Sources will not include special audible characteristics (SAC)

We observed tonal reversing alarms on the Mitre 10 Mega Ferrymead forklifts. Forklifts on the Prestons Road site must not have tonal reversing alarms. Instead, broadband reversing alarms must be installed to avoid an SAC penalty. With this requirement, we have not included SAC adjustment in our modelling.

3.4 Predicted noise levels comply with the daytime noise limits

Error! Reference source not found. Figure 6 shows the predicted noise levels at adjacent residential property boundaries for single level dwellings.

Table 2 shows the predicted noise levels at adjacent residential property boundaries for single and two-storey dwellings. This indicates that the proposed barriers will provide sufficient shielding to ensure that the Mitre 10 Prestons Road activity can comply with the relevant noise limits (outlined in Section 2.2).

Figure 6: The predicted noise levels (dB L_{Aeq}) at adjacent single level property boundaries

Table 2: Predicted noise levels for single- and two-storey dwellings adjacent to the Mitre 10 site

	Ground Floor (at 1.5m)	First Floor (at 4.5m)	CDP Daytime Rule	Compliance
	dB L_{Aeq}	dB L_{Aeq}	dB L_{Aeq}	Yes/No
29 Georgina St	43	46	50	Yes
35 Georgina St	41	45	50	Yes
41 Georgina St	41	47	50	Yes
47 Georgina St	49	50	50	Yes
53 Georgina St	38	40	50	Yes
58 Georgina St	43	44	50	Yes
64 Georgina St	43	45	50	Yes

3.5 Predicted noise is similar to the existing noise in the area

We conducted measurements of the existing noise level at the southern boundary of the proposed site (see MP1 in Figure 7). Noise levels were dominated by road traffic on Prestons Road and other nearby roads, and included some influence from animals (birds, dog barking).

Figure 7: Existing noise levels survey location

The measured noise level was 50 dB L_{Aeq}. Based on this and typical traffic variation throughout the daytime period, we anticipate that noise levels at this boundary would be 47-50 dB L_{Aeq} during the proposed operational hours of the Mitre 10.

As well as complying with the CDP noise limits, we predict that the noise levels would be similar to the existing noise in the area.

4.0 CONCLUSION

We have predicted the noise from the operation of the proposed Mitre 10 Mega in Prestons Road based on noise sources measured at a similar Mitre 10 site (Mitre 10 Mega Ferrymead).

We have considered potential future two storey dwellings on empty lots to the south of the proposed Mitre 10 site. We predict that the site can comply with the relevant noise limits at all nearby receivers, provided:

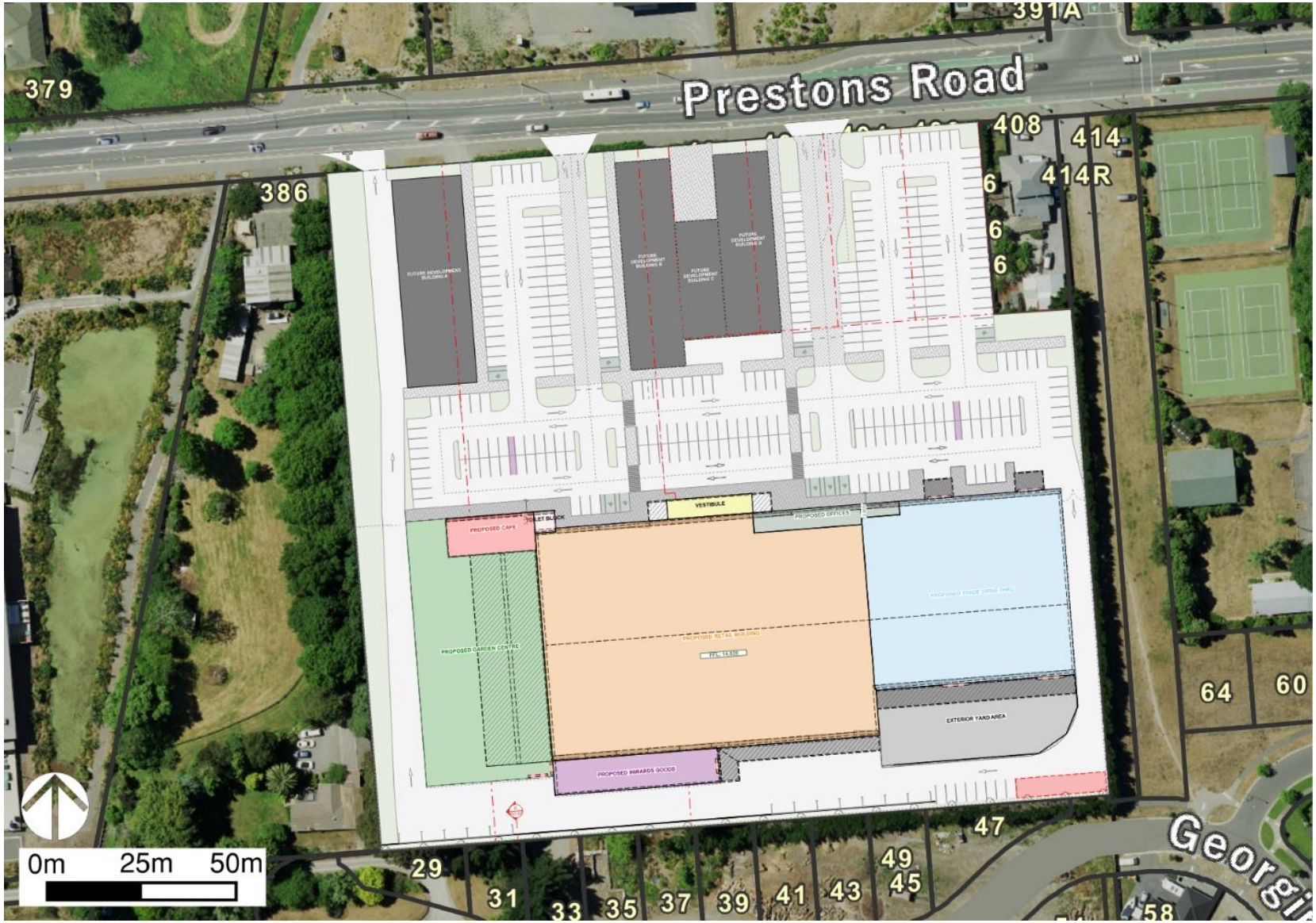
- Tonal reversing alarms are not used in the loading bays and inward goods area
- Noise barriers are included as detailed in the proposed site plans
- Any roof top mechanical plant must be designed to comply with the relevant noise limits at the adjacent boundaries

The predicted noise levels are similar to the existing noise levels in the area and we consider that these are reasonable for residential site adjacent to a commercial zone.

APPENDIX A GLOSSARY OF TERMINOLOGY

A-weighting	A set of frequency-dependent sound level adjustments that are used to better represent how humans hear sounds. Humans are less sensitive to low and very high frequency sounds. Sound levels using an "A" frequency weighting are expressed as dB L_A. Alternative ways of expressing A-weighted decibels are dBA or dB(A).
Background sound	The sound that is continuously present in a room our outdoor location. Often expressed as the A-weighted sound level exceeded for 90 % of a given time period i.e. L_{A90}.
dB	Decibel. The unit of sound level.
Emission	Sound that is generated by, and propagates away from a source.
Frequency	Sound occurs over a range of frequencies, extending from the very low (e.g. thunder) to the very high (e.g. mosquito buzz). Measured in units of Hertz (Hz). Humans typically hear sounds between 20 Hz and 20 kHz. High frequency acuity naturally reduces with age most adults can hear up to 15 kHz.
Hertz (Hz)	The unit of frequency, named after Gustav Hertz (1887-1975). One hertz is one pressure cycle of sound per second. One thousand hertz – 1000 cycles per second – is a kilohertz (kHz).
L_{Aeq}	The equivalent continuous A-weighted sound level. Commonly referred to as the average sound level and is measured in dB.
L_w	Sound Power Level. The calculated level of total sound power radiated by a sound source. Usually A-weighted i.e. L_{WA}.
Noise	A subjective term used to describe sound that is unwanted by, or distracting to, the receiver.

APPENDIX B MITRE 10 PRESTONS ROAD SITE LAYOUT



APPENDIX C SITE SURVEY DETAILS

The key details of the noise surveys are as follows:

Attended measurements Mitre 10 Ferrymead

Date: 22 October 2024, 0800 - 1030 hrs

Personnel: Stephen Compton, Marshall Day Acoustics

Weather: Average temperature 12°C, clear sky, ~2 m/s wind from the southwest

Instrumentation: NTi XL2-TA analyser, serial A2A-20483-E0, calibration due 04/04/2026
Brüel & Kjær Type 4231 calibrator, serial 1882775, calibration due 22/02/2025

Calibration: Field calibration of the equipment was carried out before measurements, and the calibration checked after measurements. Observed change less than 0.1 dB.

Measured in accordance with NZS 6801:2008 *Acoustics – Measurement of environmental sound*

Table 3: Noise sources

Noise Sources	Distance* (m)	Duration (hr:min:sec)	dB L_{Aw}	dB L_{max}
Inward goods area (2 unattended measurements 0700 – 1900 over 48 hours)	11	24:00:00	80	90
Inward goods area (truck arrives, forklift unloads, truck leaves)	11	0:13:27	79	81
Forklift unloading	11	0:03:34	82	73
Truck start and drive	11	0:02:40	80	72
Releasing truck strops	11	0:05:00	80	81
Car with trailer exiting drive through	1.5	0:00:28	85	97
Van/ute exiting drive through	1.5	0:00:24	68	77
Forklift exiting drive through	1.5	0:00:47	73	91

* Distances are between the measurement position and the centre of activity.

Unattended measurements Mitre 10 Ferrymead

Date: 22 October 2024, 0800 - 24 October 2024, 0900 hrs

Personnel: Stephen Compton, Marshall Day Acoustics

Weather: Average temperature 12°C, clear sky, ~2 m/s wind from the southwest

Instrumentation: 01dB CUBE Noise Monitoring Terminal, serial 11191, calibration due 22/06/2025
Brüel & Kjær Type 4231 calibrator, serial 1882775, calibration due 22/02/2025

Calibration: Field calibration of the equipment was carried out before measurements, and the calibration checked after measurements. Observed change less than 0.1 dB.

Attended measurements Mitre 10 Prestons Road (southwest cnr of the proposed site - Georgina St)

Date:	29 October 2024, 1530 - 1540 hrs
Personnel:	Stephen Compton, Marshall Day Acoustics
Weather:	Average temperature 15°C, high cloud, ~5 m/s wind from the east
Instrumentation:	NTi XL2-TA analyser, serial A2A-20483-E0, calibration due 04/04/2026 Brüel & Kjær Type 4231 calibrator, serial 1882775, calibration due 22/02/2025
Calibration:	Field calibration of the equipment was carried out before measurements, and the calibration checked after measurements. Observed change less than 0.1 dB.

PlanCreative

Integrated Transport Assessment

Prestons Road Commercial Development

390-408 Prestons Road, Christchurch

2 December 2024

Christchurch City Council

Reference: 254017
Version: Lodgement (V2)

PlanCreative Limited, PO Box 10318, Christchurch 8145
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DOCUMENT CONTROL

Project Reference:	**254017**	
Title:	Integrated transport assessment. Prestons Road Commercial development, 390-408Prestons Road, Christchurch	
Applicant:	Ferrymead Properties Limited and Prestons Road Investments Limited	
Filename:	254017 241128 Integrated Transport Assessment (V1 draft).docx	
Version:	Final (V2)	
Report Date:	2 December 2024	
Transport Assessment Prepared By:	Ray Edwards Director	
Client Release Review by:	Ray Edwards Director	

REVISIONS RECORD

Filename: 519008 240131 Integrated Transport Assessment (draft).docx

Version	Date	Revision Details
V1	31/09/2024	Draft
V2	02/12/2024	Final

1.0 INTRODUCTION

This integrated transport assessment relates to a proposal to redevelop 390-408 Prestons Road to provide for a commercial development as generally anticipated by the Commercial Core zoning of the application site.

The proposed development has the following transport related District Plan non-compliances:

a) Rule 7.4.3.7 a). The eastern (primary) site access has a formed width of 10.5m. The western southern service area egress has a formed width of 18.5m.

b) Rule 7.4.3.8 e. The site frontage length permits two vehicle crossings to Prestons Road, whereas three are proposed;

c) Rule 7.4.3.10 – The proposed activity is classified as a mixed use activity and will generate more than 50 trips in the weekday evening peak hour.

The above non-compliances, considered in isolation, are assessed as a restricted discretionary activity. Overall, consent is sought for a **restricted discretionary** activity under the Christchurch District Plan.

This application addresses the character of the land, the proposed land use activity, and the relevant provisions of the Christchurch District Plan. This application also includes an assessment of effects on the environment as required by the Fourth Schedule to the Resource Management Act 1991. This application document also includes the information required for a basic integrated transport assessment.

It is intended that this report forms part of the resource consent application for the proposal. The following assessment will provide:

a) A brief description of the subject site and the transport environment outside the site;

b) A brief description of the activities expected to be undertaken by Turners on the subject site, including an estimate of typical weekday peak hour traffic generation for the proposed activity;

c) Confirm any transport related District Plan design non-compliances with the proposal, and;

d) Provide an assessment of potential road network effects of the proposed development based on the District Plan assessment matters for the identified transport related District Plan non-compliances.

e) Discuss alignment with relevant transport related District Plan objectives and policies.

The following assessment has been prepared by Mr Ray Edwards who is the Managing Director of PlanCreative Limited. PlanCreative is a consultancy service providing specialist resource management and transportation planning advice in relation to land development. Mr Edwards' qualifications and experience are provided in **Appendix A** to this report. Several site visits to observe traffic flow conditions have been made as part of preparing this report.

2.0 THE APPLICATION SITE

2.1 Summary of Property Details

Table 1 below summarises the various land parcels that constitute the site:

Site Address	Legal Description	Title Reference	Owner	Area
390 Prestons Road	Lot 1 DP 81666	CB47B/264	FPL	5,286m²
394 Prestons Road	Lot 2 DP 81666	CB47B/265	FPL	9,005m²
396 Prestons Road	Lot 3 DP 81666	CB47B/266	FPL	14,034m²
400 Prestons Road	Lot 3 DP18707	CB8B/218	PRIL	1,012m²
402 Prestons Road	Lot23 DP18707	CB699/53	PRIL	1,012m²
404 Prestons Road	Lot 1 DP18707	CB811/49	PRIL	1,012m²
406 Prestons Road	Lot 1 DP16442	CB568/79	PRIL	1,012m²
408 Prestons Road	Lot 3 DP13469	CB753/20	Hide & Withers	1,012m²
			Total	**33,385m²**

Table 1: The various land parcels that constitute the application site

Registered Owner: 390, 394 and 396 Prestons Road are owned by Ferrymead Properties Limited (FPL).

400, 402, 404 and 406 Prestons Road are owned by Prestons Road Investments Limited (PRIL).

408 Prestons Road is owned by Cathryn Hide and Murray Withers.

Operative District Plan Zoning: Commercial Core Zone (Prestons Neighbourhood Centre)

2.2 Site Location

The location of the site is illustrated in Figure 1 on the next page. Figure 1 shows that the site comprises several allotments along the southern side of Prestons Road. These sites have historically been used for the following activities:

a) 390 Prestons Road – *Buzzbug* Volkswagen car parts and a dwelling;

b) 394 Prestons Road – Previously the main operational base for Treetech Tree Services Limited;

c) 396 Prestons Road –the storage of caravans and campervans and a dwelling;

d) 400-406 Prestons Road – a dwelling on each site, and;

e) 408 Prestons Road – *Little Blue Penguin* preschool.

Figure 1: Location of the application site (outlined in red).

2.3 Site Zoning

Figure 2 on the next page shows that the site has a *Commercial Core* zoning under the Christchurch District Plan. Figure 2 shows that:

a) The site is part of a wider *Commercial Core* zone that extends west to Marshland Road. While the adjoining site to the west, at 386 Prestons Road, has not been redeveloped for commercial purposes, the sites further to the west through to Marshland Road, have been partially redeveloped to include a New World supermarket, a McDonalds, a restaurant, and a selection of retail outlets. The total retail GLFA in the developed parts of the zone is approximately 5,800m² (measured from aerial imagery);

b) To the northwest pf the site, across Prestons Road, is a *Rural Urban Fringe* zone that has not been redeveloped from historic semi-rural land uses;

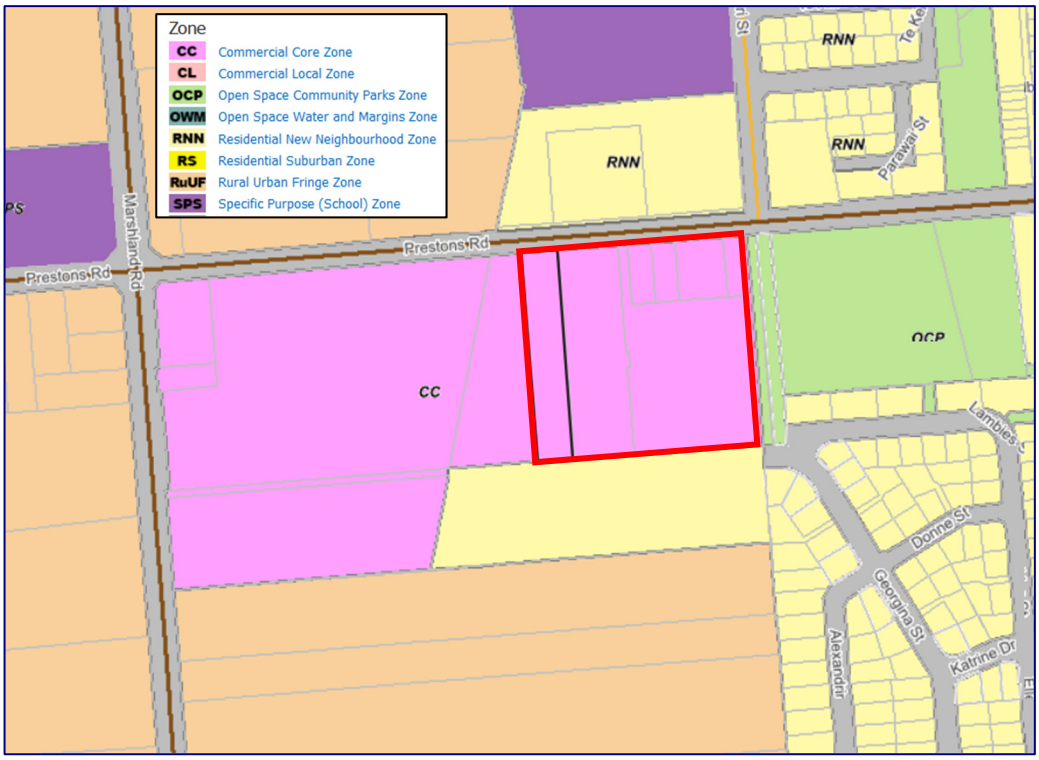


Figure 2: Christchurch District Plan Zoning of the application site (outlined in red).

2.4 Surrounding Land Uses

a) To the north and northeast of the site, also across Prestons Road, is a *Residential New Neighbourhood* zone that is being progressively redeveloped with low-medium density housing;

b) To the east of the site is the Marshland Doman which has an *Open Space Community Parks* zoning;

c) To the southeast of the site, is another *Residential New Neighbourhood* zone that is being progressively redeveloped with low-medium density housing. As part of this, the bottom of Figure 1 shows that Georgina Street has been extended westwards immediately south of the application site, with residential allotments having been created alongside the southern site boundary.

3.0 THE ROAD NETWORK

Figure 3 below shows the classified road network in the vicinity of the site.

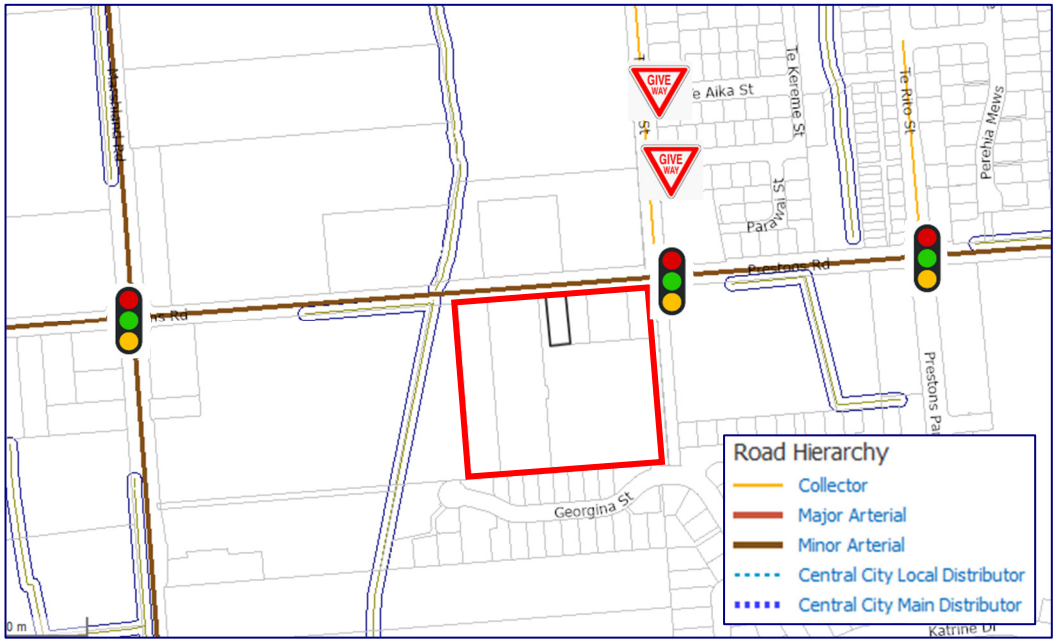


Figure 3: District Plan road hierarchy and intersection controls in the vicinity of the site.

Figure 3 shows that Prestons Road and marshland Road are both classified as minor arterial roads, with Te Korari Street and Te Riro Street being classified as collector roads. Figure 3 shows that the various intersections of these roads are all controlled by traffic signals.

The District Plan describes minor arterial roads as being

> *"Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor arterial roads and major arterial roads and to collector roads. Arterial roads provide the most important movement function and as such require the highest degree of movement function protection. They may also define the boundaries of neighbourhood areas."*

The District Plan describes collector roads as being:

> *Roads that distribute and collect local traffic between neighbourhood areas and the arterial road network. These are of little or no regional significance, except for the loads they place on the arterial road network. They link to the arterial road network and act as local spine roads, and often as bus routes within neighbourhoods, but generally do not contain traffic signals. Their traffic movement function must be balanced against the significant property access function which they provide. Collector roads within the Central City are known as distributor roads. These roads have a similar 'movement' function to the distributor streets in the Central City, which are shown in the Christchurch Central Recovery Plan.*

3.1 Prestons Road Geometry

Figure 4 below shows that Prestons Road outside the site has a single traffic lane in each direction separated by a painted median. The typical carriageway width is 11.2 metres divided into 3.2m traffic lanes, a 1.2m painted median and 1.8m wide cycle lanes.

Figure 4: The layout of Prestons Road outside the site.

Figure 4 also shows that (viewing left to right in Figure 4):

a) There is a pedestrian island located centrally within the road near the western site boundary;

b) The carriageway width outside the driveway to 394 Prestons Road is 12.2 metres

c) The carriageway width outside the driveway to 400 Prestons Road is 12.6 metres divided into 3.2m traffic lanes, a 2.6m painted median and 1.8m wide cycle lanes;

d) The carriageway width outside the driveway to 404 Prestons Road is 12.6 metres divided into a 3.2m traffic westbound lane, a 2.6m painted median. A 3.5m eastbound lane, a 1.8m wide cycle lane and a 3.1m wide left turn lane;

e) A no-stopping restriction runs long both sides of Prestons Road outside the site.

Figure 6 on the next page provides a view looking west along Prestons Road from the proposed western car park access location. The pedestrian island is visible in the distance.

Figure 6: View looking west of the existing Prestons Road carriageway layout from outside the proposed western car park access. (Source = Google Streetview).

Figure 7 below provides a view looking east along Prestons Road from the proposed eastern car park access location. The Te Korari Street signalised intersection is visible in the distance.

Figure 7: View looking east of the existing Prestons Road carriageway layout from outside the proposed eastern car park access. (Source = Google Streetview).

3.2 Prestons Road Traffic Volumes

The Council operates count site L0338 on Prestons Road alongside the western site boundary. This count data shows that Prestons Road, in June 2019, carried around 16,100 vehicles per weekday past the site with PM peak weekday hourly two-way traffic volumes at around 1,550 vehicles per hour around 4-5pm weekdays. Peak weekend traffic flows occur late mornings at around 1,275 vehicles per hour.

The Christchurch northern motorway opened in December 2020. Subsequent traffic counts at site L0338 in July 2022. This count data shows that Prestons Road carried around 14,500 vehicles per weekday past the site with PM peak weekday hourly two-way traffic volumes at around 1,350 vehicles per hour around 4-5pm weekdays. Peak weekend traffic flows occur late mornings at around 1,325 vehicles per hour.

Figures 8 and 9 below compares the 2019 versus 2022 hourly directional flow profiles for Prestons Road for the weekday average and Saturday volumes respectively:

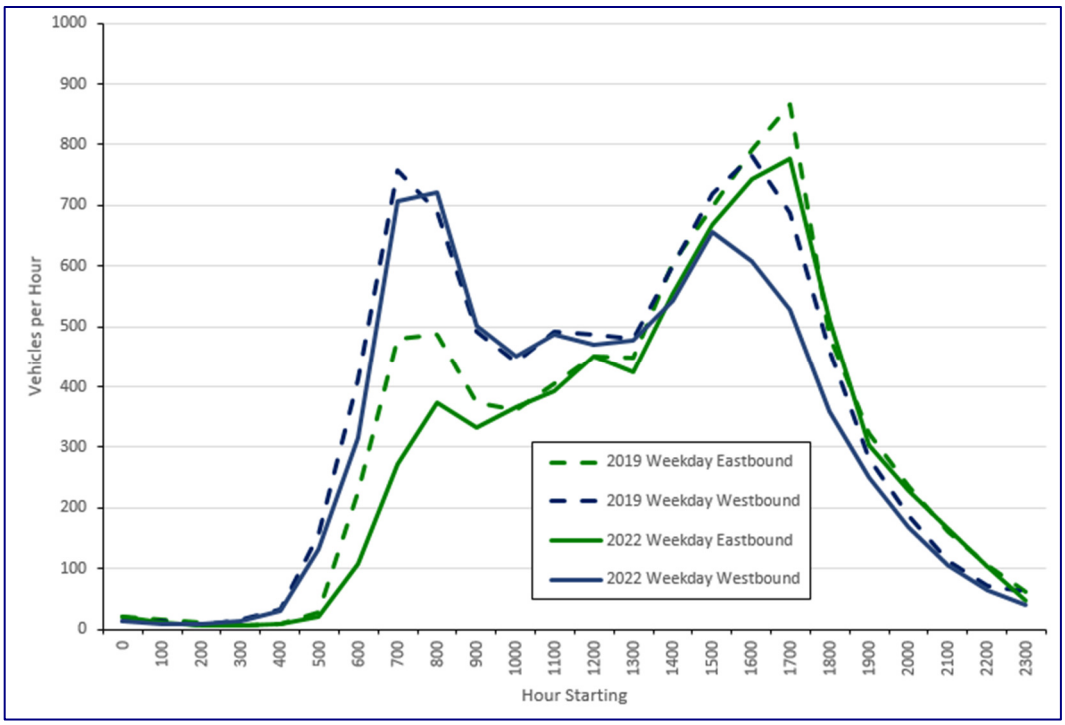


Figure 8: Prestons Road weekday directional traffic flow outside the application site.
Source = Christchurch City Council link counts database (Site L0338).

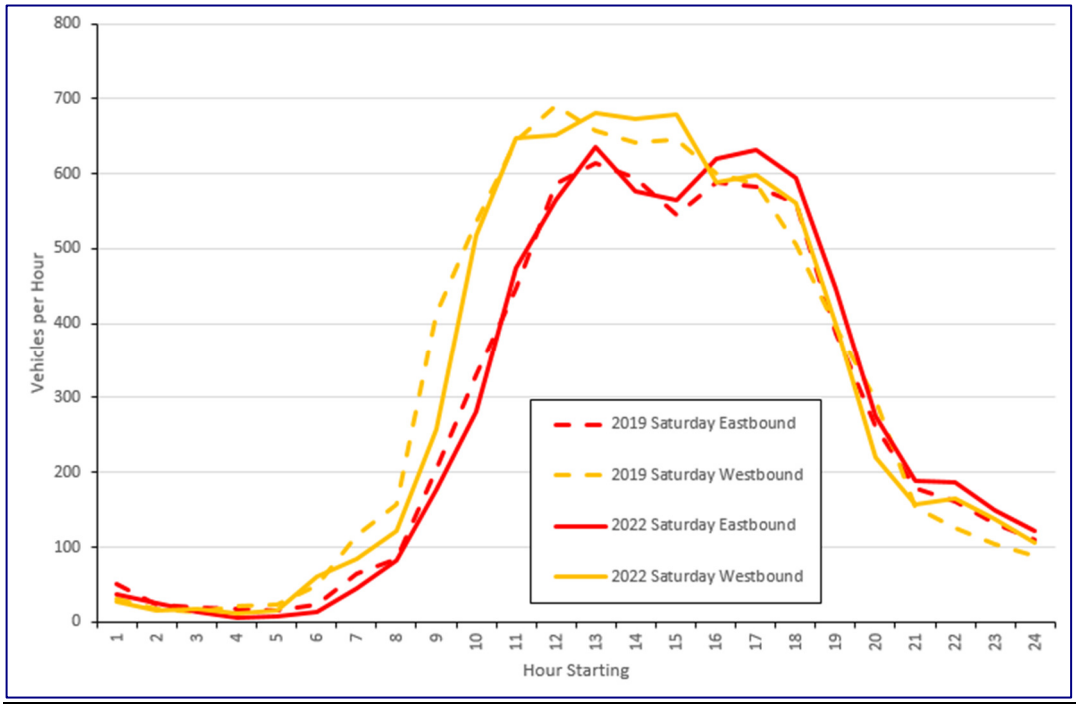


Figure 9: Prestons Road Saturday directional traffic flow outside the application site.
Source = Christchurch City Council link counts database (Site L0338).

Figures 8 and 9 show that:

a) There is little difference in the 2019 eastbound traffic flow (dark green dotted) and the 2022 westbound traffic flow (dark green solid) apart from the morning and evening peak periods where there has been a drop of around 120 vehicles per hour;

b) There is little difference in the 2019 westbound traffic flow (dark blue dotted) and the 2022 westbound traffic flow (dark blue solid) apart from between 3pm and 5pm where there has been a drop of around 170 vehicles per hour;

c) There is negligible difference in the Saturday daily traffic flow profiles between 2019 and 2022.

It is concluded that the presence of the northern motorway has reduced weekday peak period commuter volumes but otherwise has made little difference to passing traffic flows on Prestons Road outside the site.

Figures 8 and 9 also show that the critical time for any road network effects assessment is the weekday PM peak period around 5:00pm and Saturday later mornings around 11:00am.

3.3 Prestons Road Traffic Speeds

The posted speed limit on Prestons Road outside the site is 60km/h. The Council's 2019 count for site L0338 provides detailed speed profile data. This provides 85%ile speeds of 58.7km/h eastbound and 56.5km/h westbound. The Council's 2022 count for site L0338 provides 85%ile speeds of 56.7km/h eastbound and 55.3km/h westbound.

3.4 The Marshland Prestons Intersection

The nearest arterial road intersection in the vicinity of site that is likely to be used by notable volumes of site generated traffic is the Marshland/Prestons intersection located 330 metres west of the site. The layout of this intersection is shown in Figure 10 below:

Figure 10: Existing layout of the signalised Marshland/Prestons intersection located 330m west of the application site

Figure 10 shows that the layout of this intersection provides:

a) A combined through + left lane and a separate right turn lane on the Prestons Road approaches;
b) A combined through + left lane and separate through and right turn lanes on the Marshland Road approaches;
c) Provision for cyclist on all four approaches;
d) Signalised pedestrian crossings on all four sides.

Figures 10 below provides the weekday PM peak hour period traffic flows at the Marshland/Prestons intersection:

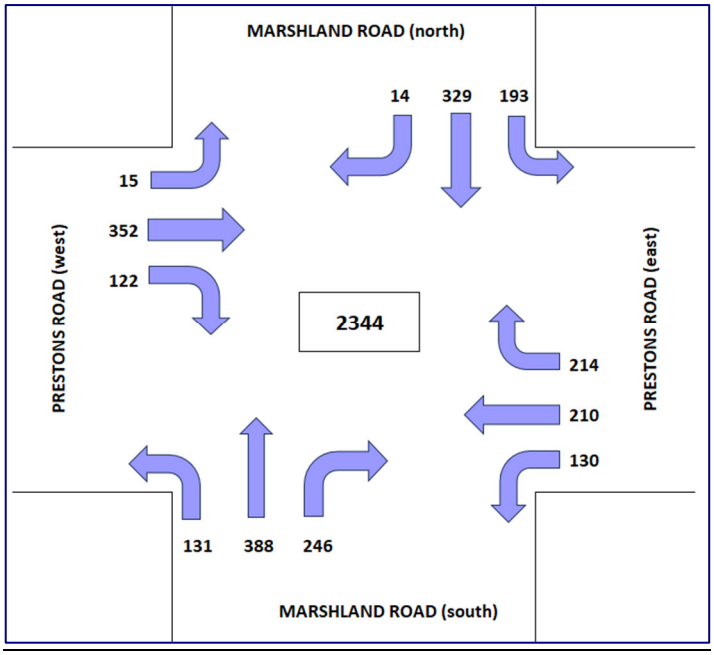


Figure 10: Existing weekday PM peak hour traffic volumes at the Marshland/Prestons intersection (source = CCC intersection count database 27 June 2023)

Figure 11 below provides the Saturday late morning peak period traffic flows at the Marshland/Prestons intersection:

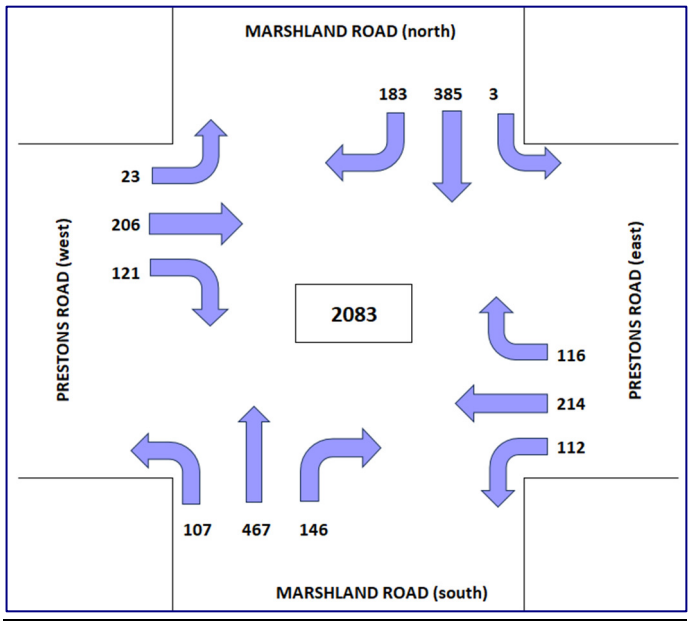


Figure 11: Existing Saturday AM peak hour traffic volumes at the Marshland/Prestons intersection (source = PlanCreative intersection count 7 September 2024)

Table 2 below compares the 2019 weekday PM peak hour traffic volumes through the intersection with the 2023 volumes from Figure 10. Table 2 shows that the northern motorway has made little difference to Prestons Road traffic volumes, but a significant difference to Marshland Road traffic volumes such that the intersection now carries around one third less vehicles in the weekday PM peak hour than what it did prior to the northern motorway opening.

Marshland Prestons Intersection – Thurs PM peak				**2019**	**2023**
Left turn from	Prestons east	to	Marshland south	100	130
Through from	Prestons east	to	Prestons west	214	210
Right turn from	Prestons east	to	Marshland North	363	214
Left turn from	Marshland south	to	Prestons west	93	131
Through from	Marshland south	to	Marshland North	982	388
Right turn from	Marshland south	to	Prestons east	199	242
U-turn	Marshland south	to	Marshland south	0	4
Left turn from	Prestons west	to	Marshland North	31	15
Through from	Prestons west	to	Prestons east	348	352
Right turn from	Prestons west	to	Marshland south	144	122
Left turn from	Marshland North	to	Prestons east	200	193
Through from	Marshland North	to	Marshland south	519	329
Right turn from	Marshland North	to	Prestons west	27	14
				3220	**2344**

Table 2 Summary of weekday PM peak hour approach volumes at the Marshland/Prestons intersection before and after the opening of the northern motorway

SIDRA analysis of the performance of existing intersection traffic flows is discussed later in this report.

3.5 Provision for Pedestrians

Prestons Road provides a pedestrian footpath along both sides as shown in Figure 4 earlier. There is a pedestrian crossing point (median island) within Prestons Road near the western site boundary that connects to the rear of Marshland School. Signalised pedestrian crossings are provided at the Te Korari and Marshland Road intersections. All other streets in the vicinity of the site provide a footpath along both sides. There is also a pedestrian connection that connects Marshland Road with Georgina Street that rules along the western side of the Marshland Domain.

3.6 Provision for Cyclists

The wider cycle network in the vicinity of the application site is shown in Figure 12 on the next page. This confirms the Prestons Road on-road cycle lanes as shown in Figures 4, 6 and 7 earlier, the Marshland Road cycle lanes as shown in Figure 10 earlier, and the Te Korari Street cycle lanes also as shown in Figure 4 earlier.

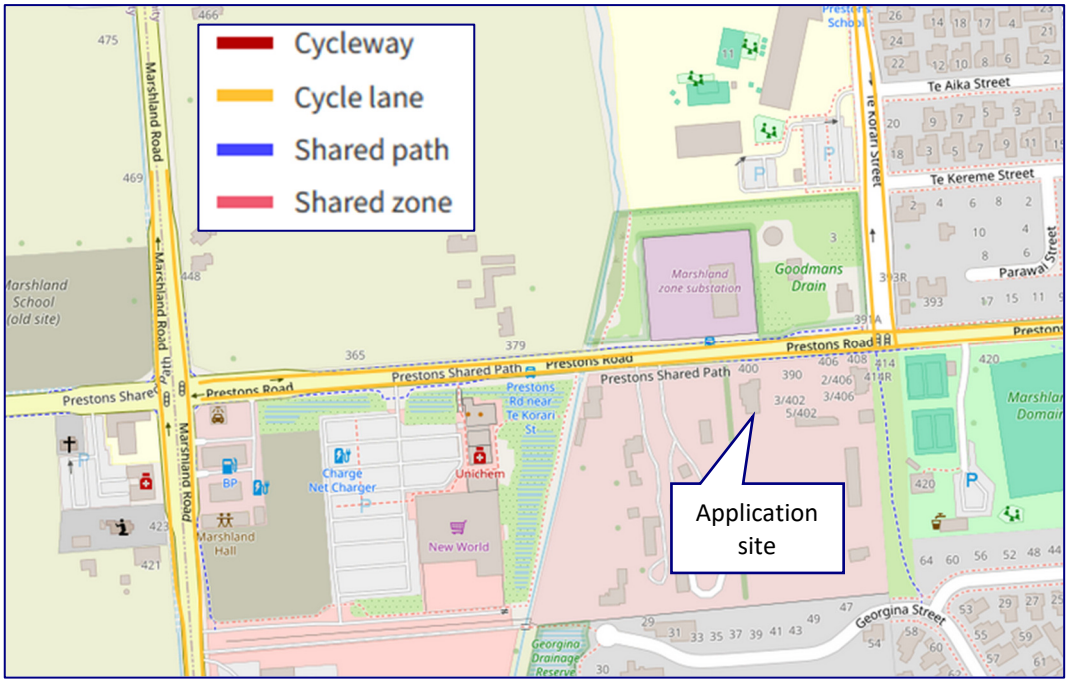


Figure 12: Map of the cycle network in the vicinity of the application site. Shared cycle paths are shown in blue. Source = CCC ChCh bike map website.

3.7 Public Transport

Figure 13 on the next page shows the Christchurch public transport network in the vicinity of the application site. The #135 Palms/New Brighton bus route travels along Prestons Road in both directions. The nearest stops are a#54013 located across Prestons Road from the application site 9eastbound) and #54009 located immediately west of the site (westbound).

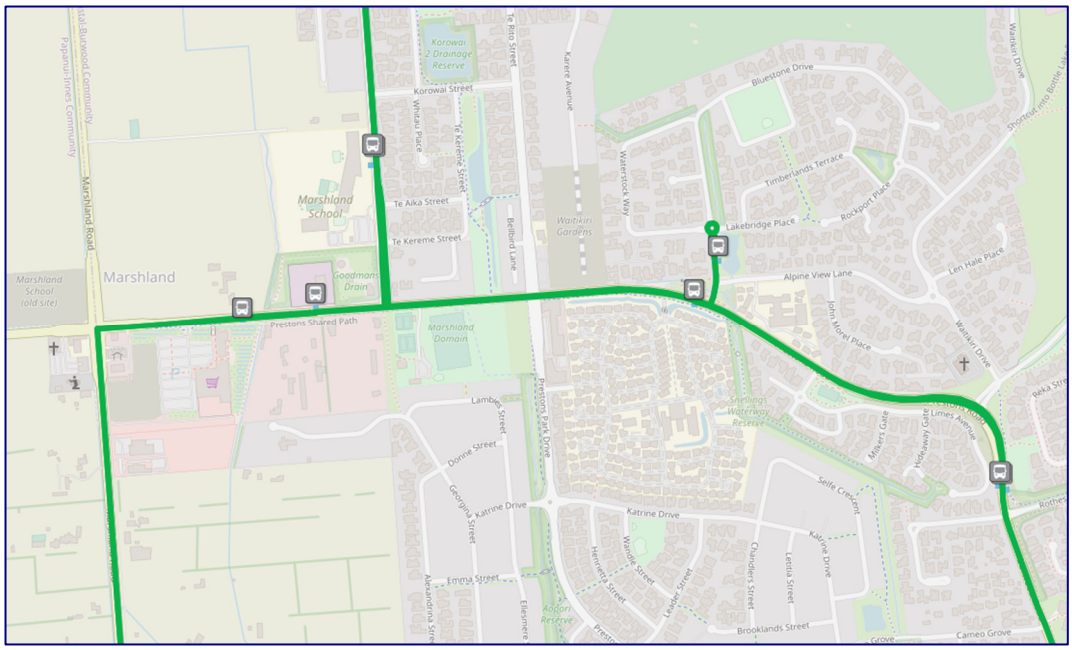


Figure 13: View of the existing pubic transport routes in the vicinity of the application site. Source = Metroinfo website

3.8 Road Safety

A search of the Waka Kotahi reported crash database (CAS) was undertaken for within a polygon representing a 400m radius of the application site for the 1st January 2019 to date period. A total of 26 crashes were identified in the selected polygon areas and the reported crash diagram showing these crashes and their locations is provided in Figures 14 to 16 below. The crash diagrams show that:

a) There were no reported crashes along the Prestons Road frontage of the application site;

b) There were two westbound nose-to-tail crashes on Prestons Road between Te Korari Street and the application. One of the crashes was minor injury;

c) There was one reported minor injury crash at the driveway to the nest preschool located in the northeastern corner of the application site (incorrectly drawn by CAS on Figure 14). This involved a motorist turning left out of the preschool driveway colliding with a cyclist seemingly also leaving the preschool site.

d) There have been three reported crashes at the driveway to the New World supermarket located east of the application. All three crashes involved driveway traffic failing to give way to oncoming Prestons Road traffic (note crash 202243256 is incorrectly drawn by CAS). Tow of these crashes involved injury.

e) There were five reported crashes relating to at-fault motorists being on the southbound approach to the Marshland/Prestons intersection. Only one crash involved injury (minor). All crashes had different contributing factors.

f) There were three reported crashes on the Prestons Road approaches to the Marshland/Prestons intersection. All three crashes related to a right turning vehicle failing to give way to oncoming traffic. Only one crash involved injury (minor). All crashes had different contributing factors.

g) There was one non-injury crash on the northbound approach to the Marshland/Prestons intersection. This crash involved incorrect passing on the left hand side of the traffic lane. The errant driver fled the scene of the crash.

Overall, the reported crash rate is low, and there is nothing in the reported crash data to indicate an inherent design deficiency with Halswell Junction Road outside the application site.

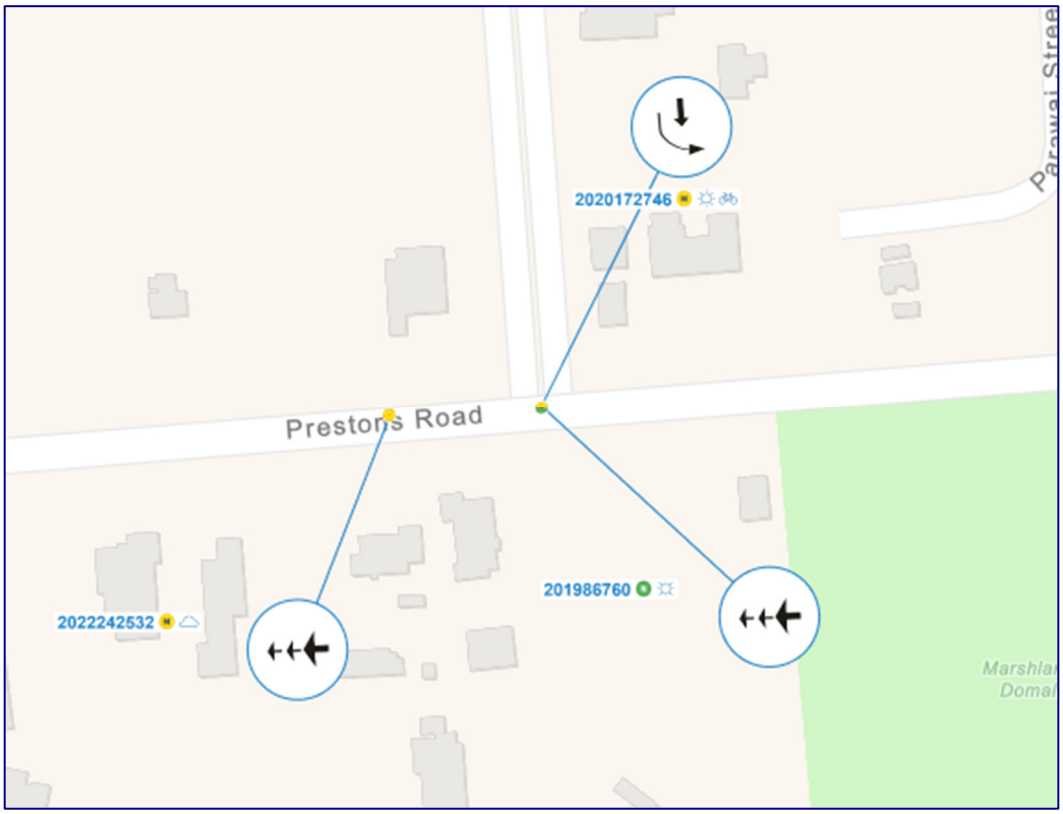


Figure 14: Reported crashes 2019-2024 on Prestons Road east of the application site. (Source = Waka Kotahi CAS website)

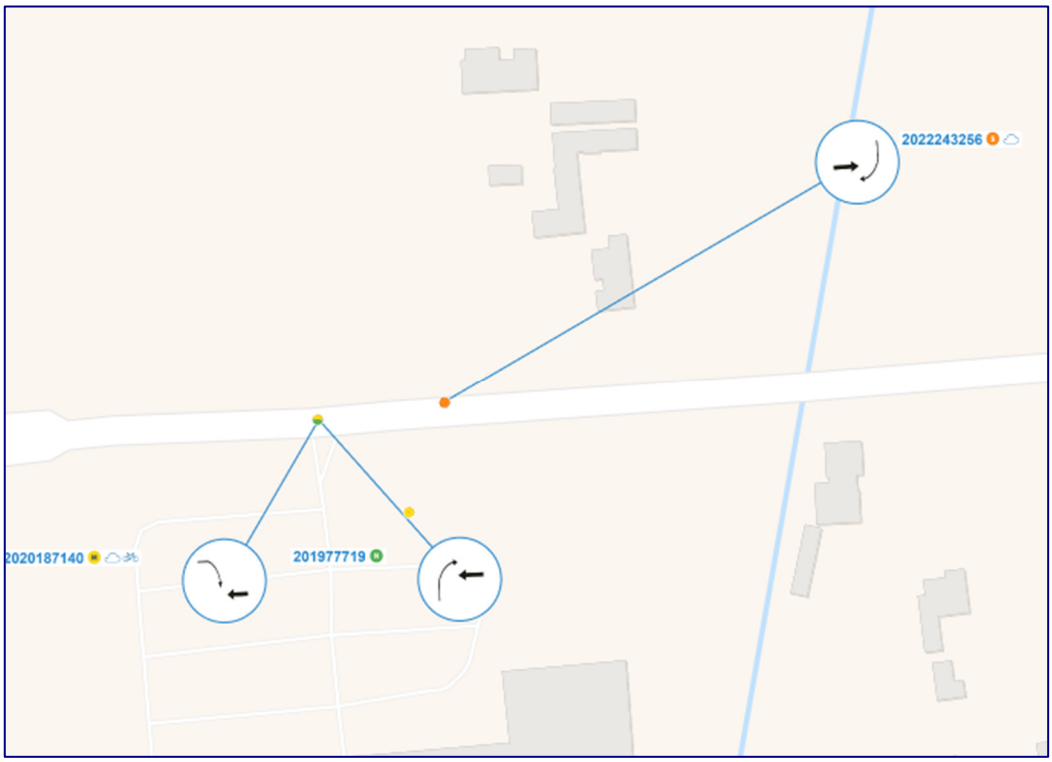


Figure 15: Reported crashes 2019-2024 on Prestons Road west of the application site. (Source = Waka Kotahi CAS website)

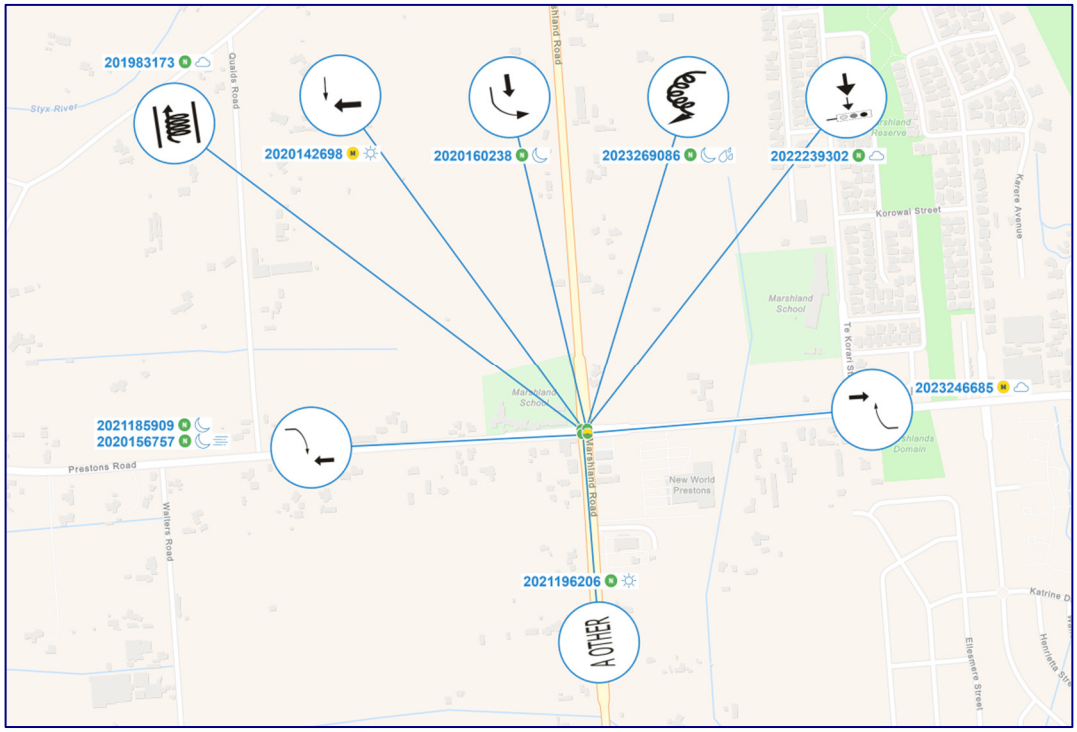


Figure 16: Reported crashes 2019-2024 at the Marshland/Prestons intersection to the west of the application site. (Source = Waka Kotahi CAS website)

4.0 THE PROPOSAL

4.1 General Description

The site plan provided in **Appendix B** shows that is proposed to construct and operate a new commercial development with associated car parking, landscaping, and signage. Vehicle access to the site will be in two locations from Prestons Road, with a third vehicle egress for service delivery vehicles, onto Prestons Road. The site will be landscaped, and includes a planted stormwater detention area alongside the western site boundary. There will be signage placed on all buildings, complemented by two pylon signs located in two locations alongside Prestons Road site boundary.

4.2 Mitre 10 Mega Building

It is proposed for the southern half of the application site to contain a *Mitre 10 Mega* outlet which will have a gross floor area of 10,532m². The building will contain the main retail warehouse area, a trade sales and drive through area, as well as an outdoor nursery and landscape supplies area, goods unloading area, administration offices and a café. The floor areas of the proposed building are provided in Table 3 on the next page.

4.3 Retail / Commercial Buildings

The site plan provided in **Appendix B** shows that is also proposed to construct five retail / commercial buildings in the northern half of the application site. These buildings will be divided into multiple tenancies, with a maximum GLFA of 150m², and will be used for activities permitted under Rule 15.4.1.1 and likely (but not limited to) the following activities:

a) P3 Retail activity, excluding supermarket and department store, with a maximum individual tenancy size of 500m² GLFA;

b) P4 Trade suppliers with a maximum individual tenancy size of 500m² GLFA;

c) P5 Second hand goods outlets with a maximum individual tenancy size of 500m² GLFA;

d) P6 Commercial services with a maximum individual tenancy size of 500m² GLFA;

e) P7 Entertainment activities with a maximum individual tenancy size of 500m² GLFA;

f) P9 Food and beverage outlets with a maximum individual tenancy size of 500m² GLFA;

g) P10 Gymnasiums with a maximum individual tenancy size of 500m² GLFA

h) P11 Offices with a maximum individual tenancy size of 500m² GLFA;

i) P14 Health care facilities;

j) P15 education activities.

Sub-activity	Gross Floor Area	Canopy Area	Total
Retail hall	4951.5m²		4949.8m²
Drive-through	2479.1m²		2479.1m²
Garden centre (partly covered)	2037.8m²		2039.6m²
Inwards Goods	382.7m²		382.6m²
Entry vestibule	110.2m²		110.2m²
Sub-total trading area	**9961.3m²**		**9961.3m²**
Office block	167.2m²		167.2m²
Office mezzanine	146.0m²		146.0m²
Cafe	227.5m²		227.5m²
Amenities Area	30.0m²		30.0m²
Sub-total 'other' areas	**570.7m²**		**570.7m²**
Entry vestibule canopies		50.0m²	50.0m²
Drive-through northern canopies		75.0m²	75.0m²
Drive-through southern canopy		259.0m²	259.0m²
Inwards goods canopy		192.8m²	192.8m²
Sub-total canopy areas		**576.8m²**	**576.8m²**
Total	**10,542.1m²**	**576.8m²**	**11,118.9m²**

Table 3: Proposed Mitre 10 Mega Building Areas

The floor areas of the proposed retail / commercial buildings are provided in Table 4 below:

Sub-activity	Gross Floor Area
Building A (western)	969.8m²
Building B (central)	765.3m²
Building C (central)	343.0m²
Building D (central)	670.2m²
Building E (eastern)	765.3m²
Total	**3,513.6m²**

Table 4: Proposed Retail / Commercial Building Areas

Of note is the Building B has a U-shaped footprint and it is anticipated that Buildings C and D will be used for a food court area (like 'Little High' or 'Riverside') where individual tenancies will not exceed 150m² GLFA. If this use of these buildings was to occur, then the 220.4m² central courtyard area will be used for outdoor use in association with any food and beverage tenancies.

4.4 Hours of Operation

It is noted that there are no limits on operating hours within the Commercial Core zone. That said, it is likely that the operating hours of the various activities proposed within the site will be as follows:

a) The Mitre 10 Mega store - between 07:00 and 22:00 on any day;

b) Retail activity, trade suppliers, second hand goods outlets, commercial services, offices, and health care facilities - between 07:00 and 18:00 on any day;

c) Entertainment activities, food, and beverage outlets - between 07:00 and 22:00 on any day;

d) Gymnasiums – 24 hour operation;

e) Education activities - between 07:00 and 18:00 Monday to Saturday.

4.5 Site Access Provision

Vehicle access to the site will be in two locations from Prestons Road, with a third vehicle egress for service delivery vehicles, also onto Prestons Road. In more detail:

a) The primary vehicle access will be from Prestons Road on the common boundary of 402 and 404 Prestons Road, commencing approximately 55 metres from the prolongation of the eastern boundary of Korari Street. This access will be 10.5m wide consisting of a 4.0m wide entry lane, and 3.0m wide right turn exit lane and a 3.5m wide left turn exit lane. This access has been specifically positioned to make use of the existing flush median on Prestons Road to provide for storage for right truing vehicles into the site. A 20.4m queue space will be provided at this access point.

b) The secondary vehicle access will also be from Prestons Road on the common boundary within 394 Prestons Road. This access will be 7.5m wide consisting of a 4.0m wide entry lane, and 3.5m wide left turn exit lane. Because of the reduced carriageway width in Prestons Road at this point, it is proposed to limit turns at this access point to left turn entry

and exit only through the installation of a solid median island within the flush median on Prestons Road. An 6m queue space will be provided at this access point.

c) It is proposed to provide an egress from the Mitre 10 Mega southern yard area alongside the western site boundary to provide a left turn exit for Mitre 10 Mega service delivery vehicles and staff vehicles. The exact design of this egress point is still to be finalised in consultation with Council engineering staff, to avoid relocation of the pedestrian refuge island located centrally within Prestons Road in this location. The crossing width is likely to be around 18.0 metres. The final design of this egress point may require the driveway and stormwater detention basin to be reconfigured.

Pedestrian access will be from four locations onto Prestons Road, with each location leading directly to a footpath along the frontages of the commercial buildings A, B, D and E. All footpaths will be designed for mobility impaired people in accordance with the design requirements of AS4121:2001.

4.6 Car Parking Provision

It is proposed to provide a total of 374 parking spaces across the site in the areas identified in Table 5 below:

Car Park Location	Standard Parking Spaces	Mobility Spaces	Total Parking Spaces
Between Building A and Building B	71 spaces	2 spaces	73 spaces
Between Building D and Building E	97 spaces	2 spaces	99 spaces
Mitre 10 Mega visitor parks	146 spaces	5 spaces	151 spaces
Mitre 10 Mega staff parks	51 spaces	nil	51 spaces
Total	**365 spaces**	**9 spaces**	**374 spaces**

Table 5: Proposed Car Parking Supply

The proposed parking layout has been designed to fully comply with the requirements of the District Plan. The main site space widths are 2.6m with aisle widths of 7.0-8.0m. The mobility spaces will be 2.4m wide plus a 1.2m wide wheelchair area. All accessible spaces are located alongside accessible routes to the buildings.

All parking spaces will be sealed, marked, and illuminated (minimum 2.0 lux) in accordance with relevant District Plan design requirements.

4.7 Cycle Parking Provision

It is proposed to provide 11 visitor spaces are provided alongside the entry into the Mitre 10 building. 14 covered and secure staff cycle spaces are provided in the southwestern corner of the site.

For the retail buildings, 12 visitor cycle parks are provided beside the road boundary of the site. An additional 5 covered and secure staff cycle spaces are provided in the southern yard of building C

The cycle stands will be designed to meet the requirements of Appendix 7.5.2 a. ii.-vii. in relation to the stand design and location.

4.8 Goods Loading Provision

Servicing for the Mitre 10 Mega activity will be provided in the southern yard of the site. Entry will be from the Prestons Road primary vehicle access and then around the eastern side of the Mitre 10 Mega building. This route has been designed to cater for a B-train. The proposed site plan shows the southern yard readily capable of containing the required 5 HGV loading spaces.

Servicing for the five commercial buildings will be provided in the southern yard of Buildings C and D. This area has been designed to accommodate the two required design two-axle rigid truck HGV. In addition, four of the parking spaces located between Buildings A-E will be marked as courier van drop-off spaces.

4.9 Traffic Generation

The traffic generation of the proposal has been estimated through refence to August 2024 survey data of the similar combination of large format home-hardware plus retail developments located a Ferrymead and Homebase Marshland. Both surveyed developments are larger than the Prestons Road proposal, and the Ferrymead site contains a supermarket. However, both sites are considered to suitably represent the scale of the proposed Prestons Road development, and location within wider residential catchment areas. A summary of the survey data, and the application of average surveyed generation rates to the proposal, are presented in tables 6 and 7 on the next page:

	Ferrymead	Homebase	Proposal
Retail floor space	6530	5868	3514
Supermarket floor space	4000	0	0
Large format floor space	8750	11055	10532
Total floor space	19280	16293	14046
Weekday PM peak hour trips	1191	1018	856
Trips per 100m² GFA	**6.18**	**6.02**	**6.10**

Table 6: Surveyed weekday PM peak period traffic generation at Ferrymead and Homebase retail developments (22 and 29 August 2024)

	Ferrymead	Homebase	Proposal
Retail floor space	6530	5868	3514
Supermarket floor space	4000	0	0
Large format floor space	8750	11055	10532
Total floor space	19280	16293	14046
Saturday PM peak hour trips	1255	1175	945
Trips per 100m² GFA	**6.51**	**6.94**	**6.73**

Table 7: Surveyed Saturday AM peak period traffic generation at Ferrymead and Homebase retail developments (24 and 1 August 2024)

Service delivery associated with Mite 10 activity is not expected to be greater than one truck arriving and departing every 15 minutes between 7:00am and 4:00pm. Service delivery associated with combined retail activity is not expected to be greater than one truck arriving and departing every hour between 7:00am and 5:00pm, and 3-4 courier vans per hour across the day.

4.10 Estimated Traffic Distribution

Figure 17 on the next page shows the customer catchment for the proposed development being the developing residential areas that surround the site to the north and the south, the established residential area to the east, and the future residential new neighbourhood area to west of Marshland Road. Recognising this likely customer base location, trade for the proposed development is expected to be 30% from the north, 30% from the east, 20% from the south and 20% from the west. All catchment locations have near direct access to the suite via Prestons Road, Marshland Road, To Korari Street and Prestons Park Drive.

Retail development trips are usually assessed as being one third new trips, one third diverted trips and one third pass-by trips. New trips and diverted trips are new trips onto Prestons Road and through the Marshland/Prestons intersection. Bypass trips were trips on Prestons Road passing the site anyway.

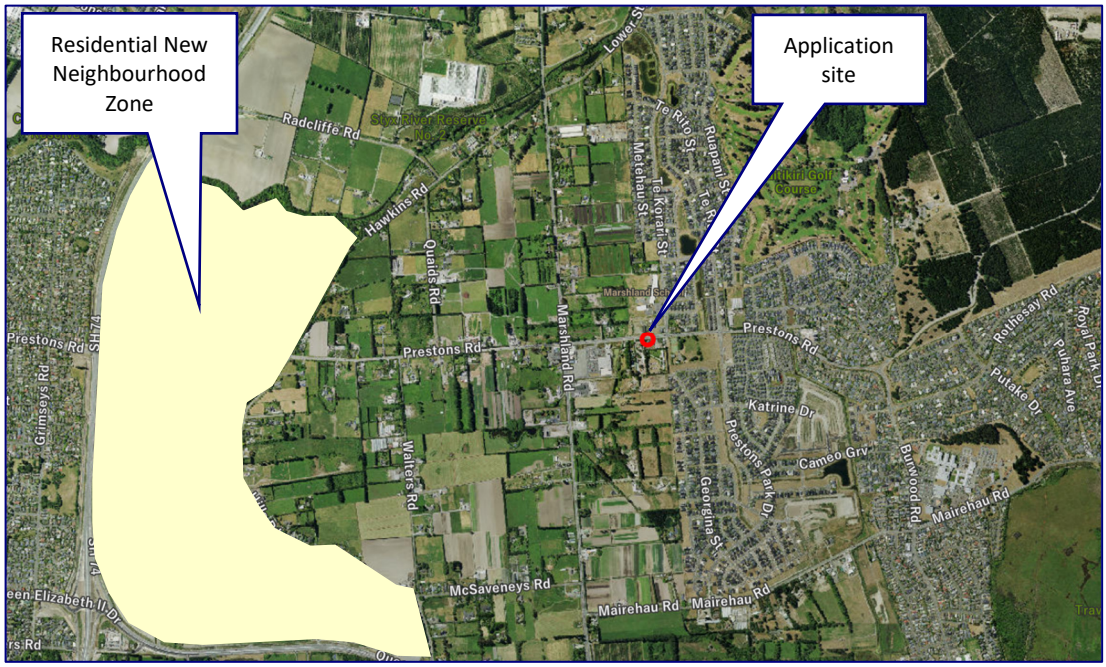


Figure 17: Expected customer catchment of the proposed development.

Trips to/from the north of the site are expected to be split equally between Te Korari Street and Marshland Road. Trips from the east and west of the site would use Prestons Road. Trips to/from the south of the site are expected to be split equally between Prestons Park Drive and Marshland Road.

It is unlikely that visitors to this site would have a stay greater than one hour. Therefore, entry and exit volumes in the peak hour period are assumed to be equal.

Site generated traffic has been allocated to the two car park access points based on the closest access providing for the turn movement being used. This means that the eastern site access will cater for all right turn entry and right turn exit movements because of the left turn in/out design proposed for the western site access.

Tables 8 and 9 on the next page present the esteemed site access volumes based on the above distribution assumptions and a weekday PM peak hour generation of 856 trips and a Saturday AM peak hour generation of 945 trips

Direction	Split		Route	Western Access		Eastern Access			
				Left turn entry	Left turn exit	Left turn entry	Right turn entry	Left turn exit	Right turn exit
North	30%	15%	Marshland		7.5%		7.5%		
		15%	Te Korari			7.5%			7.5%
East	30%	30%	Prestons East			15.0%			15.0%
West	20%	20%	Prestons west		5.0%		10.0%	5.0%	
South	20%	10%	Marshland South		2.5%		5.0%	2.5%	
		10%	Prestons Park Drive			5.0%			5.0%
North	30%	15%	Marshland		64		64		
		15%	Te Korari			64			64
East	30%	30%	Prestons East			128			128
West	20%	20%	Prestons west		43		86	43	
South	20%	10%	Marshland South		21		43	21	
		10%	Prestons Park Drive			43			43
	100%	**100%**	**856 trips**	**0**	**128**	**235**	**193**	**64**	**235**

Table 8: Estimated future weekday PM peak period site access volumes

Direction	Split		Route	Western Access		Eastern Access			
				Left turn entry	Left turn exit	Left turn entry	Right turn entry	Left turn exit	Right turn exit
North	30%	15%	Marshland		7.5%		7.5%		
		15%	Te Korari			7.5%			7.5%
East	30%	30%	Prestons East			15.0%			15.0%
West	20%	20%	Prestons west		5.0%		10.0%	5.0%	
South	20%	10%	Marshland South		2.5%		5.0%	2.5%	
		10%	Prestons Park Drive			5.0%			5.0%
North	30%	15%	Marshland		64		64		
		15%	Te Korari			64			64
East	30%	30%	Prestons East			128			128
West	20%	20%	Prestons west		43		86	43	
South	20%	10%	Marshland South		21		43	21	
		10%	Prestons Park Drive			43			43
	100%	**100%**	**945 trips**	**0**	**128**	**235**	**193**	**64**	**235**

Table 9: Estimated future Saturday AM peak period site access volumes

The traffic distribution assumptions presented for all site generated trips at the site access points can be used to estimate site generated new plus diverted trips through the nearby Marshland/Prestons intersection and for trips to/from east of the site. This information is presented in tables 10-13 below:

Marshland Prestons Intersection – Thurs PM peak				**856 x 66.7% =**	**571**
Left turn from	Prestons east	to	Marshland south	5.0%	29
Through from	Prestons east	to	Prestons west	10.0%	57
Right turn from	Prestons east	to	Marshland North	7.5%	43
Right turn from	Marshland south	to	Prestons east	5.0%	29
Through from	Prestons west	to	Prestons east	10.0%	57
Left turn from	Marshland North	to	Prestons east	7.5%	43
				Sub-total	**258**
Trips East of the Site					
Eastbound on Prestons				30.0%	171
Left turn from	Prestons east	to	Te Korari	7.5%	43
Right turn from	Te Korari	to	Prestons east	7.5%	43
Left turn from	Prestons Park Drive	to	Prestons east	5.0%	29
Right turn from	Prestons east	to	Prestons Park Drive	5.0%	29
				Sub-total	**315**

Table 10: Estimated distribution of weekday PM peak period site generated traffic volumes through the Marshland/Prestons Intersection

Marshland Prestons Intersection – Thurs PM peak				**Existing**	**Proposal**	**Future**
Left turn from	Prestons east	to	Marshland south	130	29	159
Through from	Prestons east	to	Prestons west	210	57	267
Right turn from	Prestons east	to	Marshland North	214	43	257
Left turn from	Marshland south	to	Prestons west	131		131
Through from	Marshland south	to	Marshland North	388		388
Right turn from	Marshland south	to	Prestons east	242	29	271
U-turn	Marshland south	to	Marshland south	4		4
Left turn from	Prestons west	to	Marshland North	15		15
Through from	Prestons west	to	Prestons east	352	57	409
Right turn from	Prestons west	to	Marshland south	122		122
Left turn from	Marshland North	to	Prestons east	193	43	236
Through from	Marshland North	to	Marshland south	329		329
Right turn from	Marshland North	to	Prestons west	14		14
				2344	**258**	**2602**

Table 11: Estimated future weekday PM peak period volumes through the Marshland/ Prestons Intersection

Marshland Prestons Intersection – Saturday AM peak				**945 x 66.7% =**	**630**
Left turn from	Prestons east	to	Marshland south	5.0%	32
Through from	Prestons east	to	Prestons west	10.0%	63
Right turn from	Prestons east	to	Marshland North	7.5%	47
Right turn from	Marshland south	to	Prestons east	5.0%	32
Through from	Prestons west	to	Prestons east	10.0%	63
Left turn from	Marshland North	to	Prestons east	7.5%	47
				Sub-total	**284**
Trips East of the Site					
Eastbound on Prestons				30.0%	189
Left turn from	Prestons east	to	Te Korari	7.5%	47
Right turn from	Te Korari	to	Prestons east	7.5%	47
Left turn from	Prestons Park Drive	to	Prestons east	5.0%	32
Right turn from	Prestons east	to	Prestons Park Drive	5.0%	32
				Sub-total	**347**

Table 12: Estimated distribution of Saturday AM peak period site generated traffic volumes through the Marshland/Prestons Intersection

Marshland Prestons Intersection – Saturday AM peak				**Existing**	**Proposal**	**Future**
Left turn from	Prestons east	to	Marshland south	112	32	144
Through from	Prestons east	to	Prestons west	214	63	277
Right turn from	Prestons east	to	Marshland North	116	47	163
Left turn from	Marshland south	to	Prestons west	107		107
Through from	Marshland south	to	Marshland North	467		467
Right turn from	Marshland south	to	Prestons east	146	32	178
U-turn	Marshland south	to	Marshland south	0		0
Left turn from	Prestons west	to	Marshland North	23		23
Through from	Prestons west	to	Prestons east	206	63	269
Right turn from	Prestons west	to	Marshland south	121		121
Left turn from	Marshland North	to	Prestons east	183	47	230
Through from	Marshland North	to	Marshland south	385		385
Right turn from	Marshland North	to	Prestons west	3		3
				2083	**284**	**2367**

Table 13: Estimated future Saturday AM peak period volumes through the Marshland/ Prestons Intersection

5.0 DISTRICT PLAN COMPLIANCE ASSESSMENT

5.1 Transport Related Rules

A full compliance assessment of the Chapter 7 'Transport' rules is provided in **Appendix C**. The following non-compliances have been identified:

a) Rule 7-4.3.7 a) – The maximum permitted access width is 9 metres. The Prestons Road primary access is 10.5m wide. The southern yard area egress will exceed the maximum permitted width of 9.0 metres (the exact width is unknown at this stage but likely to be around 18.0 metres).

b) Rule 7-4.3.8 e) – Two vehicle crossings are permitted to the Prestons Road frontage whereas three are proposed.

c) Rule 7-4.3.10 – Trade suppliers and/or mixed use developments are permitted a maximum of 50 vehicle trips (i.e., 25 cars in and 25 cars out) in the weekday peak hour (between 3:00pm to 6:00pm). The proposal is estimated to have a weekday peak hour generation of around 856 trips.

5.2 Activity Status

The three identified transport related non-compliances above are assessed as a restricted discretionary activities under Rule 7.4.2.3 (RD1).

The overall activity status is for a **restricted discretionary activity**.

6.0 ASSESSMENT OF TRANSPORT EFFECTS

While the overall non-complying activity status of the proposal is noted, the compliance matters identified above, if considered in isolation, are assessed as restricted discretionary activities. The relevant assessment matters for each rule are considered to provide a suitable framework upon which to assess the proposal. Brief comment is also made on the matter of traffic generation.

6.1 Vehicle Crossing Width

The proposed Prestons Road eastern site access, at 10.5 metres wide, is 1.5 metres wider than the maximum permitted width of 9 metres. The southern yard area egress will exceed the maximum permitted width of 9.0 metres (the exact width is unknown at this stage but likely to be around 18.0 metres).

The assessment matters for a non-compliance against Rule 7-4.3.7 a) are contained in Rule 7.4.4.9 and are:

i. *Whether the driveway serves more than one site and the extent to which other users of the driveway may be adversely affected.*

ii. *Whether there are any adverse effects on the safety and amenity values of neighbouring properties and/or the function of the transport network.*

iii. *The effects on the safety and security of people using the facility.*

iv. *Whether the access disrupts, or results in conflicts with, active frontages, convenient and safe pedestrian circulation and cycling flows or will inhibit access for emergency service vehicles where on-site access is required.*

v. *Whether the safety of pedestrians, particularly the aged and people whose mobility is restricted, will be compromised by the length of time needed to cross a wider driveway.*

vi. *Whether the legal width of access is restricted by the boundaries of an existing site and/or an existing building.*

In relation to the proposed eastern car park access it is noted that:

a) The eastern driveway into the site does not serve any other site;

b) The site is located within a commercial area such that the additional 1.5m crossing width will not have any material adverse amenity effect;

c) The additional 1.5m crossing width is to provide for separate left and right turn exit lanes. This will minimise exiting vehicle queues, and reduce exiting delays at the site thus potentially reducing driver impatience and potentially hazardous exit manoeuvres being made.

d) The site is not located on an active pedestrian frontage.

e) Traffic using the site access must give way to cycle traffic travelling along the southern side of Prestons Road. The additional crossing width will make no difference to this;

f) The additional crossing width will make no difference to emergency vehicle access to the site;

g) Onsite observations confirm that pedestrian numbers outside the site are negligible. While there is a pre-school currently located east of the site, it is anticipated that this preschool will relocate into the site (and most likely into retail building A) as part of the overall development.

In relation to the proposed eastern car park access it is noted that:

a) The western driveway out of the site does not serve any other site;

b) The additional crossing width is necessary to provide for articulated vehicles to turn left out of the site without crossing onto the central median strip and/or the pedestrian island. This is a situation common with petrol stations located across the city;

c) Service delivery associated with Mite 10 activity is not expected to be greater than one truck arriving and departing every 15 minutes between 7:00am and 4:00pm;

d) The site is not located on an active pedestrian frontage;

e) The additional crossing width is measured at the kerb. The Prestons Road footpath width could be reduced such that the crossing distance is designed to be the permitted 9.0 metres such that there is no additional crossing distance for pedestrians. This, along with the potential need to relocate the pedestrian island, can be considered in consultation with the Council to achieve minimal pedestrian safety effects;

Overall, it is considered that there will be minimal measurable adverse effects because of the additional vehicle crossing width in both locations.

6.2 Vehicle Crossing Numbers

Two vehicle crossings are permitted to the Prestons Road frontage whereas three are proposed. The assessment matters for a non-compliance against Rule 7-4.3.7 a) are contained in Rule 7.4.4.14 and are:

i. *Whether the extra crossing(s) will adversely affect the efficient and safe operation of the road for all road users.*

ii. *Any cumulative effects of the introduction of extra vehicle crossings when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.*

iii. *Whether the physical form of the road will minimise the adverse effects of the extra vehicle crossings for example the presence of a solid median to stop right hand turns.*

iv. *Outside the Central City, whether the landscaping adjacent to the road will be adversely affected by the vehicle crossings.*

In relation to the proposed additional vehicle crossing it is noted that:

a) The application site currently consists of seven allotments each with sole road frontage to Prestons Road. Each allotment is guaranteed a vehicle crossing up to 9.0m wide. In comparison, the proposed development has three vehicle crossings of which the central vehicle crossing will be limited to left turns only and the western crossing will carry very low traffic volumes and be limited to left turn exit manoeuvres only;

b) The number of potential vehicle conflict points outside the site will be substantially less than for the permitted seven vehicle crossings;

c) The northern side of Prestons Road, opposite the site, is essentially fully developed with only one vehicle crossing. The number of vehicle crossings onto Prestons Road is substantially less than what would occur with typical residential development alongside an arterial road with a crossing located along each side of the road every 16-20 metres.

Overall, it is considered that there will be minimal measurable adverse effects because of the additional vehicle crossing.

6.3 Traffic Generation

The proposed development is required to be assessed as a high traffic generator. Under assessment matter 7.4.4.18, the Mitre 10 development is not otherwise permitted in the zone (the tenancy size is greater than the permitted maximum of 500m² GLFA. This requires consent as a **restricted discretionary** activity under Rule 15.4.1.3 (RD6)), and the generation thresholds in Table 7.4.4.18.1

are exceeded. Trip generation is therefore assessed as a restricted discretionary activity under Rule 7.4.2.3 (RD1). The relevant assessment matters are:

Access and Manoeuvring (safety and efficiency)

i. Whether the provision of access and on-site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site , and the transport network (including considering the road classification of the frontage road).

Matters associated with site access provision are discussed in Sections 6.1 and 6.2 above. Overall, site access has been minimised to two key locations with the eastern access providing for full turns and the central access being limited to left turns entry/exit only. The western egress is for service vehicles only and will be left turn only.

The access locations are fully compliant with relevant District Plan location rules, and there will be minimal vehicle crossings along Prestons Road outside the site such that potential vehicle conflict points are minimised.

The primary eastern access/egress is of a fully channelised design, and its operation with have minimal effect on through traffic flow along Prestons Road.

The proposed type of development is to be expected given the commercial zoning of the application site. A minor arterial road, such as Prestons Road, is the most appropriate road classification within the road hierarchy for a development of this nature and scale to gain access from.

Design and Layout and Accessibility of the Location

ii. Whether the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes.

iv. Whether the proposed activity has demonstrated the accessibility of the site by a range of transport modes and whether the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.

The pedestrian network in the vicinity of the application site was described in Section 3.5 earlier. The proposal provides four pedestrian connections to Prestons Road, and provides for full pedestrian connectivity in all directions within the site.

The proposed development provides a compliant amount of cycle parking on the site, with staff parking being provided in convenient and secure locations.

The site is located on a bus route with stops located outside the site on for both directions along Prestons Road.

Heavy Vehicle Generation

> iii. *Heavy vehicles: For activities that will generate more than 250 heavy vehicle trips per day, whether there are any effects from these trips on the roading infrastructure.*

The proposed development will not generate more than 250 heavy vehicle trips per day.

Road Network Effects

> v. *Having particular regard to the level of additional traffic generated by the activity and whether the activity is permitted by the zone in which it is located, whether measures are proposed to adequately mitigate the actual or potential effects on the transport network arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.*

From the outset it is important to recognise that the proposed scale and nature of activity is anticipated to establish in commercial zones. The site access design has been specifically developed to provide suitable separation between the site access points themselves, and from nearby signalised intersections. The primary eastern access/egress is of a fully channelised design, and its operation with have minimal effect on through traffic flow along Prestons Road.

Beyond the site access points, the key affected component within the wider arterial road network is the nearby Marshland/Prestons intersection. This has been tested by Via Strada using SIDRA V10 utilising the existing and future traffic volumes presented in Tables 11 and 13 earlier. The summary output information is presented in Tables 14 and 15 on the next page. The bold red text shows where there will be a reduction in the level of service for a given turning movement at the intersection, with the worst calculated level of service being E for the right turn into Prestons (east) and the left turn into Marshland north in the weekday PM peak period. This level of service accords with historic RLTS targets, and with future traffic volumes remaining around 1,000 vehicles per hour below 2019 levels, will be ably handled by the intersection in its present signalised format.

Marshland Prestons Intersection – Thurs PM peak		Existing			Future		
		Volume	Delay	LOS	Volume	Delay	LOS
Prestons east	Left turn from	130	37.9	C	15	52.4	D
	Through from	210	33.3	C	409	47.8	D
	Right turn from	214	24.4	D	122	27.4	C
Marshland south	Left turn from	131	29.7	C	131	31.6	C
	Through from	388	31.5	C	388	32.7	C
	Right turn from	242	44.3	D	271	**55.4**	**E**
	U-turn	4			4		
Prestons west	Left turn from	15	38.8	D	159	**55.1**	**E**
	Through from	352	34.1	C	267	50.3	D
	Right turn from	122	24.2	C	257	31.0	C
Marshland North	Left turn from	193	47.4	D	236	59.3	D
	Through from	329	42.7	C	329	60.2	D
	Right turn from	14	44	C	14	56.2	D
		2344			**2602**		

Table 14: Comparison of SIDRA summary outputs for the weekday PM peak period volumes through the Marshland / Prestons Intersection

Marshland Prestons Intersection – Thurs PM peak		Existing			Future		
		Volume	Delay	LOS	Volume	Delay	LOS
Prestons east	Left turn from	112	38.9	D	144	42.9	D
	Through from	214	34.3	C	277	38.3	**D**
	Right turn from	116	25.1	C	163	24.0	C
Marshland south	Left turn from	107	27.3	C	107	30.0	C
	Through from	467	27.9	C	467	36.8	**D**
	Right turn from	146	43.7	D	178	49.3	D
	U-turn	0			0		
Prestons west	Left turn from	23	34.0	C	23	32.2	C
	Through from	206	29.2	C	269	27.3	C
	Right turn from	121	26.4	C	121	25.9	C
Marshland North	Left turn from	183	33.2	C	230	40.2	**D**
	Through from	385	28.6	C	385	38.3	**D**
	Right turn from	3	43.1	D	3	46.4	D
		2083			**2367**		

Table 15: Comparison of SIDRA summary outputs for the Saturday AM peak period volumes through the Marshland / Prestons Intersection

Overall, the effects on intersection operation must be expected given the zoning of the application site, and are less than minor in any case.

Strategic Framework

vi. Whether the proposal is consistent with the local and regional transport policy framework.

A minor arterial road, such as Prestons Road, is the most appropriate road classification within the road hierarchy for a development of this nature and scale to gain access from. The proposal will not generate road network effects at an unexpected level given the commercial zoning of the site.

7.0 DISTRICT PLAN OBJECTIVES AND POLICIES

The transport related objectives and policies of the District Plan are contained in **Appendix D**. Given that the proposal is almost fully compliant against the relevant Chapter 7 'Transport' rules of the District Plan, and that the three identified transport related non-compliances are, in isolation, assessed as restricted discretionary activities, then the proposal can only be seen as being consistent with these objectives and policies.

8.0 CONCLUSION

This integrated transport assessment relates to a proposal to redevelop 390-408 Prestons Road to provide for a commercial development as generally anticipated by the Commercial Core zoning of the application site.

The proposed development has the following transport related District Plan non-compliances:

a) Rule 7.4.3.7 a). The eastern (primary) site access has a formed width of 10.5m. The western southern service area egress has a formed width of 18.5m.

b) Rule 7.4.3.8 e. The site frontage length permits two vehicle crossings to Prestons Road, whereas three are proposed;

c) Rule 7.4.3.10 – The proposed activity is classified as a mixed use activity and will generate more than 50 trips in the weekday evening peak hour.

The above non-compliances, considered in isolation, are assessed as a restricted discretionary activity. Overall, consent is sought for a **restricted discretionary** activity under the Christchurch District Plan.

The additional vehicle crossing is required to better distribute site generated traffic volumes and to provide for a separate HGV egress route from the rear of the site. The central and western access both have turn restrictions. Overall, it is considered that there will be minimal measurable adverse effects because of the additional vehicle crossing.

The key transport related issue with the proposal relates to the potential effects of site generated traffic on the operation of the nearby Marshland/Prestons intersection. While the proposal will result in traffic volumes through this intersection significantly less than what has occurred before the northern motorway became operational, site generated traffic will cause a small reduction in level of service for some of the traffic movements through the intersection. Overall, these effects on intersection operation must be expected given the zoning of the application site, and are less than minor in any case.

The proposal is consistent with relevant transport related objectives and policies of the District Plan.

There is no transportation related reason to preclude granting consent for the proposed use of the site.

APPENDIX A: Qualifications and Experience of the Author

Ray Edwards holds the qualifications of a New Zealand Certificate in Civil Engineering, and a Certificate of Transport Planning, Management and Control from the University of New South Wales. He is also an accredited RMA Commissioner. Mr Edwards has 38 years employment in the field of civil engineering, transportation planning and resource management related planning including:

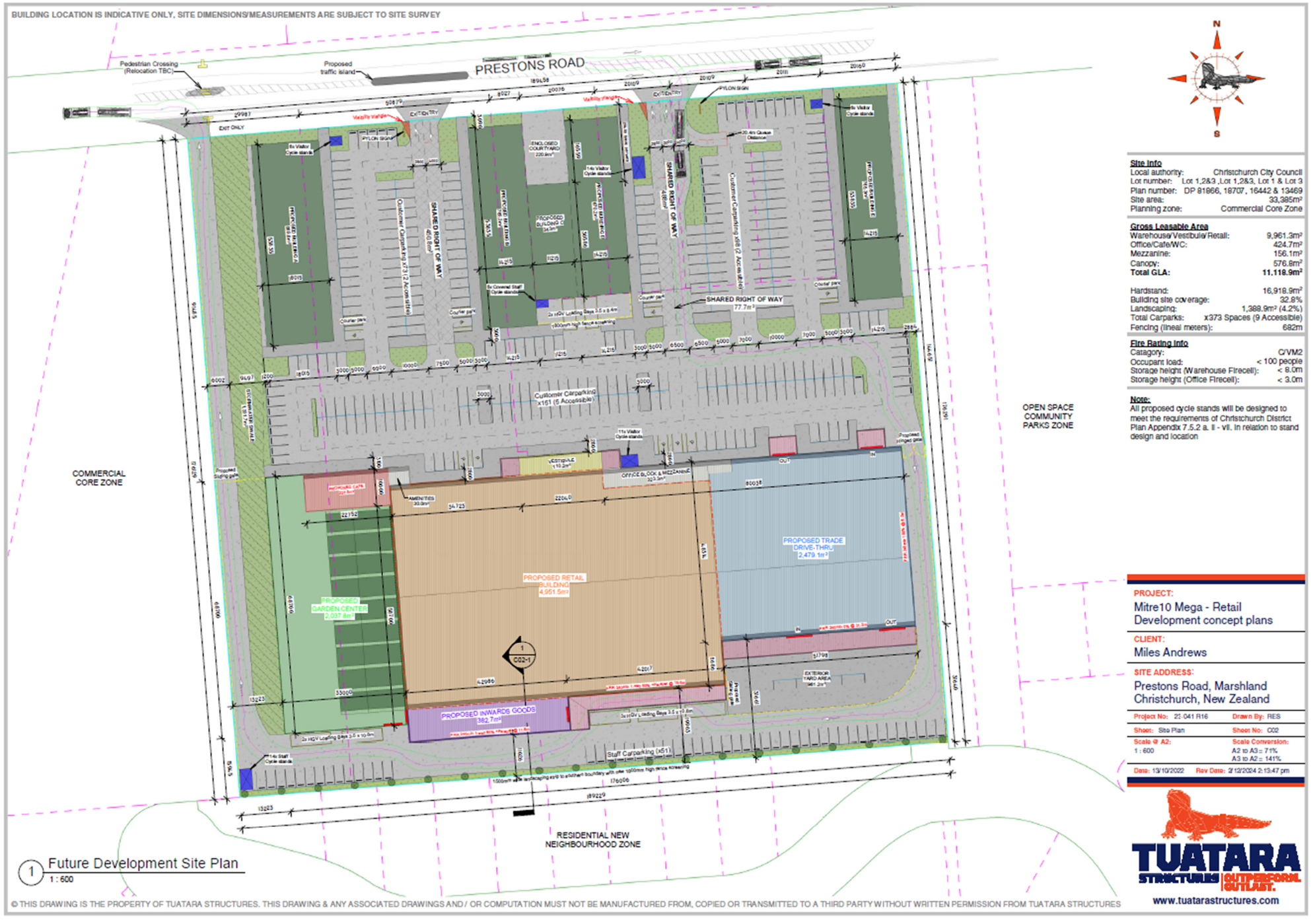
- 6 years (1886 to 1992) being employed by the Christchurch City Council initially as a road engineering officer, then as assistant area traffic engineer;
- 2 years (1992-1994) being employed by the Christchurch City Council as a transportation planner;
- 2 years (1994-1996) being employed by Davie, Lovell-Smith Limited as a traffic engineer and transportation planner;
- 9 years (1996-2004) being employed by the Christchurch City Council as their senior transportation planner including involvement with resource consent applications for over 3,000 land development projects;
- 19 years (2004-2023) as the Director of Urbis TPD Limited (Urbis) which is a Christchurch based consultancy that provided resource management, transportation planning and traffic engineering related advice to government agencies, local authorities, and private land developers.

During the 1992-2022 time period Mr Edwards provided expertise in relation to over 5,000 land development projects.

Mr Edwards has subsequently established Plan Creative Limited in 2022 to provide more focused planning and transportation planning advice in relation to predominantly commercial land development projects, as well as providing traffic engineering design advice relating to subdivisions, road layouts, cycleways and privately initiated land developments.

Over the last 37 years Mr Edwards has gained extensive experience acting as an expert witness on traffic related issues associated with land use development, as well as the preparation and implementation of District Plans. His experience also includes many appearances before the Environment Court.

Appendix B: Development Site Plan



Appendix C: District Plan Chapter 7 'Transport' Compliance Assessment

Rule	Clause	Requirement	Compliance	Activity Status	Assessment Matters	Objective and Policies
7.4.3.1 a) Outside of the central City	i. Any car parking spaces available to the general public	Car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.1 in Appendix 7.5.1. Short term spaces required to be 2.6m wide with a minimum 6.2m aisle.	The main site space widths are 2.6m with aisle widths of 7.0-8.0m. **Complies**	7.4.2.3.1 Restricted Discretionary	Rule 7.4.4.1 - Parking space dimensions.	Policy 7.2.1.5 - Design of car parking areas and loading areas
	ii. Any activity a. where standard car parking spaces are provided (except a. residential developments with less than 3 residential units); or b. visitor accommodation for up to ten guests, or b. Containing buildings with a GFA of more than 2,500m².	At least the minimum number of mobility parking spaces in accordance with Table 7.5.1.1 in Appendix 7.5.1 shall be provided on the same site as the activity It is proposed to provide a total of 374 parking spaces across the site. Eight accessible spaces are required.	9 accessible parking spaces are proposed. **Complies**.	7.4.2.3.1 Restricted Discretionary	Rule 7.4.4.2 - Mobility parking spaces.	Policy 7.2.1.4 - Requirements for car parking and loading
7.4.3.2 Minimum number of cycle parking facilities required	a. Any activity	At least the minimum amount of cycle parking facilities in accordance with Appendix 7.5.2 shall be provided on the same site as the activity. Mitre 10 = 10,532m² Trade supplier. 1 visitor space per 1000m² GFA plus 1 staff space per 750m² GFA. 11 visitor plus 14 staff spaces are required. Retail shops = 3514m² retail shops. 1 visitor space per300m² GFA plus 1 staff space per 750m² GFA. 12 visitor plus 5 staff spaces are required.	A total of 23 visitor plus 19 staff spaces are required. 11 visitor spaces are provided alongside the entry into the Mitre 10 building. 14 covered and secure staff cycle spaces are provided in the southwestern corner of the site. **Complies** 12 visitor cycle parks are provided beside the road boundary of the site. 5 covered and secure staff cycle spaces are provided in the southern yard of building C **Complies**	7.4.2.3.1 Restricted Discretionary	Rule 7.4.4.3 Minimum number of cycle parking facilities.	Policy 7.2.1.6 - Promote public transport and active transport

7.4.3.3 Minimum number of loading spaces required	a. Any activity where standard car parks are provided.	At least the minimum amount of loading spaces in accordance with Appendix 7.5.3 shall be provided on the same site as the activity. Mitre 10 = 10,532m² Trade supplier. 1 bay/ 1600m² GLFA for the first 6,400m² GLFA; and 1/ 5,000m² GLFA thereafter. 5 HGV bays required. Retail shops = 3514m² retail shops. 1 bay/ 1600m² GLFA for the first 6,400m² GLFA; and 1/ 5,000m² GLFA thereafter. 2 HGV bays required.	The southern yard readily capable of containing the required 5 HGV loading spaces. **Complies** 2 HGV bays provide din the yard area to the south of Building C **Complies**	7.4.2.3.1 Restricted Discretionary	Rule 7.4.4.4 Minimum number of loading spaces required	Policy 7.2.1.4 - Requirements for car parking and loading Policy 7.2.1.5 - Design of car parking areas and loading areas
7.4.3.4 Manoeuvring for parking and loading areas	a. Any activity with a vehicle access	On-site manoeuvring area shall be provided in accordance with Appendix 7.5.6.		7.4.2.3.1 Restricted Discretionary (unable to be notified)	Rule 7.4.4.5 Manoeuvring for parking areas and loading areas	Policy 7.2.1.3 Vehicle access and manoeuvring
	b. Any activity with a vehicle access to: i. a major arterial road or minor arterial road; or i. a collector road where three or more car parking spaces are provided on site; or ii. six or more car parking spaces; or iii. a heavy vehicle bay required by Rule 7.4.3.3; or iv. a local street or local distributor street within the Central City core; or v. a main distributor street within the Central City where the vehicle access serves three or more parking spaces; or vi. a local street outside the Central City core and the vehicle access serves six or more parking spaces.	On-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear on to and off a site.	Full on site manoeuvring is provided for vehicles expected to visit the site. **Complies**			

7.4.3.5 Gradient of parking and loading areas	a. All non-residential activities with vehicle access. i. Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width). ii. ii. Gradient of surfaces parallel to the angle of parking (i.e. parking stall length). iii. Gradient of mobility parking spaces.	Gradient shall be ≤ 1:16 (6.26%) Gradient shall be ≤ 1:20 (5%) Gradient shall be ≤ 1:50 (2%).	Site is essentially flat. **Complies** Site is essentially flat. **Complies** Site is essentially flat. **Complies**	7.4.2.3.1 Restricted Discretionary (unable to be notified)	Rule 7.4.4.6 Gradient of parking areas and loading areas	Policy 7.2.1.5 - Design of car parking areas and loading areas
7.4.3.6 Design of parking and loading areas	a. All non-residential activities with parking areas and/or loading areas used during hours of darkness (except hosted visitor accommodation or unhosted visitor accommodation).	Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	The parking and loading areas will be maintained at a minimum illumination level of two lux, with high uniformity, during the hours of operation. **Complies**	7.4.2.3.1 Restricted Discretionary (unable to be notified)	Rule 7.4.4.7 Illumination of parking areas and loading areas	Policy 7.2.1.5 - Design of car parking areas and loading areas
	b. Any urban activity, except: i. residential activities containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road; or iii. Temporary activities and buildings.	The surface of all car parking areas, loading areas, and associated access areas shall be formed, sealed, and drained and car parking spaces permanently marked.	The entire parking area will be formed, sealed, and marked. **Complies**		Rule 7.4.4.8 Surface of parking areas and loading areas	

7.4.3.7 Access design	a. Any activity with vehicle access.	Access shall be provided in accordance with Appendix 7.5.7. Minimum vehicle crossing width of 5.5 metres Maximum vehicle crossing width of 5.5 metres	Site access is proposed from Prestons Road via three vehicle crossings and near flat grade. The primary site access will be 10.5m wide. **Does not comply.** The secondary site access will be 7.5m wide. **Complies** The southern yard area egress will exceeds the maximum permitted width of 9.0 metres. **Does not comply.**	7.4.2.3.1 Restricted Discretionary (unable to be notified)	Rule 7.4.4.9 Vehicle access design	Policy 7.2.1.3 Vehicle access and manoeuvring
	b. Any activity providing 4 or more car parking spaces or residential units.	Queuing Spaces shall be provided in accordance with Appendix 7.5.8. >150 spaces requires a 24m queue space. 85% of traffic expected at the primary site access = 85% x 24m = 20.4m. Balance 3.6m que space required at the secondary site access.	A 20.4m queue space will be provided at the primary access point. **Complies** An 6m queue space will be provided at the secondary access point. **Complies**		Rule 7.4.4.10 Queuing spaces	
	c. Outside the Central City, any vehicle access: i. To an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or ii. On a key pedestrian frontage.	Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.5.9 shall be provided. If any part of the access lies within 20m of a Residential Zone any audio method should not operate between 20:00 and 08:00 hours.	Visibility triangles are provided at the primary and secondary site access points. Ther service lane egress is not required to provide a visibility triangle beyond the internal suite boundary. **Complies**		Rule 7.4.4.11 Visibility splay	
	d. Within the Central City, any vehicle access to a road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day, where the site provides access onto any street within the core.	An audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point shall be provided.	Not relevant.		Rule 7.4.4.11 Visibility splay	
	e. Within the Central City, any vehicle access to a road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day, in any other	Either an audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point or a visibility splay in accordance with Appendix 7.5.9 – Visibility splay, shall be provided. If any part of the access lies	Not relevant		Rule 7.4.4.11 Visibility splay	

	location not covered by clause d above.	within 20 metres of a Residential Central City Zone any audio method should not operate between 20:00 and 08:00 hours, except when associated with an emergency service vehicle.				
7.4.3.8 Vehicle crossings	a. Any activity with a vehicle access to any road or service lane	A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.	Existing vehicle crossings will be utilised. **Complies**	7.4.2.3.1 Restricted Discretionary (unable to be notified apart from limited notified only to the New Zealand Transport Agency (NZTA) and only where there is direct access to a state highway and the NZTA has not given its written approval.)	Rule 7.4.4.12 Vehicle crossing design	Policy 7.2.1.3 Vehicle access and manoeuvring
	b. Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater.	Vehicle crossing shall be provided in accordance with Appendix 7.5.10.	The speed limit on Prestons Road is 60km/h.			
	c. Any vehicle crossing to any land, building or part of a building located in a rural zone, on or in which rural produce is offered for sale by wholesale and/or retail.	Vehicle crossing shall be provided in accordance with Figure 14 in Appendix 7.5.10.	The site is not located in a rural zone.			
	d. Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater.	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, shall be in accordance with Table 7.5.11.1 in Appendix 7.5.11.	The speed limit on Prestons Road is 60km/h.		Rule 7.4.4.13 Minimum distance between vehicle crossings	
	e. Any activity with a vehicle crossing	The maximum number of vehicle crossings shall be in accordance with Table 7.5.11.2 (outside the Central City) and Table 7.5.11.3 (within the Central City) in Appendix 7.5.11. The site has a 189.53m frontage to Prestons Road = 2 crossings permitted.	Three crossings are proposed to Prestons Road. **Does not comply.**		Rule 7.4.4.14 Maximum number of vehicle crossings	
	f. Any activity with a vehicle crossing	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.5.11.4 (outside the Central City) and Table 7.5.11.5 (within the Central City) in Appendix 7.5.11. Prestons Road = minor arterial road @ 60km/h. Required separation = 30m from Te Korari Street and 30m from Marsland Road	52m setback provided from Te Korari Street. **Complies** >30m setback provided from Marshland Road. **Complies**		Rule 7.4.4.15 Minimum distance between vehicle crossings and intersections	
	g. Any vehicle crossing on a rural road.		Not relevant		Rule 7.4.4.16 Sight lines at vehicle crossings	

7.4.3.10 High trip generators	a. This rule applies to activities located outside the Central City, and activities within the Central City that are not exempt from this rule under b. below, that exceed the following thresholds.			Controlled if Rule 7.4.2.2. C1 is met. Otherwise, Restricted Discretionary under Rule 7.4.2.3.1	Rule 7.4.4.18 High trip generators	Policy 7.2.1.2 High trip generating activities
	b. Within the Central City - Permitted activities are exempt from this rule.					
	c. Applicable to:					
	i. Education Activities (Schools).	More than 150 Students				
	ii. Education Activities (Pre-School).	More than 50 Children				
	iii. Education Activities (Tertiary Education and Research Activities).	More than 250 FTE Students				
	iv. Health Care Facilities	More than 500m² GFA				
	v. Industrial Activities (excluding Warehousing and Distribution Activities). High Technology Industrial Activities. Heavy Industrial Activities	More than 5,000m2 GFA				
	vi. Industrial Activities (Warehousing and Distribution Activities).	More than 10,000m² GFA				
	vii. Offices	More than 1750m² GFA				
	viii. Residential Activities.	More than 60 residential units				
	ix. Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets).	More than 500m² GLFA				
	x. Retail Activities (factory shops, retail park zones, but excluding trade suppliers and food and beverage outlets).	More than 1000m² GLFA				
	xi. Mixed use and other activities (not listed above), except where Rule 7.4.2.1 P11 applies	More than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (which, ever is met first) 'Peak hour' are those hours between 15:00 and 19:00 hours on a weekday.	Trade supplier not listed above. Peak hour generation greater than 50 trips. **Does not comply.**			

7.4.3.11 Vehicle access to sites fronting more than one street - within the Central City	Any new vehicle access	Vehicle access shall be provided in accordance with Appendix 7.5.15.	Not relevant		Rule 7.4.4.22 Vehicle access to sites fronting more than one street - within the Central City.	Policy 7.2.1.3 Vehicle access and manoeuvring
7.4.3.12 Lane Formation - Within the Central City	Any new Central City lane created	The legal width of the Central City lane shall be between 6m and 12m and have a minimum height clearance of 4.5m.	Not relevant		Rule 7.4.4.23 Central City lane formation - within the Central City	Nil.

Appendix D: Operative District Plan Objectives and Policies

Objective 7.2.1 - Integrated transport system for Christchurch District

a. An integrated transport system for Christchurch District:

   i. that is safe for all transport modes;

   ii. that is responsive to the current recovery needs, future needs, and enables economic development;

   iii. that supports safe, healthy, and liveable communities by maximising integration with land use;

   iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;

   v. that is managed using the one network approach.

Policy 7.2.1.1 - Establishment of a road classification system

a. Identify a road network that connects people and places and recognises different access and movement functions for all transport modes, whilst:

   i. supporting the safe and efficient operation of the transport network;

   ii. providing for public places in accordance with the function of the road to enable community activities, including opportunities for people to interact and spend time,

   iii. providing space for utility services;

   iv. reflecting neighbourhood identity and amenity;

   v. recognising cross-boundary connections with adjoining districts; and

   vi. providing for the efficient and effective functioning of the strategic transport network, including for freight.

b. Recognise the Central City in the road classification system by establishing a people-focused and slow vehicle inner zone which provides safe and effective access and movement for all forms of transport

Policy 7.2.1.2 - High trip generating activities

a. Manage the adverse effects of high trip generating activities on the transport system by assessing their location and design with regard to the extent that they:

   i. are permitted by the zone in which they are located;

   ii. are located in urban areas and generate additional vehicle trips beyond what is already established or consented;

   iii. are accessible by a range of transport modes and encourage public and active transport use;

   iv. do not compromise the safe, efficient and effective use of the transport system;

   v. provide patterns of development that optimise use of the existing transport system;

   vi. maximise positive transport effects;

   vii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located; and

   viii. mitigate other adverse transport effects, such as effects on communities, and the amenity of the surrounding environment, including through travel demand management measures;

   ix. provide for the transport needs of people whose mobility is restricted; and

   x. integrate and coordinate with the transport system, including proposed transport infrastructure and service improvements.

Policy 7.2.1.3 - Vehicle access and manoeuvring

a. Provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.

Policy 7.2.1.4 - Requirements for car parking and loading

a. Outside the Central City:
    1. Require mobility parking spaces and loading spaces which provide for the expected needs of an activity in a way that manages adverse effects.
b. Within the Central City:
    i. Enable activities to provide car parking spaces and loading spaces, whilst minimising any adverse effects on the efficiency and safety of the transportation networks, including public transport, to the extent practicable.
    ii. Manage the development of commercial car parking buildings and parking lots within the Central City so that they:
        A. support the recovery of the Central City;
        B. are easily accessible for businesses within the Central City;
        C. minimise any adverse effects on the efficiency and safety of the transportation networks of all users, to the extent practicable;
        D. protect the amenity values of the Central City;
        E. reduce the need for activities to provide their own on-site parking;
        F. do not significantly adversely affect the demand for public transport to, from or within the Central City.
    iii. Allow for temporarily vacant sites to be used for car parking areas within the Central City until 30 April 2018.

Policy 7.2.1.5 - Design of car parking and loading areas

a. Require that car parking and loading areas are designed to:
    i. operate safely and efficiently for all transport modes and users;
    ii. function and be formed in a way that is compatible with the character and amenity of the surrounding environment; and
    iii. be accessible for people whose mobility is restricted.

Policy 7.2.1.6 - Promote public transport and active transport

a. Promote public and active transport by:
    i. ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the road classification where they contribute to the delivery of an integrated transport system;
    ii. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and associated end of trip facilities;
    iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and

iv. requiring new district centres to provide opportunities for a public transport interchange.

v. encouraging the formation of new Central City lanes and upgrading of existing lanes in the Central City, where appropriate, to provide for walking and cycling linkages and public spaces

vi. developing a core pedestrian area within the Central City which is compact, convenient, and safe, with a wider comprehensive network of pedestrians and cycle linkages that are appropriately sized, direct, legible, prioritized, safe, have high amenity, ensure access for the mobility impaired and are free from encroachment

Policy 7.2.1.7 - Rail level crossings

a. Improve or maintain safety at road/rail level crossings by:

i. requiring safe visibility at uncontrolled level crossings;

ii. managing vehicle accesses close to level crossings; and

iii. managing the creation of new level crossings.

Policy 7.2.1.8 - Effects from transport infrastructure

a. Avoid or mitigate adverse effects and promote positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:

i. air and water quality;

ii. connectivity of communities;

iii. noise, vibration and glare;

iv. amenity and effects on the built environment;

v. well-being and safety of users.

Objective 7.2.2 - Adverse effects from the transport system

a. Enable Christchurch's transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.

Policy 7.2.2.1 - Effects from the strategic transport network

a. To manage any adverse effects from the ongoing use, repair, and development of the strategic transport network, whilst recognising the national and regional scale and economic importance of this network, and the role of the strategic transport network in the recovery of Christchurch.

Policy 7.2.2.2 - Activities within the Transport Zone

a. Enable activities for transport purposes and ancillary activities within the Transport Zone that seek to provide, maintain or improve:

   i. the safety, amenity, efficiency and functionality of the Transport Zone, in particular the strategic transport network; and

   ii. structures, facilities, services and installations of the transport network.

b. Enable non-transport related activities which contribute to public amenity and/or provide a public place for community activities, including opportunities for people to interact and spend time whilst not having an adverse effect on:

   i. the safety, amenity, efficiency and functionality of the transport function of the Zone; and

   ii. the potential for the full width of the Transport Zone to be utilised for transport use in the future.

c. Where land in the Transport Zone is not immediately required for transport purposes, enable non-transport related activities that:

   i. will not give rise to reverse sensitivity effects that would undermine transport activities in the zone;

   ii. do not prevent land designated for transport purposes reverting to a transport use when required;

   iii. do not undermine the future transport use of the land designated for transport purposes; and

   iv. are consistent with the activities provided for in the adjoining zones.

d. Ensure the development of the Central City South Frame Pedestrian Precinct as shown on the planning maps provides, in particular, for safe and convenient pedestrian and cycle access through the South Frame

Policy 7.2.2.3 - Effects on adjacent land use to the Transport Zone

a. Manage the adverse effect(s) of an activity within the Transport Zone so that the effects of the activity are consistent with the amenity values and activity of adjacent land uses, whilst providing for the transport network, in particular the strategic transport network to function efficiently and safely.

b. To ensure adjacent land uses are designed, located and maintained in such a way as to avoid reverse sensitivity effects on the strategic transport network.

PROPERTY ECONOMICS

MITRE 10 MEGA PRESTONS ROAD

RFI RESPONSE

ECONOMIC MEMORANDUM

Client:	PMG Funds Limited and Pacific Property Fund Ltd
Project No:	52376
Date:	October 2024

W: www.propertyeconomics.co.nz E: tim@propertyeconomics.co.nz M: 021 557713 PO: Box 315596, Silverdale 0944

10 October 2024 DIGITALLY DELIVERED

ECONOMIC MEMORANDUM

To: Ray Edwards
Managing Director
Plan Creative Limited
Email: ray.edwards@plancreative.co.nz

RE: MITRE 10 MEGA PRESTONS ROAD - REQUEST FOR FURTHER INFORMATION RESPONSE

BACKGROUND AND RFI RESPONSE

Property Economics has been engaged by PMG Funds Limited and Pacific Property Fund Limited to respond to Christchurch City Council's (**CCC**) Request for Further Information (**RFI**), dated 2 October 2024. This response will specifically address Point 4 of the RFI, which pertains to the economic considerations associated with the proposed Mitre 10 MEGA (**M10M**) store within the Prestons Road Commercial Core Zone.

Specifically, this Point 4 requests information regarding the assumption made about the yield from the nearby greenfield residential area to the west being affected by flooding, as mentioned in Section 3.1 of our Economic Assessment[1].

The Economic Assessment did not rely on yield assumptions from specific areas. The identification of potential flooding risks in the assessment was intended to illustrate a potential scenario in which the development of nearby residential areas could be impacted by flood constraints, outlining the likely implications for the proposed M10M development. This scenario was not a determinant in our analysis of sustainable land requirements within the catchment.

The primary driver of demand for additional commercial land, as outlined in Sections 5-6 of our Economic Assessment, is the projected market growth. If the yield of surrounding greenfield areas were not constrained by flooding (or at can be least mitigated), the implications would be an increased yield from this land and would potentially further boost demand for retail and commercial land in the area. If this brings new land to the market that was originally considered constrained in the growth projections, then this would represent additional supply, and therefore demand. This would only improve the economic viability and efficiency of the proposed M10M development on Prestons Road, mitigating any potential negative impacts on the market.

Overall, in Property Economics' view, mitigating flooding issues in the area would not change the economic conclusions of our assessment and would likely enhance the market efficiency and community benefits generated by the proposed M10M development with a larger population base closer to the centre.

[1] *Titled "Mitre 10 MEGA Prestons Road Economic Assessment", dated August 2024, Property Economics*

If you have any queries, please give me a call.

Kind Regards

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MARSHALL DAY Acoustics

MITRE 10 MEGA PRESTONS ROAD LOADING AREA NOISE ASSESSMENT

Rp 001 20241145 | 14 November 2024