

**The Resource Management Act 1991
Waimakariri District Council**

Application for Land Use Consent Christchurch Motor Group

**29 Southbrook Road and 32 & 34
Coronation Street - Rangiora**

May 2019

Reference: 834001

Revision: FINAL (Sept Revision)



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**Form 9: Application for Resource Consent
Under Section 88 of the Resource Management Act 1991**

TO: The Waimakariri District Council

Christchurch Motor Group Ltd applies for the resource consent described below.

1. **The names and addresses** of the owner and occupier (other than the applicant) of any land to which this application relates are as follows:

N/A

2. **The location** to which this application relates is:

29 Southbrook Road and 34 Coronation Street , legally described as Lot 1 DP 76362 and 32 Coronation Street is legally described as Lot 3 DP 77968 (Refer Annexure B).

The site area is 2.660m².

3. **The type of resource consent** being sought is a Land Use Consent.

4. **A description of the activities** to which the application relates is to:

- i. to construct and operate a vehicle sales and service department of 667m² including 450m² of showroom, administration and parts:
 - (i) 240m² of service area building,
 - (ii) 1000m² of outdoor vehicle display, and
 - (iii) 17 or 19 on-site car parks

along with associated landscaping. Two layout options are proposed.

The proposed development will be in accordance with the plans accompanying this application and which should be read as part of it. A more detailed description of the proposed activity is to be found in the assessment of effects on the environment which accompanies this application as Annexures A, B, C, D, E, F, G, H and I, and which form part of this application.

5. **In accordance with the Fourth Schedule of the Resource Management Act 1991 is an assessment of any actual or potential effects** attached that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.
6. **No additional resource consents** are required in relation to this proposal:
7. **No other information** is required to be supplied by the district or regional plans or regulations.



.....
(Signature of applicant or person authorised to sign on behalf)

DATED: Sept 2019

**Address for service and Council Lodging
Fee:**

McCracken and Associates Limited
PO Box 2551
CHRISTCHURCH 8141

Attention: Kim McCracken
Telephone: 021 363 497
Email: office@qmc.co.nz

**Address for Applicant and for all other Council
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ANNEXURE A: ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

INTRODUCTION

1. Section 88(2)(b) of the Resource Management Act 1991 requires that any application for a resource consent should include an assessment of any actual or potential effects that the activity may have on the environment and the ways in which any adverse effects may be mitigated. Section 88(2)(b) requires that any assessment shall be in such detail as corresponds with the scale and significance of the actual or potential effects that the activity may have on the environment and shall be prepared in accordance with the Fourth Schedule to the Resource Management Act 1991. This assessment is made in accordance with those requirements.

SITE DESCRIPTION

2. The site is located on the southwest corner of the Southbrook Road/Coronation Street/Torlesse Street intersection in Rangiora. The site has three street addresses being 29 Southbrook Road and 32 & 34 Coronation Street.
3. The site is 2660m² and at present contains two residential units (32 Coronation Street and 34 Coronation Street) and a storage vehicle service shed (29 Southbrook Road). A commercial activity (NZ Lifestyle Products and Motorcycles) previously operated from 29 Southbrook Road. This business serviced and sold all terrain vehicles.
4. The surrounding area comprises a mixture of residential, commercial and business land uses. The site immediately to the south (27 Southbrook Road) contains the Promotive Electrical and Rangiora Mazda with the Weston Milling Stockfeed factory, Millbrook Kitchens and Rangiora Hire Centre to the south-west. Further to the south is the Riverton Motel and Henrys Liquorestore, also in the Residential 2 zone. Residential dwellings exist to the west, north and east with a number of non-residential activities including Femme de Brocante (15 Coronation Street), Kindercare and Southbrook preschools, Southbrook and Rangiora New Life Schools, a church (72 Southbrook Street), and Kings Mowing and Heating (1 Percival Street).
5. A ROW easement is proposed on and within the south boundary of the application site (ie alongside the north boundary of the Mazda dealership) the purpose of which is to allow for the temporary parking of vehicles for both the application site and the Rangiora/Mazda site (Refer Annexure G).

SITE BACKGROUND

6. The site and locality has a history of a range of non-residential activities and various resource consents for such.
7. It is understood that NZ Lifestyle Products and Motorcycles operated from part of the application site until recently.
8. In October 2010 the Environment Court granted (consent order) to Promotive Ltd to establish the car dealer operation on the adjoining site at 27 Southbrook Road (south) for the car sales operation of Rangiora Mazda.

9. In 2015 Chevron New Zealand lodged a resource consent to construct and operate a service station and car wash on the site at 29 Southbrook Road (1945m²) being a significant part (73%) of the current application site. That application (RC155375) was subsequently withdrawn.
10. In April 2018, consent was granted to use the residential site opposite the application site (RC175291) to establish and operate a Christian resource centre, showroom and offices. That development is currently under construction.
11. In January 2018 Freelance Canterbury Ltd lodged a resource consent for the construction of a preschool and a retail/café in two separate buildings on the application site. That application occupied the same site area as that proposed for the current development and was subsequently granted consent in September 2018 (RC185009/181001113458).

THE PROPOSAL

12. The proposal involves the demolition of the existing buildings and the construction of a new building which will accommodate the car sales showroom, administration and six bay workshop. An outdoor vehicle display area of 1000m² will be located to the east of the showroom alongside the Southbrook Road frontage.

Site Layout

13. Two site layout options have been proposed. The difference in the two layouts is that:

Option 1

This option provides for an additional two on-site parking spaces (19 in total) and for solid acoustic fencing and a reduced width of landscaping along part of the Coronation Street frontage between the driveway 26/28 Coronation Street and the access point (being retained) from Coronation Street to the site activities.

Option 2

This option provides for 17 off-street parking spaces (which still complies with the District Plan off-street parking requirement but with an enhanced 1.5m wide planting strip along the first section of the Coronation Street frontage.

Both options provide for an acoustic fence 2m high along the adjoining boundary with 26 and 30A and 30B Coronation Street.

The building

14. The building is single storey and has a footprint of approximately 690m² and is a maximum of 5m in height. The building will be clad in a mixture of:
 - East face – glazing
 - South face – colour steel
 - North face – colour steel, service doors, and glazing
 - West face – colour steel

The finished colours are set out on the application plans.

15. The service bay will ultimately accommodate a maximum of six vehicles and will operate between 7.30am and 5.30pm, Monday to Friday. Up to eight people will eventually be engaged in the vehicle service operation.

16. The showroom will be open the same hours as the service bay with the addition that it will also be open 10am to 4.00pm on Saturdays. Approximately 14 people will eventually be employed over all the site activities.

Signage

17. The site wall contain two pylon signs being 1.75m x 5m (8.75m²) located as shown on the site plan. Two wall fascia signs (1.6m² and 2m²) will be located on the Southbrook Road fascia of the showroom and the service bay. These are identified on the application plans and in summary.

Building	No of signs	Area	Lighting
East Elevation	2	4 x 0.4 = 1.6m ² 5 x 0.4 = 2m ²	Internal
Pylon Signs (North frontage)	2	1.75 x 5 = 8.75m ² 1.75 x 5 = 8.75m ²	Internal

Landscaping

18. Landscaping is proposed along the full Southbrook Road frontage and the greater part of the Coronation Street frontage. More extensive landscaping is also proposed along the west and south boundaries generally alongside the residential properties at 26 and 30 (a) and (b) Coronation Street. This planting is set out on the application plan (Appendix C).

Fencing

19. An acoustic fence (2m height, 10kg/m² – surface mass) will be constructed along the adjoining boundaries with no's. 26 and 30 (a) and (b) Coronation Street (refer also Annexures C and F).

Flood Levels/Building platforms

20. An assessment of both flood levels and surface water management has been undertaken and is set out in Annexure I. The assessment concludes (along with the outcome for RC185009), that both matters can be easily managed.

Earthworks

21. The application site is level. Site preparation will involve approximately 300m³ of soil to be removed for the building and 450m³ of soil to be removed for the hard standing area.

Access and parking

22. Vehicle access to the site is from a single crossing on Southbrook Road (6m wide) and a single access point from Coronation Street (6m wide) the latter being the location of the existing access point. All crossing widths are compliant. The western Coronation Street access point is predominantly for staff vehicles and vehicles being serviced and is anticipated to generate around 100vmpd (Refer Annexure D). Either 19 or 17 off-street parking spaces are being provided in accordance with a District Plan requirement of 17 spaces.

Services

23. The building will have connections to the existing waste water and water supply networks in accordance with the Council requirements. Stormwater drainage will be discharged via connections to the existing stormwater network. The site is already connected to the electricity network in the area.

Construction

24. A Construction Management Plan (CMP) will be prepared as part of the building consent (Refer para 38 and Annexure I of this application). The CMP will address:
- Construction timetable,
 - Dust control and management,
 - Vibration of construction equipment,
 - Compliance with construction noise standards,
 - Traffic control,
 - Pedestrian safety,
 - Perimeter security,
 - Maintenance of land stability/noise at boundaries,
 - Communication with neighbours about construction timetable, and
 - Addressing complaints

The plan can be secured by an appropriate condition on consent.

WAIMAKARIRI DISTRICT PLAN ASSESSMENT

Zoning

25. The site is zoned Residential 2 in the District Plan as are the sites to the west and part of the adjoining site to the south (now occupied and consented for use by the Mazda dealership). One site further to the south the land is zoned Business 2 and this zoning extends both sides of Southbrook Road to the south boundary of the town (Refer Plan 2 over)

District Plan Rules Assessment

26. An assessment of the proposal against the relevant rules of the District Plan is set out overleaf.

(i) Section 23 – Land and Water Margins

Rule	Provision	Compliance
23.1.1.1.1 - 23.1.1.7	Address stock piling of soil and earthworks	Will comply - Soil will be stored where it will not enter stormwater and will not exceed 300m ³ per 10000m ²
23.1.1.16	Domestic waste water	Will comply – site connected to reticulated sewerage scheme.
23.1.1.17	Portable water supply	Will comply – site connected to reticulated water supply
23.1.1.18 – 23.1.1.19	Construction material	Will comply – all materials will be removed from site within one month.
23.4.1	Ground Contamination	No evidence of ground contamination on the Land Use Register.

Compliance is achieved with all of the above provisions.

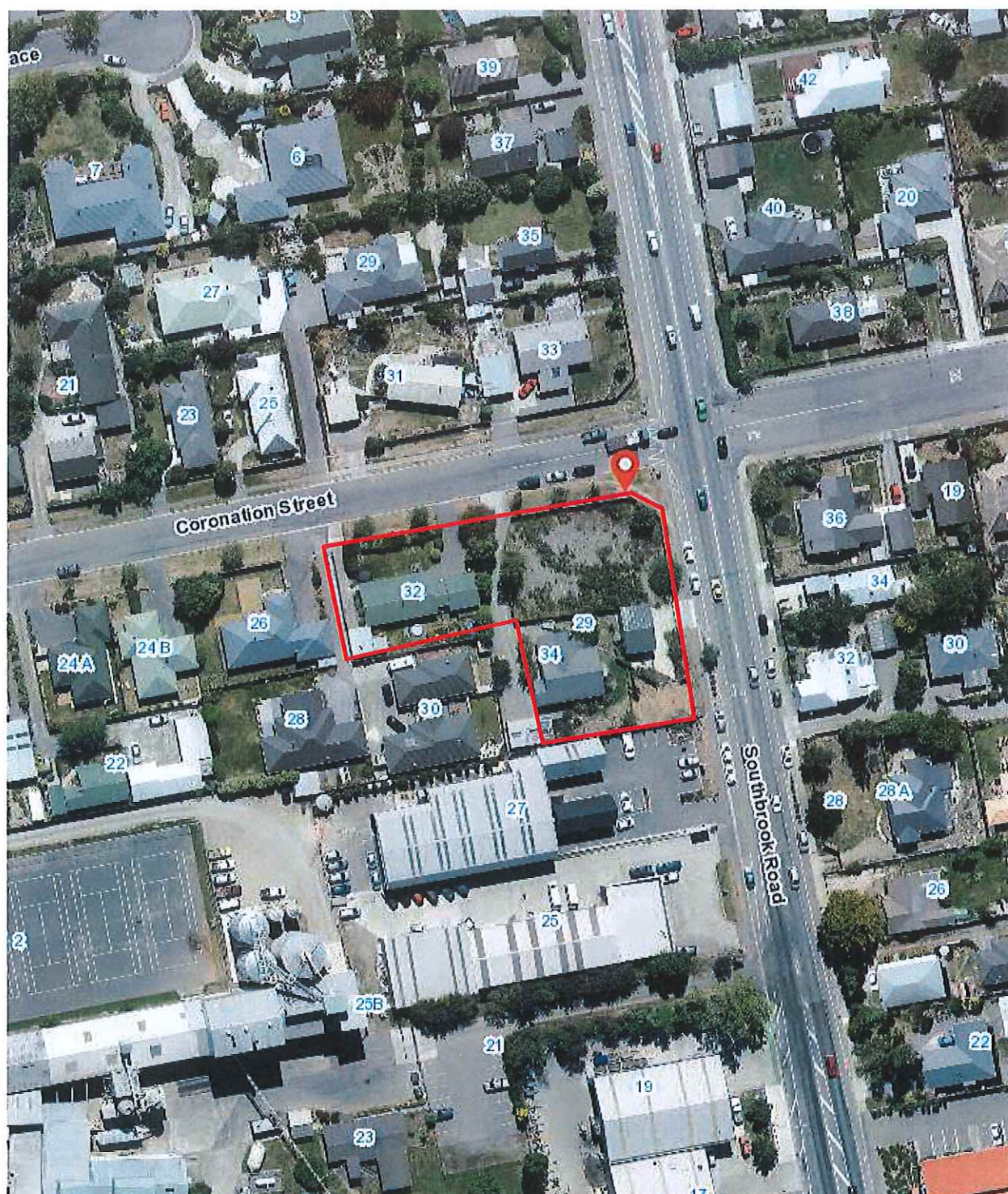
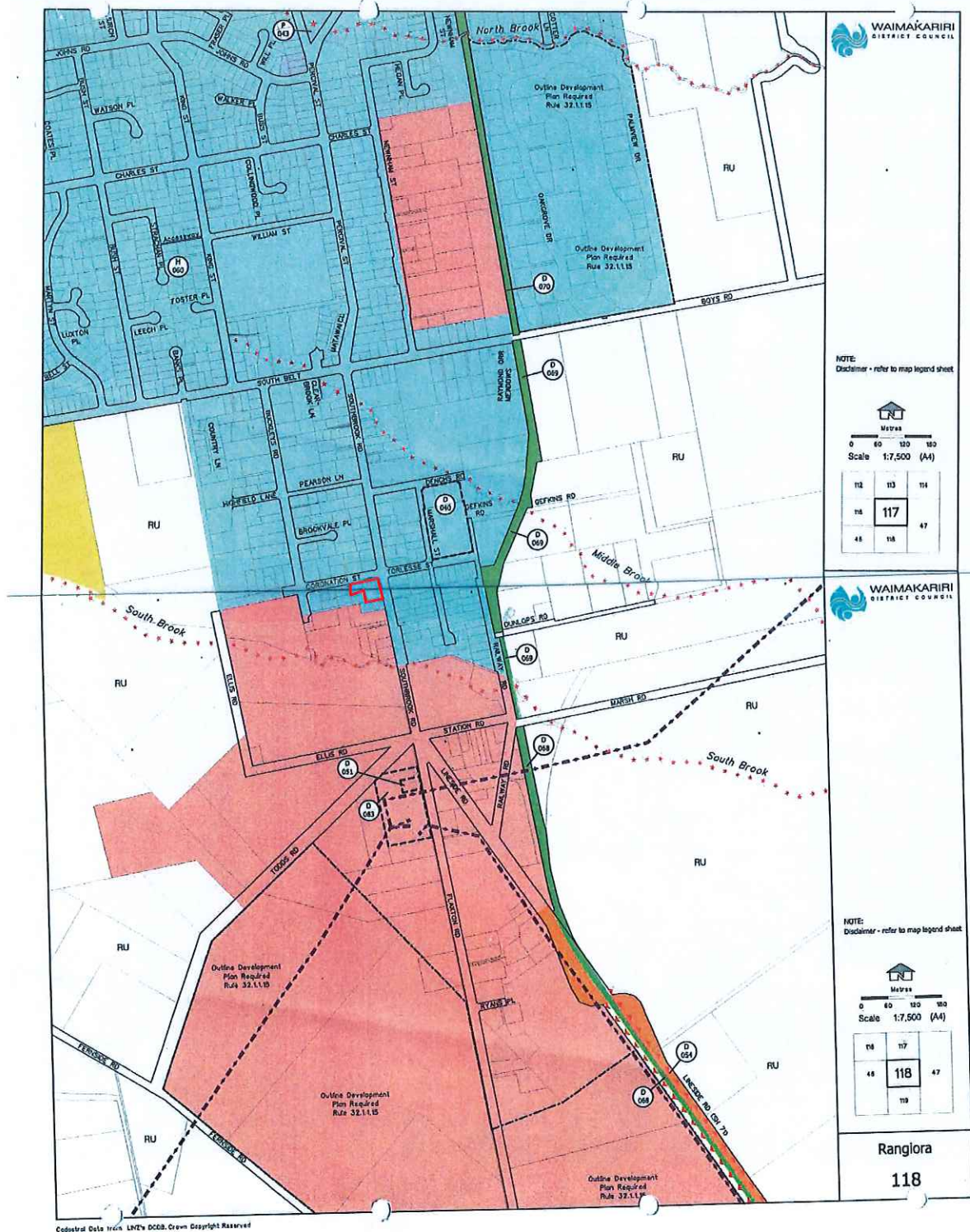


Fig 1

SITE 



Plan 2

Site 

(ii) **Sections 30 and 31 – Utilities and Traffic Management**

A traffic compliance is addressed in Annexure D (Transport). In terms of the Transportation Rules (Sections 30 and 31 of the District Plan) compliance is achieved with all of the rules except as follows:

Rule	Requirement	Proposed
31.23.1	Restricted discretionary if 2 or more parking spaces in Residential 2 zone	17 or 19 spaces proposed
30.6.1.45(h)	Long term cycle parking to be secure covered facility	Covered but not secure

Each of these non-compliances is addressed in the Transport Assessment (Annexure D)

(iii) **Section 31 – Health Safety and Well being**

Rule	Provision	Compliance
<u>Structure Coverage</u> <u>Setback for structures</u> 31.1.1.10 and 31.1.1.15	Comply with table 31.1 - Residential zone – 2m (other than strategic road) - Residential zone (strategic road) – 6m - Coverage 35%	Complies – 8m setback Coronation Street, Complies - 22.9m setback from Southbrook Road. Complies – 25.7%
<u>Structure height</u> 31.1.1.20 and 31.1.1.24	Recession Planes Any structure in a Residential 2 zone not exceed 8m	Complies (Refer Annexure C) Complies - 5m
<u>Screening and landscaping</u> 31.1.1.39 and 31.1.1.40	Residential Zone The following is needed: Where a site in a business zone shares boundary with a residential zone – screened to a min. height of 1.8m Within a setback from a road boundary (31.1.1.15) a site shall be landscaped for an average depth of 2m from the site boundary. For the Southbrook Bus. 2 zone to include an evergreen	No requirement – Complies Will comply Average width 1.5m Will comply

	tree at least 1.5m in high/10m spacing at time of planting. Min. of one tree per site frontage.	
<u>Signs</u>		
31.7.1 (i) <u>Conditions</u>	31.7.1.1 Any sign in any zone shall advertise the goods or services available at that site and be wholly located within that site.	Will comply
	31.7.1.2 Any sign in any zone shall not: a) mimic traffic signals; b) have flashing or revolving lights.	Will comply Will comply
	31.7.1.3 Any sign in any Residential or Rural Zone shall not: a) illuminate or reflect upon exposure to artificial light; b) have movable parts (including blimps).	Will comply Will comply
(ii) <u>Residential zone</u>		
31.7.1.5 (c) Facing strategic road	Max area of any sign not to exceed 3m ²	Facia Signs: Compliance – two signs, being 1.6m ² and 2m ² respectively (facing Southbrook Road)
(d) Free standing	Freestanding signs shall not exceed 2m in height	Non-compliance – two pylon signs – 5m in height and 8.75m ²
<u>Glare</u>		
31.10.1.2	In any Residential or Business Zone, artificial lighting, (except any street light, navigational light or traffic signal), shall not: a) emit light exceeding 20 lux (horizontal and vertical) measured at or within the boundary of any other site zoned Residential, or the notional boundary of any dwellinghouse in a Rural Zone;	Will comply

	b) spill onto any road in a way which might distract traffic or interfere with any traffic aids and signals; c) spill into the sky or over the sea in a way which might distract or interfere with any air or sea navigation lights; or d) imitate traffic signals.	Will comply Will comply Will comply
<u>Noise</u> 31.12.1.2	Activities in any zone, other than the Business 3 Zone, shall not exceed the following noise limits within measurement time intervals in the time-frames stated at any point within the notional boundary of any dwellinghouse in the Rural Zone, or at any point within any Residential Zone: a) Daytime: 7am to 7pm Monday to Saturday, and 9am to 7pm Sundays and Public Holidays: 50dBA L10. b) Other times: 40dBA L10. c) Daily 10pm-7am the following day: 70dBA Lmax	Will comply Will comply Will comply (Refer Annexures F and H) Note. The proposed noise standards and conditions (Annexure H) have been updated to reflect the <u>NZ Standards 6802:2008</u> – Acoustics – Environmental Noise which uses LEQ not L10.
<u>Retail Activity</u> 31.21.1.8	Any retail activity in any Residential 1, 2, 3, 4A, 4B, 5, 6, 6A or 7 Zone, Rural Zone or Business 2 or 3 Zone shall not exceed 20% of the net floor area of the sum of all buildings on any site.	Non-compliance. Retail showroom space is 240m² being 36% of total building floor space.
31.21.1.9	Goods retailed from any site in any Residential 1, 2, 3, 4A, 4B, 5, 6, 6A or 7 Zone, Rural Zone, or Business 2 or 3 Zone shall be produced and/or	Non-compliance

	processed, on the site including ancillary products and goods.	
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27. The overall assessment made by the applicant is that consent is required in terms of the following:

District Plan Resource Consent Requirements

Rule	Activity Description	Activity Status
Section 30 – Utilities and Traffic Management		
30.6.1.45 (h)	Secure cycle parks	Restricted Discretionary (30.8.1)
31.23.1	2 or more parking spaces in a Residential zone	Restricted Discretionary (31.23)
Section 31 – Health, Safety and Wellbeing		
31.7.1.5(c) <u>Signs</u>	The freestanding signs exceed 2m in height and the maximum area of 3m ²	Restricted Discretionary (31.8)
31.21.1.8 and 31.21.1.9 <u>Retail Activity</u>	Retail activity not to exceed 20% of net floor area – 36% of net floor area proposed and goods not produced on site	Discretionary (31.24.1)

Activity Status

Overall the activity is concluded to require consent to a discretionary activity. This assessment is that of the applicant and does not replace any Council assessment. As such consent is sought as applied for along with any other consent matters required, either specifically identified or not.

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

28. The critical compliance issues have been set out in Sections 22 and 23 of this application and essentially they identify potential effects on the environment as follows:

- Positive effects,
- Transport and parking effects;
- Amenity values – Building Design:
 - Privacy
 - Noise,
 - Lighting,
 - Signage

- Safety
- Landscaping;
- Construction;
- Infrastructure; and
- Retail distribution

Positive Effects

29. The development will have a number of positive effects including the provision of local employment and economic activity without undermining the retail distribution outcomes sought by the District Plan. In addition, given the sites location alongside a business activity which is already partly located within the Residential 2 zone, the proposed inclusion of a ROW easement within the application site which will also serve the adjoining business activity, and the history of consent applications (successful or otherwise) for non-residential activities on the site and in the vicinity, then the site does not reflect a typical Residential 2 environment. The residential environment is further impacted by the character of Southbrook Road (25,000vpd) and the resultant amenity arising from such. The activity will make good use of a site which has a reduced level of residential amenity while at the same time protect the amenity of the surrounding residential activities.

Transport (parking, loading and vehicle generation)

30. A traffic impact assessment has been carried out (Annexure D). Three matters require consent being:

- The number of parking spaces
- Cycle parks not secure

31. These matters are addressed in the T.I.A (Annexure D) the conclusion of which is:

This application for a commercial activity in a residential zone is in general compliance with District Plan rules. There are some minor non-compliances depending on whether the business or residential standards should be applied but these are not assessed as significant.

The vehicle crossings/driveways proposed for the site will provide safe access without the generated traffic causing any significant adverse effects on the adjacent transportation networks.

All the car parking required for the proposed activity will be contained within site by parking spaces that meet convenient and safe dimensional standards.

It is noted that this application will have significantly lesser transportation effects than the previous consent granted for the site.

Accordingly it is concluded that the transportation effects associated with this application will be less than minor and that there are no transportation reasons which would indicate

that a resource consent for the proposed car dealership development in Southbrook should not be granted.

Residential Amenity Values – Building Design and Landscaping

32. The district plan contains a number of standards which seek to protect residential amenity including built form (bulk, scale, height, coverage) car parking, noise, signage and glare.
33. The district plan does anticipate a range of non-residential uses on the site and consents have been obtained for non-residential activities on the site as recent as 2018. In particular it is noted that the outcomes or characteristics of the Residential 2 zone include:

Residential 2
— <i>Predominant activity is living;</i> — <i>predominantly detached dwellings;</i> — <i>facilities include schools, local shops, churches, places of assembly, reserves;</i> — <i>lower density of dwellings than for Residential 1;</i> — <i>lot sizes minimum 600 square metres and maximum site coverage 35%;</i> — <i>open, spacious streetscape, with hard surfaces visually dominant;</i> — <i>low traffic speeds</i> — <i>fewer traffic movements on many streets than in Residential 1</i> — <i>limited advertising;</i> — <i>full urban services; and</i> — <i>trees and plants enhance streetscapes</i>

34. The above outcomes are both zone wide and site specific. This development will not undermine the predominant activity in the zone as living but does recognise that the zone provides for a range of non-residential activities albeit that those non-residential activities tend to more specifically service the residential community. The lot size and coverage for the proposed development will comply with the Residential 2 zone outcomes (ie site coverage of 25.7% as against the permitted Residential 2 zone level of 35%), building height of 5m against the permitted residential zone height of 8m) and there will be an open/spacious street scape. Urban services exist and will be utilised. Tree and garden planting is provided along the road frontages. A quiet and safe environment will be achieved given the development will meet the noise, glare and majority of traffic standards along with a new footpath on Coronation Street. At the same time the site is influenced by the proximity of Southbrook Road and the traffic thereon. The extent of outdoor advertising does exceed the district plan standards for the two pylon signs. However, the location of this signage is away from the residential area (ie faces down Southbrook Road) and given the proximity of the Business 2 Zone, the proposed new resource centre across Southbrook Road from the site and the road corridor, then the increase in sign area will have limited impact on the character of the zone.

Privacy

35. There is no overlooking of neighbours and the height of the proposed building (5m) and compliance with the residential recession planes will ensure neighbouring privacy is protected. In addition the buildings are set back beyond the Residential 2 zone boundary requirement (ie 2m) being setback 3.2m and 2m for sections of the boundary with 30 (a and b) Coronation

Street (balance of the boundaries there are no building) 5m plus a driveway from 26 Coronation Street, 8m from the Coronation Street frontage and 22.9m from Southbrook Road frontage of the site.

Noise

36. An acoustic assessment has been undertaken. That assessment recommends a number of conditions including an acoustic fence of 2m in height with appropriate surface mass construction, materials and design. That outcome is accepted by the applicant and can be conditioned to achieve compliant residential zone noise levels on the boundaries with the adjoining residential properties. (Refer Annexure F)

Lighting/Glare

37. The District Plan, Section 31.10 sets out the relevant lighting/glare standards for the Residential 2 zone. In particular it refers in Rule 31.10.2 as follows:

In any Residential or Business Zone, artificial lighting, (except any street light, navigational light or traffic signal) shall not:

- a. Emit light exceeding 20 lux (horizontal and vertical) measured at or within the boundary of any other site zoned Residential, or the notional boundary of any dwellinghouse in a Rural Zone;*
- b. Spill onto any road in a way which might distract traffic or interfere with any traffic aids and signals;*
- c. Spill into the sky or over the sea in a way which might distract or interfere with any air or sea navigation lights; or*
- d. Imitate traffic signals.*

The development will comply with these standards and a draft condition is proposed which will require the applicant to submit an outdoor lighting plan which demonstrates compliance with the above rule (Refer Annexure I – recommended draft conditions).

Signage

38. The development contains two pole signs (5m high, 1.75m wide, 8.75m²) and two fascia signs 1.6m² x 2m² attached to the north face of the building (ie facing Southbrook Road). The fascia signs comply with the maximum sign area for any individual signs (ie 3m²) but the pylon signs exceed the maximum height of 2m and the maximum area of 3m².
39. The extent and form of signage is a relevant consideration in terms of the effect on traffic and the local community given that the one of the outcomes for the Residential 2 Zone includes "limited advertising".
40. In the context of the application the two fascia signs appear to comply with the Residential 2 zone standards while the two pylon signs exceed the maximum area. No adverse impact is anticipated in terms of traffic given that the applicant by way of condition accepts the provisions (also applied to RC/85009) that artificial light shall not spill onto the road in a manner which would interfere with traffic lights or signals or imitate traffic signals. In addition a condition is proposed to demonstrate compliance with this outcome.

41. In respect of residential amenity then the pylon signs are not structurally obtrusive being only 5m in height and are directed along Southbrook Road. In addition any signage is not to be illuminated outside of the operating hours.

Safety

42. There is no impact on public safety. The level of traffic generation is no higher than if the site was developed for a range of permitted non-residential activities and considerably below that for which consent was granted in 2018 (Preschool and retail – 1000vpd) and the District Plan limits of 250vpd. In addition the site will be developed to ensure;

- Planting which protects vehicle and pedestrian sight lines ;
- Street readily visible;
- Extensive glazing;
- Good vehicle and pedestrian circulation, and
- Meeting district plan acoustic and lighting standards to protect the adjoining properties in the Residential 2 zone

The applicant will also construct a footpath from Southbrook Road to the Western end of 26 Coronation Street as set out in RC185009 and reflected in the draft conditions to this application (Annexure I).

Landscaping

43. A landscape plan has been prepared (refer Annexure C).

Construction Management

44. A comprehensive "Construction Management Plan" ("CMP") will be prepared for the site. The CMP will be submitted at the time of the building consent application and will address the following elements:

- Construction timetable;
- Dust control and management;
- Vibration of construction equipment;
- Means of compliance with the construction noise standards;
- Traffic control and management;
- Maintenance of access to immediately adjoining properties;
- Formation and maintenance of construction accesses;
- Pedestrian safety along public footpaths;
- Temporary road closures and/or other restrictions required on the surrounding street network;
- Site perimeter security;
- Erosion and sediment control measures to be implemented and maintained on the site;
- Communication with neighbours about planned construction activities; and
- Handling and addressing of any complaints.

The construction management plan will be prepared prior to any construction works proceeding. This can be secured through an appropriate condition of consent (Refer Annexure H).

Ground Conditions and Infrastructure

45. In summary there are no elements in respect of ground contamination that preclude development, or necessitate any additional mitigation measures.
46. There are also no constraints in terms of water supply, wastewater, stormwater or utility services that could not be addressed by way of conditions on the consent.

Retail Impact

47. The role is located outside of the Rangiora Key Activity Centre but there are a number of district plan assessment matters relevant to retail impacts. In summary there are:
 - i. *The extent to which the proposed retail activity is complementary to retail activities in the Business 1 Zones, or Key Activity Centres;*
 - ii. *The extent to which the proposed retail activity would reinforce the District's Key Activity Centres by locating in a Business 2 Zone which immediately adjoins a business 1 Zone;*
 - iii. *The extent to which the proposed retail activity would reinforce the District's Key Activity Centre areas by locating in a Business 2 Zone which immediately adjoins a Business 1 Zone;*
 - iv. *Any cumulative effects of the proposed activity;*
 - v. *The extent to which the proposal is pedestrian-oriented or creates significant pedestrian movements beyond the site, and the effects that that may have on the surrounding environment;*
 - vi. *The effect on the overall availability of commercial and community services and facilities, and the effects on the community's access to such facilities within a concentrated area (eg a potential reduction in convenience with the need for multiple trips);*
 - viii. *The effects on private and public transport patterns, in particular, the extent to which the proposal results in the reduction (or increase) in the use of fossil fuels by decreasing (or increasing) travel distances; and/or encourages the use or maintains the integrity of the public transportation network;*
48. Having regard to the assessment matters a retail overview has been prepared by Property Economics (Annexure E). The conclusion in that assessment is;

"Retailing in the Business 2 Zone is intended to cater for such activities with potential environmental effects unsuited to a town centre location, or which are conducted in conjunction with a primary activity. New development which contains retailing will be assessed to ensure that significant adverse effects on the town centres are avoided, remedied or mitigated. The District Plans provisions are not intended to stifle economic growth, prevent trade competition, or to promote the use and development of poorly located, managed or designed commercial or industrial activities by restricting new activities elsewhere. Such an outcome as this could reduce community choice, convenience and the range of locally available services and facilities."

Vehicle sales and service activity is a retail sector activity under the ANZIC'2016 classification but is not promoted in the District Plan as a fundamental activity type or core retail activity for town centres. Nor does a centres role and function in Rangiora rely on such activity. As such, the commercial reality is these activity types are not suitable for centre locations as they occupy large land parcels better suited for more appropriate centre activities, ie more traditional retail store types, commercial services and commercial office activities.

Conclusion

49. Overall the assessment of the proposed development when measured against the relevant provisions (rules, assessment matters) of the district plan is that the development of the site as proposed will not compromise the Residential 2 zone or its amenity or adversely impact retailing in the district.
50. The site is unusual in that although zoned Residential 2 it has contained non-residential activity and obtained consent for non-residential activities (both successful and unsuccessful) recognising that the Residential 2 zone does allow for a limited number of non-residential activities. Furthermore it adjoins an area (south boundary) of the Residential 2 zone already included within a consented business activity and where a R.O.W easement was proposed within the application site (part of RC185009) to serve the adjoining business activity (Rangiora Mazda). It is also located across Southbrook Road from the recently consented Christian Resource Centre (RC175291). It is situated in an area of the Residential 2 zone that transitions by way of use and zoning from residential to business and where the site amenity is also determined by the surrounding business activities, a number of which are in the Residential 2 zone. As such residential activity does not dominate the wider area, especially along Southbrook Road. In some respects this area of Southbrook Road reflects and generates traffic and activity more typical of the adjoining business zone.
51. Having noted that, the District Plan contains a number of standards which seek to preserve residential amenity and built form and the applicant has sought to work within these standards. For example the building is only 5m in height (as against the Residential 2 zone standard of 8m), site coverage is 25.7% as against the residential maximum of 35% and all the buildings meet the recession plane and setback standards for the Residential 2 zone. In addition the hours of operation are limited, and the District Plan standards for noise and glare applicable to the Residential 2 zone will be met. It is accepted that the development is of a different character than the "permitted" non-residential activities but a significant effort has been made to limit the scale and form of the activity, consistent with the Residential 2 zone built form standards. In addition the site layout seeks to direct any potential adverse effects (e.g. traffic movement, access, signage, noise and general activity) away from the residential neighbours.
52. However potential adverse effects could result. For example, the level of traffic generation (being 140vpd) is well below the traffic generation permitted from the site as of right (250vpd) and significantly below that consented for the pre-school/cafe (1000vpd).
53. Overall it is concluded that several matters will mitigate any adverse effects of the activity on the adjoining and adjacent residential neighbours (Coronation Street). These are:
 - Complying built form,
 - Residential recession plane - compliance
 - Low site coverage,

- Limit on operating hours,
 - Acoustic attenuation,
 - All signage facing Southbrook Road,
 - Meeting the District Plan lighting standards, and
 - The history of the application site and the adjoining site in terms of consented business/non-residential activities.
54. The conclusion is that the effects on the residential amenity will be less than minor given that:
- The building, outdoor space and landscaping provisions for the site generally meet the district plan standards;
 - The building is well below the Residential 2 zone site coverage;
 - The residential character of the surrounding environment should not be impacted given compliance with the noise and glare standards and limited hours of operation;
 - That the traffic generation for the activity is very low and less than that nominally permitted for activities in the Residential 2 zone. In addition, the traffic activity will be insignificant in the context of Southbrook Road; and
 - An older building and limited planting will be replaced by a new building, enhanced landscaping and a new footpath.
55. A set of (draft) conditions (without prejudice) has been included for consideration should consent be granted. These conditions are not necessarily intended to be full or final but provide a basis for consideration if any consent is deemed appropriate. Overall the conclusion is that there will be no adverse effects on the amenity values.

OBJECTIVES AND POLICIES CANTERBURY REGIONAL POLICY STATEMENT (RPS)

56. District Plans are required to give effect to the RPS under the RMA. Compliance with the objectives and policies of the District Plan will mean that the proposal will be consistent with the overall direction of the RPS. A number of RPS Objectives and Policies are relevant at a high level, more particularly Objective 6.2.5 and Policy 6.3.6(4).
57. ***Objective 5.2.1 – Location, design and function of development (Entire Region)***

Development is located and designed so that it functions in a way that:

- (1) *achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and*
- (2) *enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - (c) *encourages sustainable economic development by enabling business activities in appropriate locations;*
 - (d) *minimises energy use;*
 - (f) *is compatible with regionally significant infrastructure; and*
 - (g) *avoids adverse effects on significant natural and physical resources.*

The proposal will enable the community to consolidate its business activities in a manner which provides for enhanced economic, health and cultural wellbeing. It minimizes energy use and is compatible within the surrounding environment.

58. **Policy 5.3.7 – Strategic land transport network and arterial roads (Entire Region)**

In relation to strategic land transport network and arterial roads, the avoidance of development which:

- (2) *forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.*

There will be no adverse effects on the road network and no transport options are foreclosed (Refer Annexure D).

Objective 6.2.2 – Urban form and settlement pattern

The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:

- (5) *encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement at West Melton;*

59. The proposal does not undermine the consolidation of large format retail activities in the Rangiora Town Centre and within the KAC.

Objective 6.2.4 – Integration of transport infrastructure and land use

Priorities the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

- (1) *managing network congestion;*
- (2) *reducing dependency on private motor vehicles;*
- (3) *reducing emission of contaminants to air and energy use;*
- (4) *promoting the use of active and public transport modes;*
- (5) *optimising use of existing capacity within the network; and*
- (6) *enhancing transport safety. and*

Objective 6.2.5 – Key activity and other centres

Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period:

- (1) *The Central City;*
- (2) *Key Activity Centres;*
- (3) *Neighbourhood centres.*

These centres will be high quality, support a diversity of business opportunities including appropriate mixed-use development, and incorporate good urban design principles.

The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.

60. The proposal is not within the KAC (Rangiora) and does not undermine the viability of the Rangiora Town Centre (Refer Annexure E).

Policy 6.3.4 – Transport and effectiveness

Ensure that an efficient and effective transport network that supports businesses and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

- (2) *providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice.*

61. There are no adverse transport effects (Refer Annexure D).

6.3.6 - Business Land

To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:

4. *Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects.*

62. This policy is addressed in both Annexure E and in the assessment of the built form in terms of the Residential 2 Zone provisions.

OBJECTIVES AND POLICIES - WAIMAKARIRI DISTRICT PLAN (WDP)

63. A number of objectives and policies of the WDP are relevant to an assessment of the application and in particular those applicable to Utilities and Traffic Management (Chapter 11), Health Safety and Wellbeing (Chapter 12), Urban Environment (Chapter 15), Business Zones (Chapter 16), and Residential Zones (Chapter 17).

Urban Environment (Chapter 15)

64. In term of the Urban Environment the following objectives and policies are identified

Objective 15.1.1

Quality urban environments which maintain and enhance the form and function, the rural setting, character and amenity values of urban areas.

Policy 15.1.1.1

Integrate new development, subdivision, and activities into the urban environments in a way that maintains and enhances the form, function and amenity values of the urban areas.

Policy 15.1.1.2

Within the urban environment subdivision, land use, development and protection should avoid, or mitigate adverse effects on:

- a. *the rural setting of the District's towns and settlements;*
- b. *efficient and effective functioning of roads;*
- c. *ease and efficiency of access;*
- d. *urban water bodies, and downstream effects on rural water bodies;*
- e. *mixed density housing from low scale, low density to higher density levels in areas designed as a comprehensive development. This provides for flexibility in some areas allowing for varied housing needs;*
- f. *quiet and safe environments;*
- g. *cycleways; and*
- h. *the individual character of the settlement.*

Policy 15.1.2

Provide for activities within Key Activity Centres in a way that:

- a. *achieves efficient utilisation and redevelopment of sites;*
- b. *considers integrated public transport linkages;*
- c. *allows for the efficient movement of pedestrians;*
- d. *avoids reverse sensitivity effects on existing Key Activity Centre activities; and*
- e. *anticipates appropriately located commercial tenancies that fulfil a retail anchor function.*

Objective 15.1.3 Transport Networks

Transport networks that are safe, sustainable, efficient and facilitate connected communities and a choice of travel modes.

Policy 15.1.3.1

Convenient, safe, accessible and efficient connections for a range of transport modes.

65. Having regard to the above then the activity:

- Will maintain the quality of the urban environment (form and function),
- Avoid adverse effects on roads, access, the natural environment and residential amenity,
- Does not adversely impact the KACs, and
- Ensures a safe, accessible and efficient transport system

Business Zones (Chapter 16)

66. In terms of the Business Zone the principle objective and policies are as follows:

Objective 16.1.1

Maintain different zone qualities which provide opportunities for a range of business development appropriate to the needs of the business community, residents and visitors while sustaining the form and function of the urban environments.

Policy 16.1.1.2

Encourage the establishment of business activities that avoid adverse effects on the function and viability of Key Activity Centres taking into account:

- a. The ability to accommodate the activity within Key Activity Centres;
- b. The potential for significant distributional effects, and
- c. Any urban form and transport network effects.

67. Having regards to the above and Annexure E (Retail Assessment) then there will be no adverse effects on the functioning of the business zones or the KAC.

Residential Zones (Chapter 17)

68. In terms of the Residential Zones then the following objective and policies are identified:

Objective 17.1.1

Residential Zones that provide for residents health, safety and wellbeing and that provide a range of living environments with distinctive characteristics.

Policy 17.1.1.1

Maintain and enhance the characteristics of Residential Zones that give them their particular character and quality of environment.

Policy 17.1.1.2

Recognise and provide for differences between Residential Zones reflecting the community's expectations that a range of living environments will be maintained and enhanced.

The Residential 2 Zone occupies most of the living environment in the District's town. It is characterised by the single storey detached dwelling, surrounded by lawns and gardens. The streets are open and spacious and generally carry only local traffic. The Residential 2 Zone is sensitive to adverse effects that may spill over from adjacent zones, especially the Business and Rural Zones.

69. The conclusion in respect of the above objective and policies is that the development will not undermine the overall purpose and function of the Residential 2 zone and the dominant activity in that zone will remain residential recognising that the history, location and amenity of the site are not typical of the Residential 2 zone. The development has been designed to protect residential amenity and to provide a built form outcome that meets the bulk, location, setback and height provisions for buildings in the residential zone. The activity will only operate during daytime hours and will meet the noise and glare standards for the Residential 2 zone.

Utilities and Traffic Management (Chapter 11)

70. The development can (has already) been assessed in terms of the connections to the principle utilities and the traffic impact assessment is set out in Annexure D to this application. In summary and by reference to Chapter 11, Utilities and Traffic Management Policies 11.1.1.2, 11.1.1.3, 11.1.1.5, 11.1.1.6 and 11.1.1.7 the development:

- Will connect to the utilities;
- Is located on a primary access route;
- Has safe entry and exit for vehicles; and
- Provides the required level of on-site parking, loading and manoeuvring for vehicles.

Health, safety and well being (Chapter 12)

71. The relevant objectives and policies in this section and in particular Objective 12.1.1 and Policy 12.1.1.1 (Structures) are about maintaining amenity values and the quality of the environment for the different parts of the district. The proposal achieves this by:
- Avoiding or mitigating any adverse effects on the surrounding residential neighbours;
 - Integrating all on-site signage;
 - Providing for modulation and variation in the building design and enhancing the landscape treatment onsite; and
 - Avoiding any noise disturbance.

Constraints on Development and Subdivision (Chapter 18)

72. The explanation to the objectives and policies in respect of this section outlines that the objectives and policies for determining the effects of growth and development are to be implemented through plan changes but can also be achieved through resource consents. The development of this site can be achieved through a resource consent as already demonstrated by RC185009. As noted in Policy 18.1.1.1 concerning Growth and Development Proposals:

Growth and development can also be provided for by the granting of resource consent applications. These applications can have similar impacts as plan changes on the growth and development of the District. Where resource consents are preferred by applicants as the mechanism to provide for growth and development, these need to be subject to the same level of assessment as plan changes.

73. To this end regard has been had to the range of assessment matters set out in Policy 18.1.1.1 and in particular the following:
- (c) *avoid or mitigate natural hazard,*
 - (e) *maintain the character of adjoining zones and the zone within which the proposal is located,*
 - (h) *maintain and enhance the form and function of the District towns,*
 - (k) *provide infrastructure for services and roading consistent with the District Plan,*
 - (n) *- (r) protect ground water Wahi Taonga and heritage,*
 - (u) *enable local communities to become more self-sustaining, and*
 - (v) *affect the demand for transport.*

The development has had regard to all of the critical 'assessment' matters and does not conflict with any of the outcomes sought above.

Conclusion – Objectives and Policies

74. The objectives and policies are focused on the adverse effects of development, and not so much on the activity outcomes sought for the Residential zone. There are no matters in the district plan objectives and policies that, when assessed as a whole, are compromised by the proposed development, particularly when compared to the already consented activity for the site and the character of the surrounding and adjoining activities. Other Matters Relevant and

Reasonably Necessary to Determine the Application (Recovery Strategy for Greater Christchurch and the landscape recovery Plan)

75. The Recovery Strategy for Greater Christchurch prepared by CERA under the Canterbury Earthquake Recovery Act became operative on 1 June 2012. It is a statutory document to be read with, and form part of, other relevant legislation within the greater Christchurch area. The City Plan must not be interpreted or applied in a way that is inconsistent with the Recovery Strategy. Sections 3-8 of the Strategy have statutory effect.
76. "Recovery" is defined under the CER Act as including both restoration and enhancement (Section 3) while Section 4 identifies the vision for Greater Christchurch and the supporting goals for the six components of recovery. The following goals are relevant:

Leadership and Integration – Coordination between the public and private sector, and communities to contribute to recovery and future growth by:

- *Facilitating a timely and efficient recovery.*

Built Environment – Develop resilient, cost effective, accessible and integrated infrastructure, building, housing and transport networks by:

- *Prioritising infrastructure investment that contributes during recovery and into the future.*
- *Supporting innovative urban design, buildings, technology and infrastructure to redefine greater Christchurch as a safe place to build for the future.*
- *Rebuilt infrastructure and buildings in a resilient, cost-effective and energy-efficient manner.*
- *Drawing on sound information about ongoing seismic activity and environmental constraints.*

Built Environment – Develop resilient, cost effective, accessible and integrated infrastructure, building, housing and transport networks by:

- Prioritising infrastructure investment that contributes during recovery and into the future
- Supporting innovative urban design, buildings, technology and infrastructure to redefine greater Christchurch as a safe place built for the future
- Develop a transport system that meets the changed needs of people and businesses
- Rebuild infrastructure and buildings in a resilient, cost effective and energy-efficient manner
- Having a range of affordable housing options connected to community and strategic infrastructure
- Drawing on sound information about on-going seismic activity and environmental constraints.

77. Section 5 of the Recovery Strategy identifies a number of priorities for recovery to address and promote social, economic, cultural and environmental wellbeing. These include:

- Regulation, standards and other information to support the rebuild and repair of housing to a quality that meets the technical requirements for the land categories and building standards, including the requirement for a geotechnical assessment to be provided with subdivision consents applications.
- Permanent repair or rebuild of infrastructure in areas identified for redevelopment and development in the short to medium term.
- Supply of land for recovery needs through efficient consenting processes and timely provision, restoration or optimisation of infrastructure.
- Encouraging the provision of a variety of accommodation that is sufficient for residents, including temporary construction works and people displaced due to the rebuild.
- A functioning Central Business District and suburban areas that provide opportunities for local businesses and economic activities to relocate maintain services and grow.

- Opportunities and facilities for sporting, recreational and cultural activities.

78. The development is concluded to be consistent with the above goals.

Land Use Recovery Plan

79. The Land Use Recovery Plan ("LURP") provides direction for residential and business land use development to support the recovery and rebuilding of the greater Christchurch area in the next 10-15 years. In particular the LURP addresses:

- The location and mix of residential and business activities;
- Priority areas for residential and business land development;
- Ways to provide for a range of housing types, including social and affordable housing;
- Ways to support recovery and rebuilding of central city, suburban and town centres; and
- Ways to support delivery of infrastructure and transport networks to serve the priority areas.

The LURP identifies critical actions required in the short and medium term to coordinate and advance decisions on land use, as well as who is responsible for these actions and when they need to be completed. It is now understood that the necessary LURP actions have been completed.

PRECEDENT AND PLAN INTEGRITY

80. It is appropriate to have regard to the issue of precedent, as well as the effect of granting consent upon the integrity of the District Plan and public confidence in its consistent administration. Case Law has established, through the High Court in *Rodney District Council v Gould*, that concerns relating to plan integrity and precedent effect are not mandatory considerations. The Court held that they are matters that decision makers may have regard to, depending on the facts or a particular case including:

1. Whether a proposal is contrary to the objectives and policies of the plan; and if so
2. Whether in the circumstances of a particular case a proposal can be seen as having some unusual quality.

In this case it is concluded that the proposal is not contrary to the objectives and policies of the District Plan in a manner which is concluded to be repugnant. In this instance particular regard is had to Policy 17.1.1.1 which seeks to

"Maintain and enhance the characteristics of Residential Zones that give them their particular character and quality of environment..."

The issue is whether the '*particular character and quality of the environment*' associated with this policy is solely determined by the outcomes sought for the Residential 2 zone or recognises local influences. The explanation for the Policies identifies that the Residential 2 zone is:

"Occupy(ing) most of the living environment in the District's towns. It is characterised by the single storey detached dwelling, surrounded by lawns and gardens. The streets are open and spacious and generally carry only local traffic. The Residential 2 zone is sensitive to adverse effects that may spill over from adjacent zones, especially the Business... Zones."

81. In this location the Residential 2 zone is highly impacted by the presence of the adjoining Business 2 zone and a number of non-residential activities in the zone (including the application site) and the high traffic environment of Southbrook Road. However the character and amenity values of the surrounding residential area will be maintained by the development and the mitigation measures proposed.

CONSIDERATION OF ALTERNATIVES

82. Under Schedule 4 clause 1 (B) of the Act where it is likely that the proposed activity could result in significant adverse effects on the environment a description of any possible alternative locations or methods for undertaking the proposed activity must be provided. The preceding assessment of effects demonstrates that the proposal will not have any significant adverse effects on the environment that cannot be avoided remediated or mitigated. The site (location, history, character) is unusual and suitable for the proposed activity. In addition it is well located to provide for the proposed activity given the use requires good access, and will not undermine the more pedestrian based amenity of the Residential 2 zone or KAC.

CONSULTATION

83. The applicant has met with the Council officers which assisted in identifying the extent and form of any consent matters. The applicant has also consulted with the Southbrook Primary School in terms of the proposed development and has made information and consultation opportunities available to the adjoining neighbours.

NOTIFICATION

84. Under Sections 95A – 95F of the Act the Council can process the application on a non-notified basis so long as the activity will have or is likely to have adverse effects on the environment that are no more than minor.
85. There is no longer a presumption in favour of notification, which is a significant departure from the previous position, a change in thresholds, as well as clarification as to what a consent authority should now take into consideration when making a notification assessment.
86. Under section 95A(2) a consent authority can only publicly notify a resource consent application if:
- (a) it decides (under section 95D) that the activity will have or is likely to have adverse effects on the environment that are more than minor; or
 - (b) if the applicant requests notification; or
 - (c) if a rule or national environment standard requires it.

The applicant has not requested notification and there is no relevant rule or national environmental standard of relevance to this proposal.

A consent authority that is deciding, for the purpose of section 95A(2)(a), whether an activity will have or is likely to have adverse effects on the environment that are more than minor (under section 95D):

- (a) must disregard any effects on persons who own or occupy –

- (i) the land in, on, or over which the activity will occur; or
- (ii) any land adjacent to that land; and
- (b) may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect; and
- (c) must disregard trade competition and the effects of trade competition; and
- (d) must disregard any effect on a person who has given written approval to the relevant application.

In the context of this application the assessment of effects on the environment outlined above has demonstrated that this proposal will not have or is not likely to have adverse effects on the environment that are more than minor. Therefore full notification of the application is not required.

87. Limited notification is dealt with under section 95B, which states:

If a consent authority does not publicly notify an application for a resource consent for an activity, it must decide (under sections 95E and 95F) if there are any affected persons or affected order holders in relation to the activity.

Under section 95E a person is an 'affected person' if the adverse effects on them are minor or more than minor. People need to be affected in at least a minor or more than minor way.

The assessment provided in the AEE concludes that the proposed development will not result in effects on the adjacent properties which are likely to be more than minor particularly given the lesser traffic impact of the activity when compared to the already consented activities and the applicants acknowledgement of and agreement to the conditions already set for other non-residential activity on the site (RC185009).

88. In conclusion, the application does not need to be fully notified. For completeness, it is recorded that there are also no special circumstances that in the applicants opinion require full notification of the application.

MITIGATION MEASURES

89. The application site is in many regards unusual while the proposed activity is well suited to this area of the town. It is recognised that there are environmental outcomes that need to be addressed or conditioned and to this end the applicant has set out in Annexure I a draft set of mitigation or management conditions which could provide the basis of any consent, if granted. These provisions are acknowledged as being draft and are not intended to be full, final or necessarily correct in every matter. They are however based on the conditions placed on RC185009 (preschool/café) which are taken as reflecting and addressing Council and community concerns. It is not the applicants wish to depart in any significant manner from those conditions.

RESOURCE MANAGEMENT ACT

90. Section 5 of the Resource Management Act 1991 (Section 5) identifies the purpose of the Act as being the promotion of sustainable management of natural and physical resources. For the aforementioned reasons, it is concluded that the proposed activity achieves the purpose

of avoiding, remedying or mitigating any adverse effects which ensuring that the community is providing for its social wellbeing, health and safety. The proposal is also considered to be consistent with other Part II matters in that the proposal will maintain the amenity of the surrounding environment, in accordance with Section 7(b), (c) and (f)

91. The use is an efficient and appropriate development in terms of the natural and physical resource being utilised. The activity will have minimal impact on the natural environment. The land is being put to an efficient use given its history, location and topography. The site can be serviced and the critical amenity values (ie those of the nearby neighbours) will be maintained by the generally low impact of the new built structure, level of activity, the enhanced landscaping and adherence to Residential Zone Standards.

CONCLUSION

92. Overall it is concluded that the proposal is consistent with the purpose and principles of the Resource Management Act 1991 in that it enables people to provide for their economic and social well-being, whilst maintaining and enhancing the quality and amenity of the local environment and avoiding adverse effects. In terms of section 104, it is considered that the proposal will have no more than minor actual or potential effects on the environment and is consistent with the relevant provisions of the District Plan. It particular:
- A high level of amenity is maintained through building, design (complying residential height), outdoor space and landscaping. The building covers less of the site (ie 25.7%) compared to the previously consented activity (38%) and is lower in height than the previously consented building (ie 5m compared to up to 8m);
 - The building is well below the permitted site coverage for the residential zone;
 - The traffic generation is below the district plan limit of 250vpd being only 140vpd;
 - The hours of operation are limited to daytime and the activity will largely be within the neighborhood of the surrounding mixed use activity and the extremely high traffic generation on Southbrook Road; and
 - That district plan noise and glare standards will be met.
93. It is recognized that the proposed building is "commercial" in design and form but not out of character for buildings that could be established for permitted non-residential activities. When the outcomes of the Residential 2 zone are noted, along with the particular location, character and history for the site and locality then the following is concluded:
- The predominant activity in the zone will remain residential;
 - That non-residential activities and there resultant built form and amenity are anticipated (eg local shops, schools, churches, places of assembly);
 - The minimum lot size of 600m² is achieved (ie 2660m²);
 - That the, site coverage is achieved (ie 35%maximum permitted - 25% proposed);
 - An open spacious streetscape with hard surfaces visually dominant is achieved;
 - Fewer traffic movements than is permitted by the District Plan (ie 140vpd as against a permitted level of 250vpd);
 - The advertising is limited and where compliance is required it faces Southbrook Road;
 - Full urban services are available; and
 - Comprehensive landscaping is proposed.

ANNEXURE B
CERTIFICATE OF TITLE

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CERTIFICATE OF TITLE

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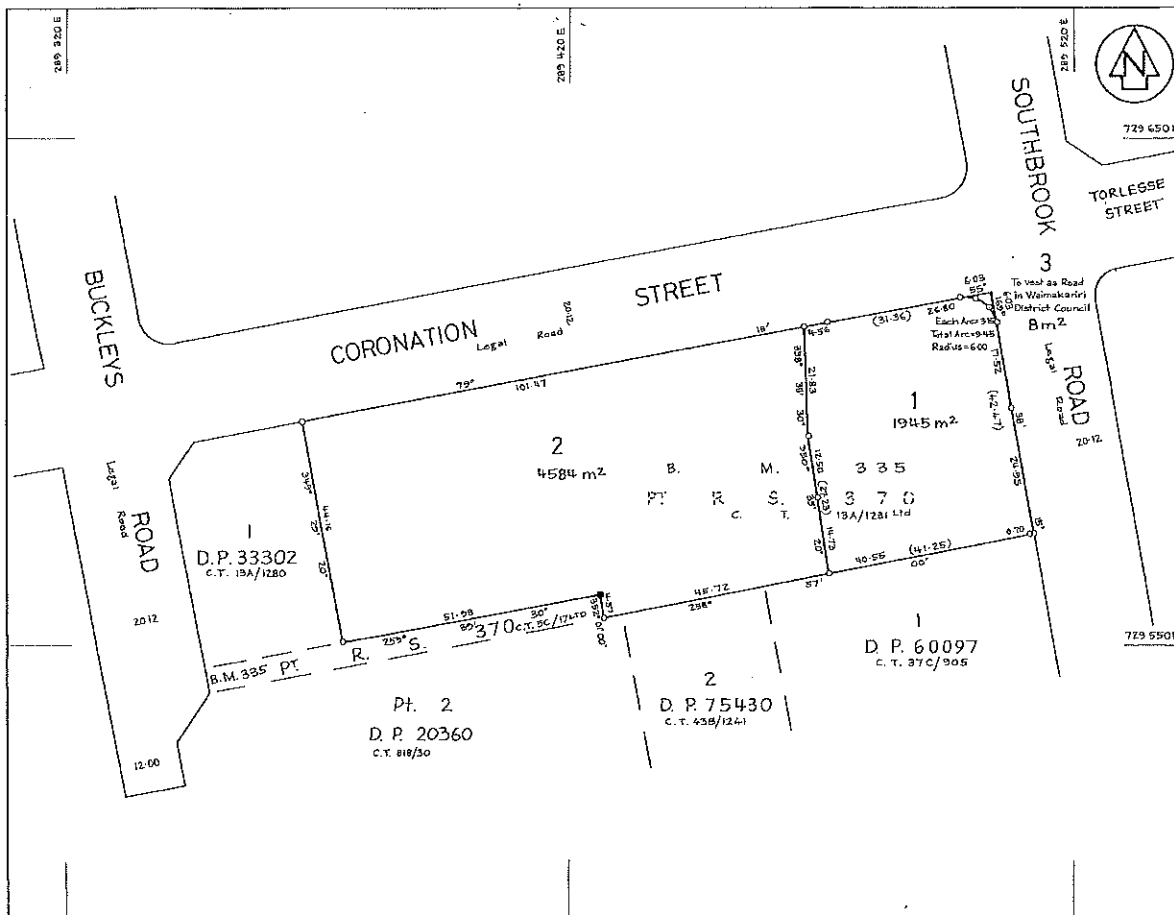
Identifier CB43D/1217
Land Registration District Canterbury
Date Issued 22 December 1997

Prior References
CB13A/1281

Estate	Fee Simple
Area	1945 square metres more or less
Legal Description	Lot 1 Deposited Plan 76362

Registered Owners
Freelance Canterbury Limited

Interests
10471048.1 Mortgage to ANZ Bank New Zealand Limited - 30.6.2016 at 2:05 pm



Approved: *C. Jones*
as per
 Registered Proprietors

Approved pursuant to Section 223 of the Resource Management Act 1991 on the 18th day of July 1997
 The Common Seal of the Waimakariri District Council is affixed hereto in the presence of:

Authorised Officer: *[Signature]*
 Authorised Officer: *[Signature]*

Consent No. A332890.2
 New Title Issued
 Lt 1 CT 438/1217
 Lt 2 CT 439/1218

Total Area: 6587.7m²
 Comprised in C.T. 19A/12.01 Ltd

I, Robert Gifford Middleton
 Registered Surveyor and holder of an annual practicing certificate for who may act as a registered surveyor pursuant to section 26 of the Survey Act 1980 hereby certify that this plan has been made from surveys conducted by me or under my direction, that both plan and survey are correct and have been made in accordance with the Survey Regulations 1982 or any regulations made in substitution thereof.
 Dated at Christchurch, this 23rd day of July 1997
 of *[Signature]* Surveyor

Field Book: *[Blank]*
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Certificate of Title with diagram: 44D/406

Billing Code: 834001

CoreLogic Reference: 2732400/1

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**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier CB44D/406
Land Registration District Canterbury
Date Issued 08 September 1998

Prior References
CB43D/1218

Estate Fee Simple
Area 715 square metres more or less
Legal Description Lot 3 Deposited Plan 77968
Registered Owners
29 Queen Street Properties Limited

Interests
10109356.3 Mortgage to Westpac New Zealand Limited - 30.6.2015 at 4:29 pm

Terranet document ordering service

Certificate of Title with diagram: 44D/406

Billing Code: 834001

CoreLogic Reference: 2732400/1

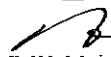
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R. W. Muir
Registrar-General
of Land

Identifier CB44D/406
Land Registration District Canterbury
Date Issued 08 September 1998

Prior References
CB43D/1218

Estate	Fee Simple
Area	715 square metres more or less
Legal Description	Lot 3 Deposited Plan 77968

Registered Owners
29 Queen Street Properties Limited

Interests
10109356.3 Mortgage to Westpac New Zealand Limited - 30.6.2015 at 4:29 pm



OPTION ONE

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

NMC DESIGN Ltd

P O BOX 37188
CHRISTCHURCH
PH 03 3229 552
nmc@xtra.co.nz

EARTHWORKS



LANDSCAPE KEY

- | | | |
|---|----------------------------|--|
| ① | PITTOSPORUM GOLF BALL | MAGNOLIA TREE
OR SIMILAR MIN PLANTING HEIGHT
1.5 M |
| ② | PHORMIUM LICORICE AND LIME | |
| ③ | PHORMIUM SWEET MIST | |
| ④ | SKIMMIA JAPONICA | |
- EXISTING EASEMENT SCHEDULE**

PURPOSE	SHOWN	DOMINANT	SERVIENT
ROW	(RE)	CHRISTCHURCH MOTOR GROUP	GA AND GA HIDE

THESE WALLS 13 MM TOUGHLINE GIB INTERNAL LINING ON STEEL STUD FRAMING WITH 90 MM FIBREGLASS BATTS INSULATION . COLOURSTEEL SIDING TO EXTERIOR

TOTAL FLOOR AREA

685 M2 (25.7 % SITE COVERAGE)

TOTAL SITE AREA 2660 M2

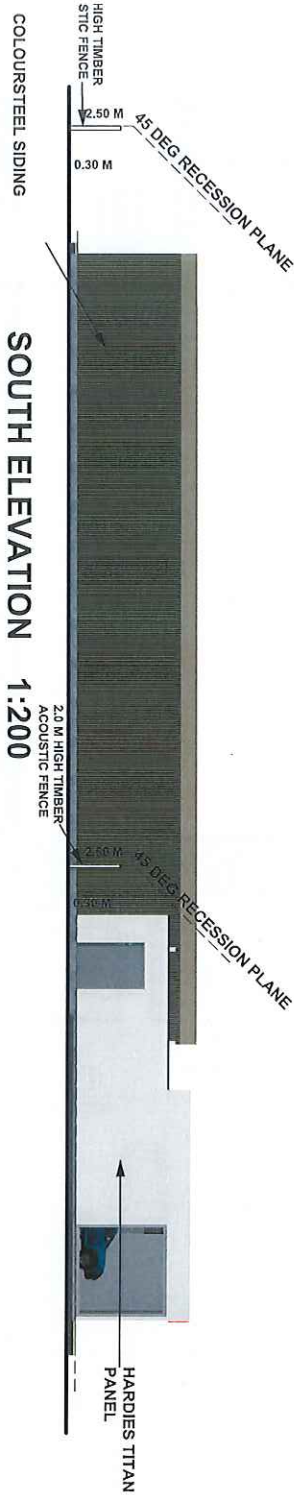
**PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD**

SITE PLAN 1:200

OPTION ONE

HARDIES TITAN
PANEL

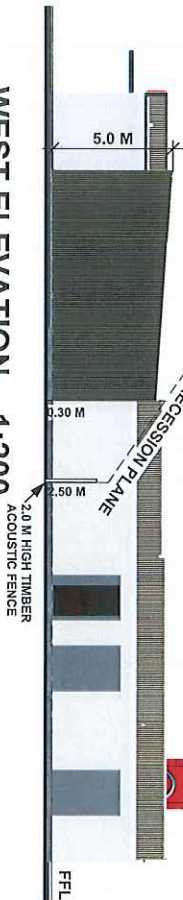
NORTH ELEVATION 1:200



EAST ELEVATION 1:200



WEST ELEVATION 1:200



- EXTERIOR WALL COLOURS
- NISSAN AREA - RED (SIGNAGE)
- LIGHT GREY
- MITSUBISHI AREA - RED (SIGNAGE)
- BLACK
- WORKSHOP AREA - MID GREY
- LIGHT GREY
- ROOF COLOUR
- COLOURSTEEL - MID GREY

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

OPTION ONE

CORONATION STREET

SEDIMENT CONTROL SECURITY FENCE

SEDIMENT CONTROL SECURITY FENCE

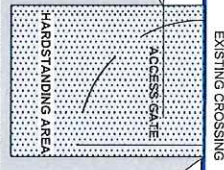
SEDIMENT CONTROL SECURITY FENCE

SEDIMENT CONTROL SECURITY FENCE

SOUTHBROOK ROAD

SEDIMENT CONTROL FENCE 1:25

SEDIMENT CONTROL SECURITY FENCE



ACCESS TO SITE DURING
CONSTRUCTION-
ONLY USE EXISTING
CROSSING

EARTHWORKS
-APPROX 300 M3 OF SOIL TO BE REMOVED FOR
NEW BUILDING

EARTHWORKS
-APPROX 450 M3 OF SOIL TO BE REMOVED FOR
HARDSTANDING AREAS

SEDIMENT
CONTROL SILT
SOCK

WIRE NETTING SECURITY FENCE OR STANDARD
PALING FENCE
1.8 M HIGH, WITH POSTS AT MAX 2.5 M CRS.

SITE MANAGEMENT AND
PROTECTION OF PUBLIC

- NO HAZARDOUS BUILDING MATERIALS TO BE STORED ON SITE
- BUILDER TO INSTALL CONSTRUCTION SITE WARNING SIGNS TO ROAD BOUNDARY FENCE.
- ALL TRUCKS TO HAVE MUD WASH OFF WHEELS WHEN LEAVING SITE,
- ENSURE NO MUD ENTERS ROAD STORMWATER SYSTEM.

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

SEDIMENT CONTROL PLAN 1:100
EXCAVATION PLAN 1:100

NINC DESIGN Ltd

P O BOX 37188
CHRISTCHURCH
PH 03 3229 552
ninc@xtra.co.nz

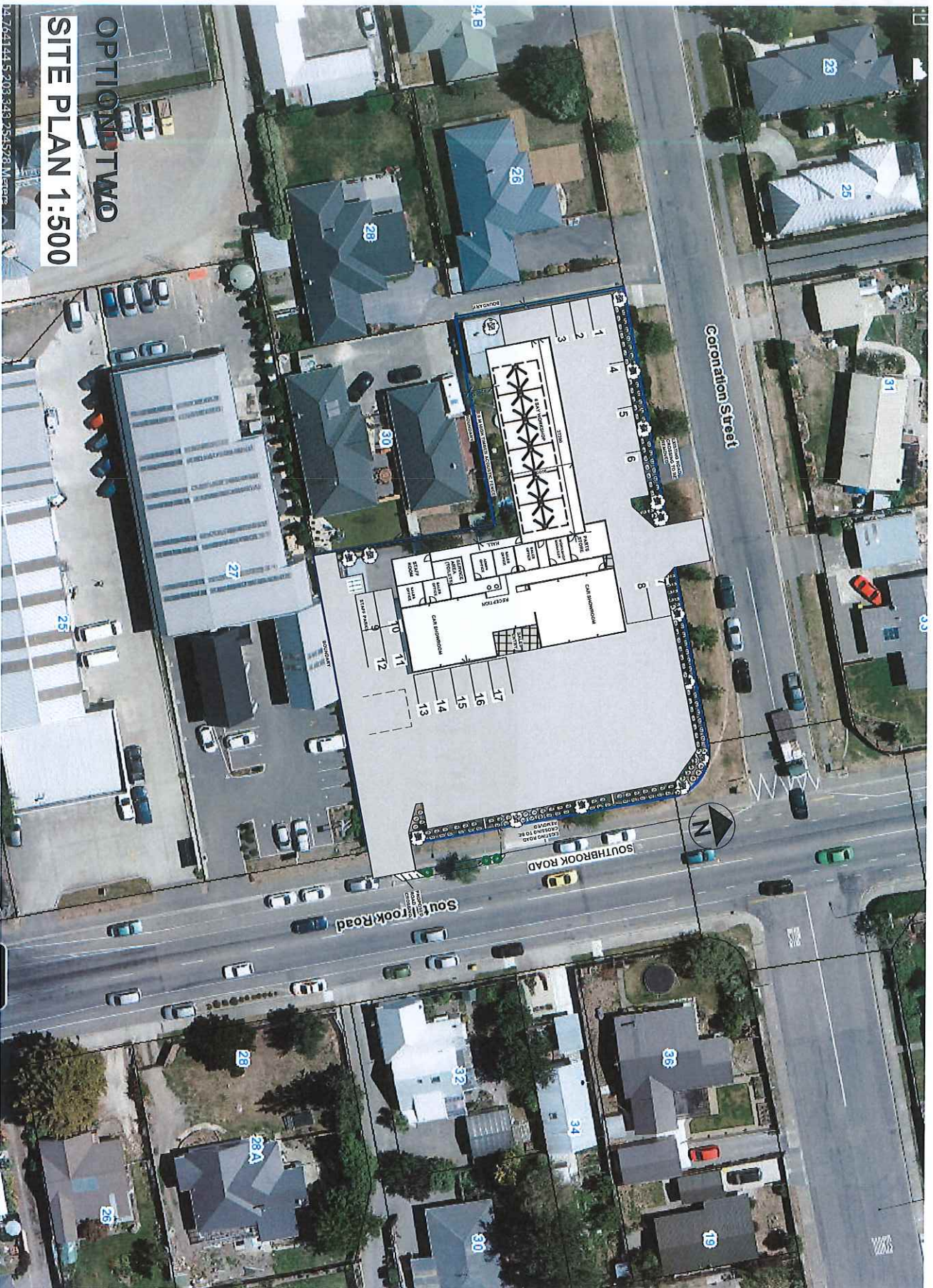


OPTION TWO

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

NMC DESIGN LTD

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CHRISTCHURCH
PH 03 3229 552
nmc@xtra.co.nz

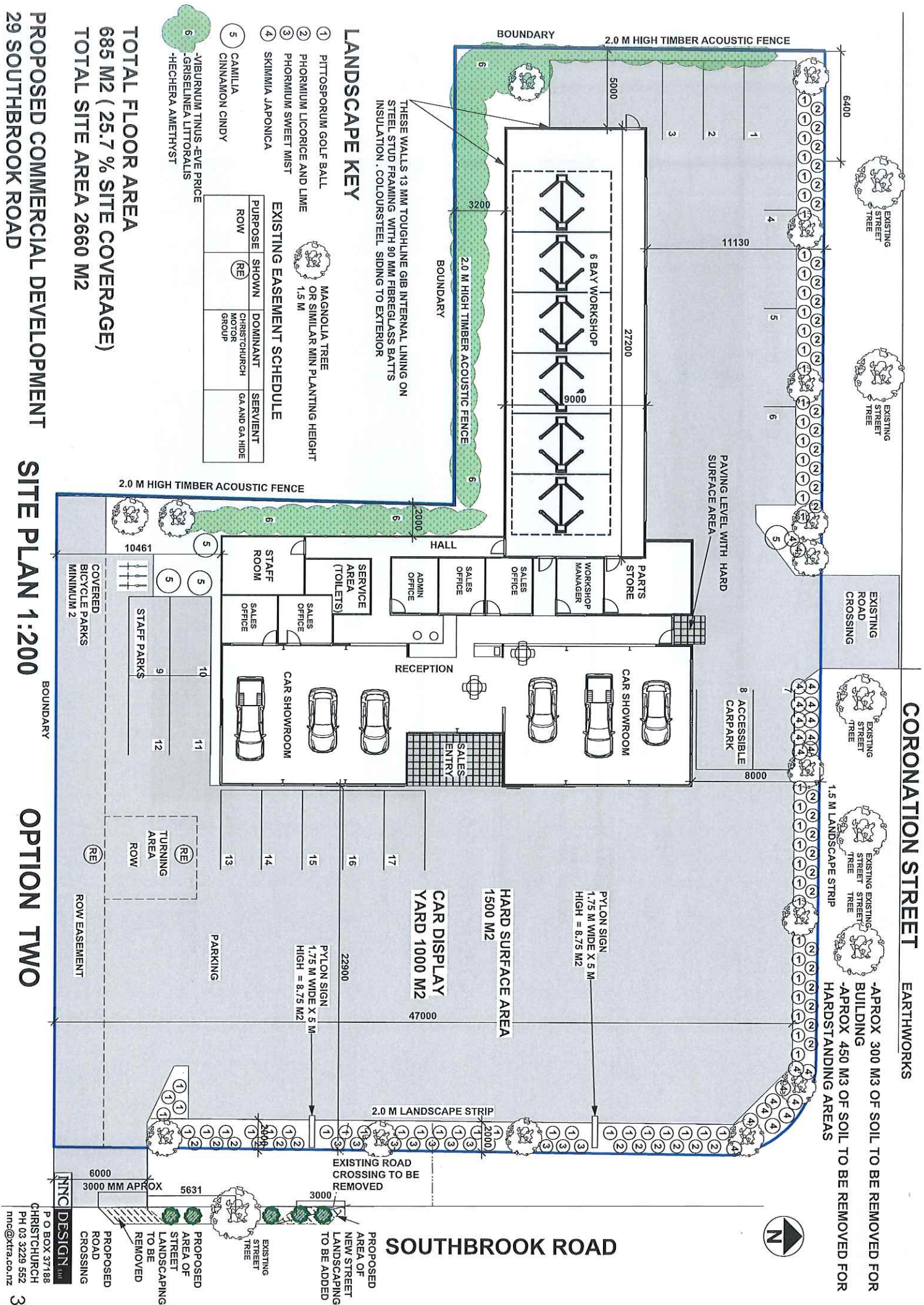


PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

LOCATION PLAN 1:500

EARTHWORKS

-APPROX 300 M3 OF SOIL TO BE REMOVED FOR BUILDING
-APPROX 450 M3 OF SOIL TO BE REMOVED FOR HARDSTANDING AREAS



SOUTHBROOK ROAD

**PROPOSED
AREA OF
NEW STREET
LANDSCAPING
TO BE ADDED**

PROPOSED
AREA OF
STREET
TO BE
REMOVED

**PROPOSED
ROAD
CROSSING**

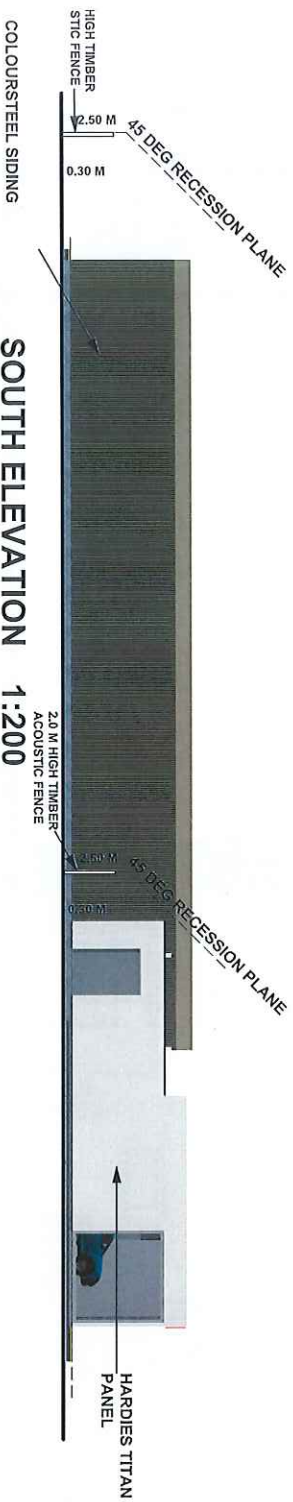
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HARDIES TITAN
PANEL

NORTH ELEVATION 1:200



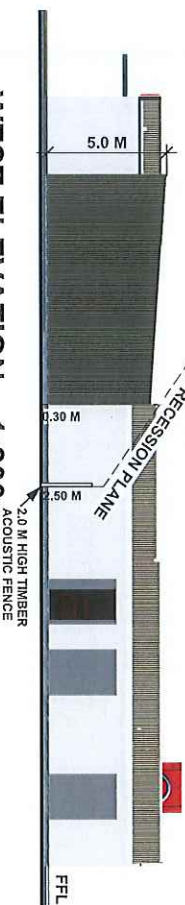
SOUTH ELEVATION 1:200



EAST ELEVATION 1:200



WEST ELEVATION 1:200



EXTERIOR WALL COLOURS

NISSAN AREA - RED (SIGNAGE)

- LIGHT GREY

MITSUBISHI AREA - RED (SIGNAGE)

- BLACK

WORKSHOP AREA - MID GREY

- LIGHT GREY

ROOF COLOUR

COLOURSTEEL - MID GREY

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

OPTION TWO

NMC DESIGN

P O BOX 37188
CHRISTCHURCH
PH 03 3229 552
nmc@xtra.co.nz

CORONATION STREET

SEDIMENT CONTROL SECURITY FENCE

SEDIMENT CONTROL SECURITY FENCE

SEDIMENT CONTROL SECURITY FENCE

SEDIMENT CONTROL FENCE 1:25

SEDIMENT CONTROL SECURITY FENCE

SEDIMENT CONTROL SECURITY FENCE

SOUTHBROOK ROAD

EXISTING CROSSING

ACCESS GATE

HARDSTANDING AREA

ACCESS TO SITE DURING
CONSTRUCTION.
-ONLY USE EXISTING
CROSSING

EARTHWORKS

-APPROX 300 M3 OF SOIL TO BE REMOVED FOR
NEW BUILDING

EARTHWORKS

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SIGNS TO
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-ENSURE NO MUD ENTERS
ROAD STORMWATER SYSTEM.

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

SEDIMENT CONTROL PLAN 1:100
EXCAVATION PLAN 1:100

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CHRISTCHURCH
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ANNEXURE D
TRANSPORT ASSESSMENT

TP Consulting

**Proposed Commercial
Development
29 Southbrook Road**

Resource Consent Application
By Christchurch Motor Group Ltd

**Integrated Transportation
Assessment Report**

August 2019

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1. Introduction

1.1 General

This Integrated Transportation Assessment (ITA) report has been produced to accompany the application for resource consent for the development of a commercial development at 29 Southbrook Road. This report is an update of the earlier report produced in April 2019. It reflects changes to the site design and the requests for further information from the Waimakariri District Council. The application is for a car dealership and a related car servicing facility which includes a workshop and vehicle parts store.

The application site is located within the Residential 2 zone. Part of the site was previously used for vehicle repairs and sales. There is an existing car dealership on the property immediately south of the site which was granted consent to operate partially within the residential zone. It is noted that the decision on the previous application for the proposed site stated that “the district plan anticipates non-residential activities” within this zone. However the current proposal is for a discretionary activity partly because of expected traffic effects. Under Rule 31.23.1 of the Waimakariri District Plan, an activity in the Residential 2 zone is regarded as discretionary if it requires two or more parking spaces.

The resource consent application is being submitted on the basis of access being provided by the existing transportation network as there are no committed future projects that affect the operation or the traffic effects of the proposal.

Resource consent applications have been submitted for the site previously. One was for a service station but only the latest which was for a pre-school and a retail outlet/café, has been referenced in this report. That is because it was granted consent with similar access arrangements but with considerably greater traffic effects than the current proposal.

The decision on that application (RC185009) was issued on 26 September 2018. Accordingly the adjudication on the transportation effects addressed at the hearing can be applied to this application where the issues are similar. The ITA which supported that previous application was based on 2016-17 traffic data which is considered to be appropriate still for assessing the current application particularly given the significantly lesser traffic effects associated with the current proposal.

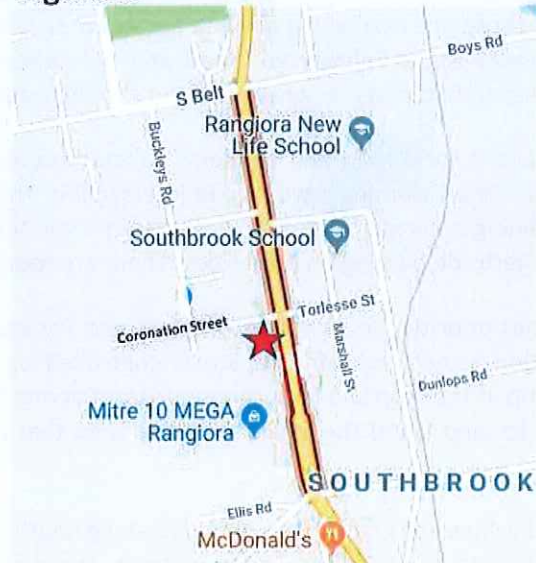
1.2 Site Location in the Road Network

The site for the development is located on the south west corner of the Southbrook Road/Coronation Street/Torlesse Street intersection in the Southbrook urban area which is the southern extremity of Rangiora. It consists of two existing properties, 29 Southbrook Road and 32 Coronation Street.

The star in Figure 1 shows the site location relative to the road network in Southbrook. Southbrook Road is a “Strategic Road” as defined by the District Plan and provides a link in the main route between Rangiora and Christchurch. It also provides access to the major retail and industrial areas at the southern end of Southbrook Road.

The site is approximately 1km north of the urban boundary and 2km south of the centre of Rangiora. About 250m south of the site there is a traffic signalised cross-road intersection on Southbrook Road that provides access for major retail/commercial sites on both sides of the road. About 500m to the north along Southbrook Road another traffic signal installation has been constructed in recent years at the South Belt/Boys Road intersection to replace the previous roundabout.

Figure 1



The side roads along the southern section of Southbrook Road like Coronation Street and Torlesse Street provide a very localised access function as the urban area on both sides has limited depth being restricted by a reserve on the west side and the main trunk railway to the east. Torlesse Street provides the main access to Southbrook primary school. Denchs Road, the next road to the north on the east side of Southbrook Road, provides access to the New Life school. The few roads that run parallel with Southbrook Road also have very limited connectivity and therefore do not provide significant alternative routes to Southbrook Road.

2. Existing Traffic Environment

2.1 Road Network

All roads in the vicinity of the applicant's site have a speed limit of 50km/hr. All have street lighting, sealed carriageways and kerbs with flat channels. Cut-downs are provided at driveways and pedestrian cut-downs are provided at the adjacent intersection.

Southbrook Road has a 20m wide road reserve with a 14m wide carriageway that provides for a single traffic lane and an on-road cycle lane in each direction as well as kerbside parking on both sides. There are also footpaths on both sides of the road. The site has only one driveway vehicle crossing along its frontage to Southbrook Road which is about 30m from the Coronation Street intersection.

Coronation Street is classified as a local road in the District Plan. It connects to Southbrook Road from the west and has a 20m wide road reserve with a 9m wide carriageway that consists of a single traffic lane in each direction and kerbside parking on both sides. There is a footpath on the north side only. On the south side there is a 5m wide grass berm which is well used by pedestrians and/or cyclists judging from the "track" that has been worn in the grass between the Southbrook Road corner and the first vehicle crossing in Coronation Street.

There are three existing vehicle crossings in Coronation Street within the frontage of the site. The one which provides access to 29 Southbrook Road is about 35m from the Southbrook Road intersection. There are two which provide access to 32 Coronation Street. One is about 6m from the driveway to 29 Southbrook Road and the other is at the western boundary immediately adjacent to two other driveway crossings to the west.

Torlesse Street is also a local road and connects to Southbrook Road from the east directly opposite Coronation Street forming a cross-road intersection. The Torlesse Street road reserve is 20m wide containing a carriageway that is approximately 14m wide with a single lane in each direction and kerbside parking on both sides. There are footpaths on both sides.

Southbrook Road has priority over Coronation Street and Torlesse Street at their intersection with both Coronation Street and Torlesse Street controlled by compulsory stop provisions. There is a road hump at the stop line in Coronation Street across the full carriageway to "calm" traffic movements to (and from) the local residential area that gains access from Coronation Street.

No stopping dotted yellow lines have been provided along Southbrook Road at the intersection on both sides of Coronation Street and Torlesse Street. These are approximately 10m long to stop vehicles parking close to the intersection and obstructing inter-visibility between vehicles exiting from the side roads and vehicles travelling along Southbrook Road.

There is a Kea pedestrian crossing of Southbrook Road provided between Torlesse Street and Denchs Road for the schools in the area. This has kerb build-outs on both sides of the road to narrow the crossing distance and to maximise visibility by preventing kerbside carparking adjacent to the crossing. The crossing involves the manual operation of stop signs both before and after school hours to stop the traffic flow along Southbrook Road and to allow children to cross the road safely.



The adjacent photo shows the landscaped kerb build-out along the southern section of the Southbrook Road frontage of the site between the existing driveway and the southern boundary of the site. It would conflict with access to the 3m wide right of way along the southern boundary of the site if a vehicle crossing were ever required for that right of way. A dashed yellow line along the build-out ensures no parking currently occurs over that section of the road.

2.2 Traffic Volumes

The 2016 traffic data referred to in the ITA for the previous application for the site indicated a daily traffic two-way volume for Southbrook Road in the order 25,000 vehicles per day (vpd). The peak hour two-way volume of about 2,200 vehicles per hour (vph) occurred in the evening peak. In the evening peak the directional split is 60:40 in the northbound and southbound directions.

In the morning peak the two-way volume on Southbrook Road was about 1,750vph with a directional split of 35:65 northbound/southbound.

Through the middle of the day and extending up to the end of school time, the two-way volume on Southbrook Road in 2016 remained about 1,750vph with a 50:50 directional split. After school the two-way volume increased steadily to reach 2,000vph by 4pm and with a directional split approaching 60:40 northbound/southbound.

Weekend volumes can be very high around Saturday lunch time but it is proposed that the workshop will not be opened in the weekend. The sales facility will be open on Saturday but not on Sunday.

2.3 Traffic Conditions

In the previous ITA, it is noted that the evening peak two-way volume had reduced to about 1,750vph in August 2017 after the traffic signals were installed at the South Belt intersection. This would indicate that the traffic signals are providing more capacity for the South Belt/Boys Road approaches and the capacity for Southbrook Road has been reduced thereby reducing the amount of traffic accommodated in the peak hour. The queueing that results is not uncommon for busy arterial roads at peak times and it tends to lead to regular commuters shifting their time of travel to the shoulders of the peak.

Not only do the traffic signals at South Belt (and at the accesses to the retail sites to the south) allow access to/from those side roads but just as importantly they allow vehicles using other non-signalised side roads (and driveways) the opportunity to access Southbrook Road more efficiently and safely. This occurs through gaps in the main road traffic flow caused by the phasing of the traffic signals (and the Kea crossing operation) or through gaps which are provided out of courtesy by drivers who are already queueing and who understand that waiting a little longer for one car to join the queue does not significantly affect their travel time. The latter effect is known as "reverse priority."

The 2017 surveys recorded delays at the Coronation Street/Torlesse Street intersection in the afternoon school peak and the evening peak periods. They indicated some significant delays for specific traffic movements leaving the side roads for short periods during the school peak but overall the intersection was assessed to be "operating within acceptable ... thresholds."

2.4 Accident History

The New Zealand Transport Agency Crash Analysis System (CAS) was used for the previous ITA to assess all the injury crash records on the roads in the vicinity of the proposed site between

2012 and 2016. The extent of the road network that has been reviewed included all the roads within 50m of the Southbrook Road/Coronation Street/Torlesse Street intersection.

The overview of reported crashes and their locations indicates that the intersection has been “operating safely.”

Overall the only noticeable pattern in crashes over the five year period that has been examined is the effect of queues on Southbrook Road causing tail-end crashes. There were three such crashes (two northbound and one southbound) but two did not involve any injuries and the other only involved a minor injury. The only other crash in the area involved a loss of control event that occurred just north of the intersection without causing any injuries.

Accordingly there are no significant existing road safety concerns associated with the road network adjacent to the application site.

2.5 Bus Services

The Rangiora urban area has a relatively limited number of bus services but there is a bus route which uses Southbrook Road as a link to the Christchurch central bus interchange. There are no bus services running down the section of Coronation Street passing the site.

The existing bus route running along Southbrook Road (Blue Line) has a frequency of 10 minutes for trips to Christchurch in the morning peak with a frequency of around 30 minutes for trips for the rest of the day and for all trips in the opposite direction. The service operates between 6am and 11pm.

There is a bus stop on the east side of Southbrook Road about 100m north from the site. The equivalent bus stop on the west side for northbound trips is further north opposite Denchs Road but within 200m of the proposed site.

2.6 Active Modes Facilities

As described in Section 2.1, the section of Southbrook Road passing the proposed development site does have good facilities for cyclists and pedestrians with on-road cycle lanes and footpaths on both sides of the road.

There are no cycle lanes along Coronation Street and cyclists share the road carriageway with motor vehicles because with the carriageway only being 9m wide there is not sufficient width for two cars to pass adjacent to a cyclist when there are parked cars on both sides of the road.

There is no footpath along the southern side of Coronation Street and the pedestrians who use the road walk along the grass berm past the application site.

While there are no specific cycle facilities along Torlesse Street, the carriageway is wide enough that cyclists do have adequate road space clear of traffic paths. Footpaths are provided along both sides of Torlesse Street leading to Southbrook primary school.

At the Kea crossing provided across Southbrook Road about 100m north of the Coronation Street/Torlesse Street intersection through traffic is stopped to allow school children to cross Southbrook Road safely.

3. Proposed Development

3.1 General

Two options are being submitted for the internal site layout proposed for the commercial development of the car dealership on South-West corner of the Southbrook Road/ Coronation Street intersection. However the external vehicular access proposed is the same for both options.

The total site area is 2660m². The new car sales component of the development consists of a 440m² showroom and a 1000m² car display yard with access via a driveway from Southbrook Road along the southern boundary of the site. The sales operation will have six staff and operate from 8.00am to 5.30pm Monday to Friday and from 10.00am to 4.00pm on Saturday.

The car servicing facility will consist of a 245m² workshop with six bays and a separate parts store. Five of the workshop bays will be dedicated to vehicle servicing while the sixth will be used to wash cars. The servicing area will be accessed via a single driveway from Coronation Street. The workshop will operate from 7.30am until 5.30pm Monday to Friday.

The proposed facilities will be under one ownership and be operated as two departments of a single entity. This will ensure that the two activities will function in a cooperative and cohesive manner.

3.2 Southbrook Road Access

It is proposed that there will be one driveway for the site from Southbrook Road which will be located at the southern boundary and include the existing right-of-way easement shared with the adjacent property. The driveway and vehicle crossing will be 6.0m wide and operate with two-way vehicle movements into and out of the site. The existing access for the site on Southbrook Road will be removed.

It is noted that for the previous application consent was granted on the condition that the Southbrook Road access be operated inbound only unless no-stopping restrictions were installed on either side of the driveway. The imposition of that ingress only condition is considered to have been unnecessary because the Council are able to install traffic management measures it considers improve road safety with only an obligation to consult with the public. In this case with a much smaller number of vehicle movements expected through the driveway, the need for a similar condition and parking restrictions at all is questioned. Existing commercial driveways in the area which cater for larger traffic movements and existing residential crossings have no such restrictions. Nevertheless the applicant has proposed conditions stipulating no-stopping restrictions on each side of the crossing that achieve the sight distances required for the residential zone and would not oppose the installation of parking restrictions that achieve the sight distances required for business zones.

It is interesting that the previous consent also included a condition that parking be restricted along the south side of Coronation Street between the proposed driveway to the site and the intersection with Southbrook Road. This was presumably for safety reasons relating to visibility

at the driveway even though the District Plan does not require such provision for crossings on local roads. It is also noted that there was no condition restricting use of that access if the parking restrictions were unable to be installed because of the “separate Local Government Act approval process” that was stated as the reason for the condition restricting the use of the Southbrook Road access to inbound movements.

The existing landscaped kerb build-out on Southbrook Road extends partially across the proposed new driveway (and existing right of way). It is proposed that about 3m of the southern end of the build-out should be removed to facilitate the construction of the crossing for the new driveway. The build-out could be extended 3m to the north if the Council wished. The existing sign at the southern end of the build-out which advises of the approach to a school area, will be moved to a location within the southern end of the modified build-out.

Currently there are no-stopping dashed yellow lines around the build-out which will have presumably been approved under the Local Government Act. It is expected that this parking restriction could be retained after the removal of the build-out with no new process being required, to provide about a 11m setback for parking on the north side of the proposed driveway. This would assist with reducing the effect of kerbside parking on visibility associated with the driveway.

It is not normal practice to install no-stopping lines in this way at every driveway in commercial areas and parked cars are considered to only partly affect visibility given the wider driveways and the legal requirement for vehicles to park no closer than 1m from a driveway. However the Council could chose to impose a parking restriction on the south side of the driveway and the applicant would not oppose that action.

3.3 Coronation Street Access

A single driveway is proposed in Coronation Street utilising the existing driveway to 29 Southbrook Road. The crossing will have a consistent 5.4m width between the kerblines and the property boundary. The crossing is about 37m from the Coronation Street intersection with Southbrook Road.

Again the applicant is not opposed to no-stopping lines to improve inter-visibility at the driveway. However this is not required by the District Plan and with the 5m wide berm and the low traffic volume and slow speeds of the traffic using Coronation Street, it is doubted that parking restrictions are needed at all. They are certainly not required all the way from the driveway to Southbrook Road as was conditioned for the previous consent.

The two existing driveways for 32 Coronation Street will be removed.

It is also proposed that a footpath be constructed along the site frontage within the existing grass berm and on an alignment that does not affect the existing street trees.

3.4 Internal Traffic Layout

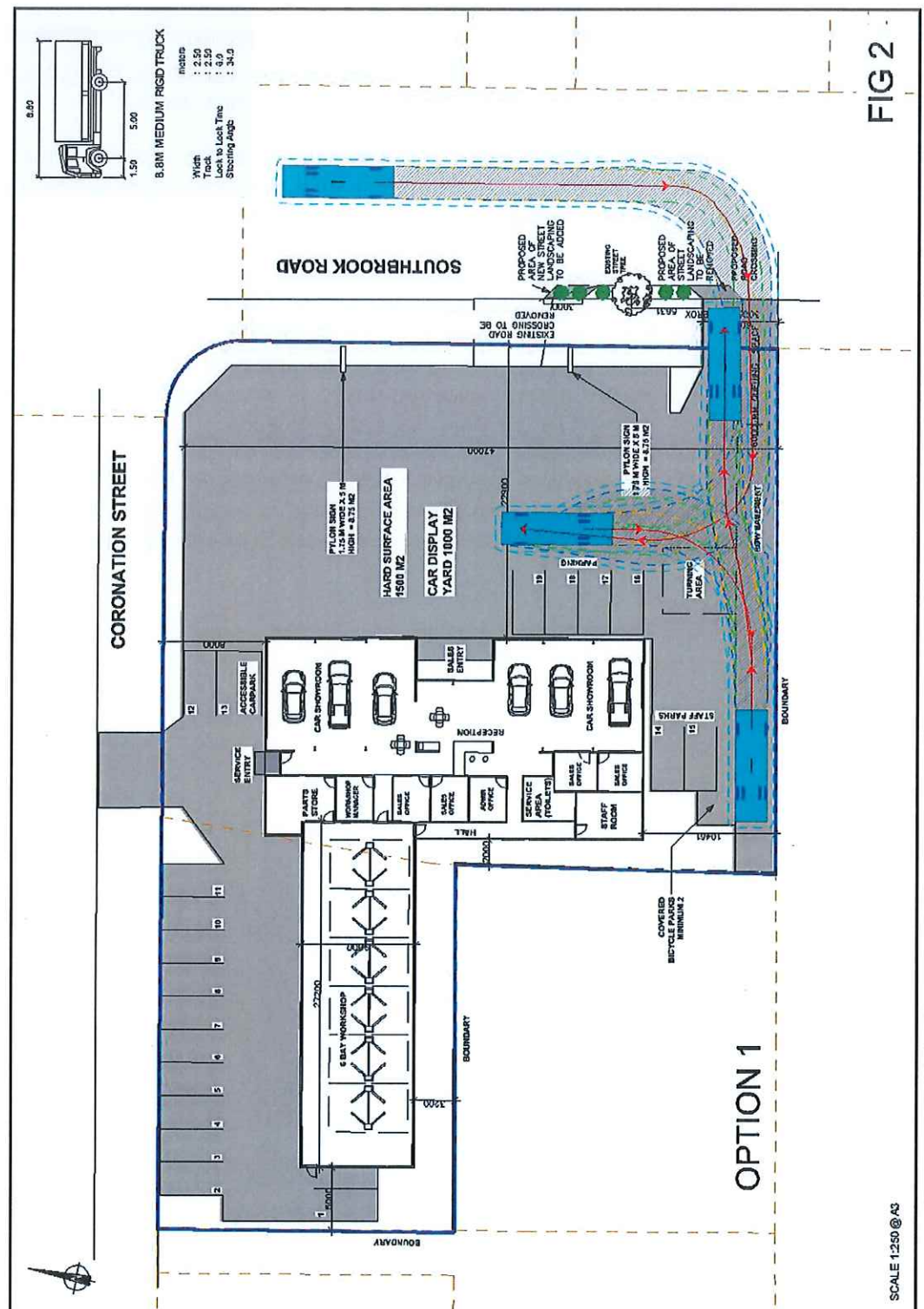
Option 1

Figure 2 indicates the internal layout proposed for Option 1 (and the external access arrangements which will be common to both options). The proposal includes two separate traffic areas on the site, one for the sales activity with access from Southbrook Road and one for the car servicing activity with access off Coronation Street.

Six car parking spaces will be provided in the sales area adjacent to the car showroom which will have access from the Southbrook Road driveway. There will be 13 car parking spaces provided in the area adjacent to the workshops. A total of 19 carparking spaces.

The sales driveway along the southern boundary and the permanent aisle to provide access to the four parking spaces for customers adjacent to the showroom will have a minimum width of 6m. The four spaces for customers will be 2.6m wide and 5m long. The customer parking space closest to the sales entry could be used for accessible parking for disabled drivers if needed. The two parking spaces beside the south side of the sales building will be allocated for staff parking. They will also be 5.0m long and 2.6m wide.

The sales display yard will have a flexible arrangement of car "parking" using non-standard aisle widths and relying on stacked "parking" to accommodate more cars than a regular car parking arrangement. This area is not expected to comply with District Plan parking



requirements because it is for cars on sale and is not accommodating customer or staff parking required by the District Plan.

The parking area for the workshop will contain a total of 13 spaces. The one of these closest to the service entry will be configured as accessible for disabled persons with a minimum width of 3.6m. However it is expected that it will be used by others except when a disabled persons car is booked in for a service or unless a disabled person is employed on the site. The remaining parking spaces will be 2.6m wide and 5.0m long.

A maximum of seven spaces will be allocated for staff parking including the space to the west of the workshop building. The latter space will not impede the fire egress door. Any of the staff spaces which are not used by staff on any day will be available for accommodating customers cars if necessary. A minimum of six parking spaces will be allocated for customer cars. (The six workshop bays can be regarded as "parking spaces" in terms of the practical parking demand assessment but this is not required by the District Plan). If more spaces are required for workshop customers' cars then workshop staff's cars could be stacked in front of the proposed staff spaces in the sales area adjacent to the south side of the showroom.

The parking area will have aisle widths that are about 6.2m wide. This width is provided for the common manoeuvre area available for the workshop bays and for the parking spaces aligned at right angles to the street boundary in Coronation Street. The other parking spaces will all have greater manoeuvre areas.

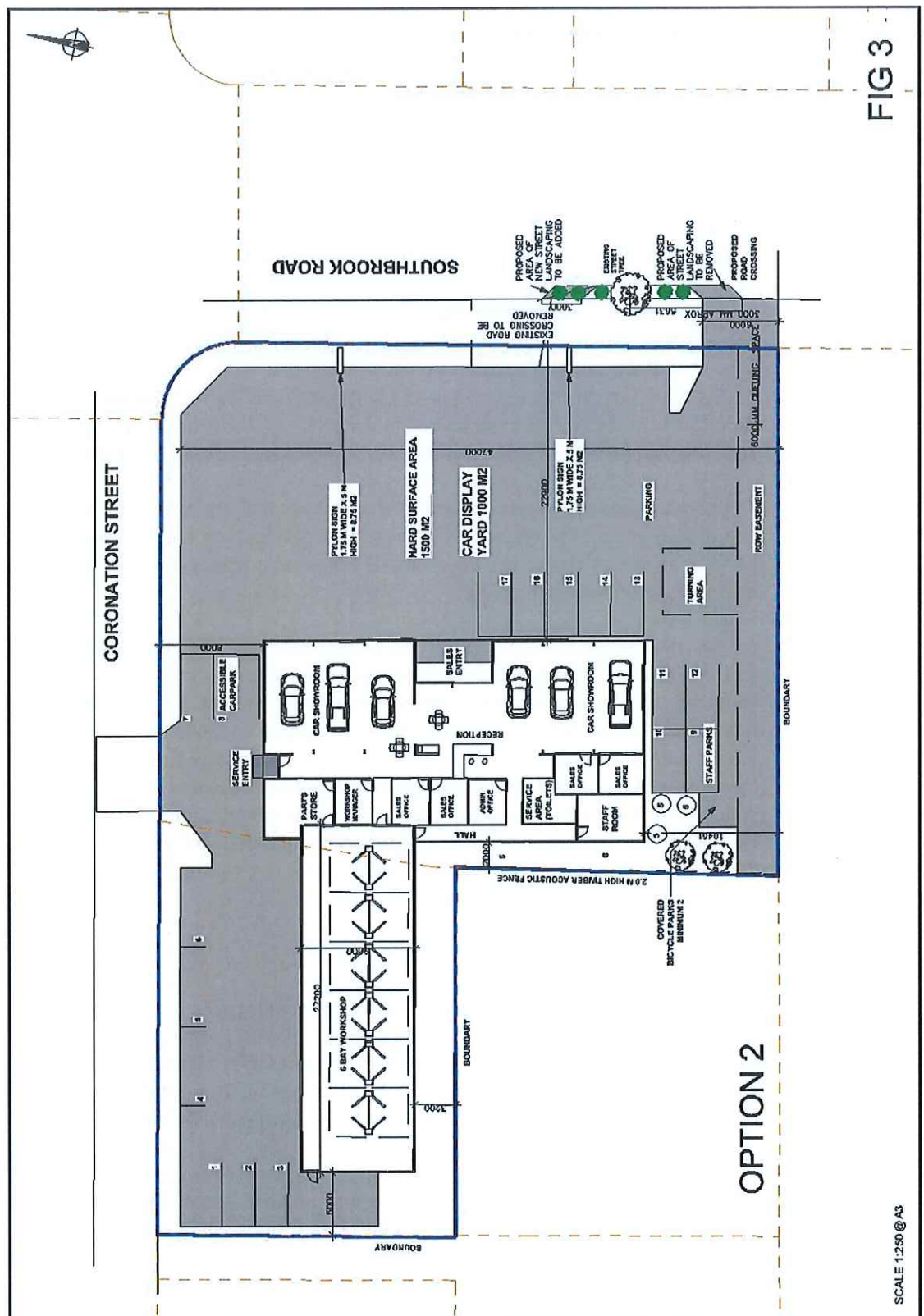
No specific loading bays are proposed as large trucks are not expected to be used for deliveries to the site. It is expected that delivery vehicles will only be on-site for a short stay and that they will use the sales aisleways/display yard area mostly. Some small delivery vehicles may find it more convenient to use the car servicing parking aisle area. In both cases the vehicles will be able to turn on site so that they can both enter and exit the site in a forward direction. In other words there will be no need for reverse manoeuvres either to or from the frontage streets. See Figure 2 for an illustration of how a medium rigid truck will be able to turn within the sales area and the right-of-way easement. Such delivery vehicles will be unloaded within the display yard aisle clear of the right-of-way and the "turning area" associated with access to the adjacent property to the south.

Option 2

Figure 3 indicates the internal layout proposed for Option 2.

Nine car parking spaces will be provided in the sales area adjacent to the car showroom which will have access from the Southbrook Road driveway. There will be eight car parking spaces provided in the area adjacent to the workshops. A total of 17 carparking spaces.

The sales driveway along the southern boundary and the permanent aisle in the display yard will have a minimum width of 6m and will provide access to the five parking spaces for customers (and one staff member) along the front of the showroom. These spaces will be 2.6m wide and 5m long. The customer parking space closest to the sales entry could be used for accessible parking for disabled drivers if needed. The four tandem (stacked) parking spaces beside the south side of the sales building will be allocated for staff parking. They will be 5.0m long and at least 2.4m wide.



The parking area for the workshop in this option has been designed primarily to accommodate more landscaping along the Coronation Street frontage. It will contain a total of eight spaces. The one of these closest to the service entry will be configured as accessible for disabled persons with a minimum width of 3.6m. However it is expected that it will be used by others except when a disabled persons car is booked in for a service or unless a disabled person is employed on the site. The remaining parking spaces will be 2.6m wide and 5.0m long.

A minimum of four spaces will be allocated for customer parking. Any of the remaining four staff parking spaces which are not used by staff on any day will be available for accommodating customers' cars if necessary. If more spaces are required for customers cars then staff cars could be stacked in the area adjacent to the west side of the workshop in a manner that does not impede the fire egress door.

The parking area will have a minimum aisle width of about 7.5m. This width is provided for the common manoeuvre area available for the workshop bays and for the parking spaces aligned parallel to the street boundary in Coronation Street. The parking spaces aligned at right angles to the western boundary and the spaces on the north side of the sales building will all have greater manoeuvre areas.

No specific loading bays are proposed as large trucks are not expected to be used for deliveries to the site. It is expected that delivery vehicles will only be on-site for a short stay and that they will use the driveway/aisleways in the display yard area mostly. Some small delivery vehicles may find it more convenient to use the car servicing parking aisle area. In both cases the vehicles will be able to turn on site so that they can both enter and exit the site in a forward direction. In other words there will be no need for reverse manoeuvres either to or from the frontage streets.

3.5 Facilities for Active Modes

As with local roads without cycle lanes, cyclists will be expected to share the driveways and internal manoeuvre areas with motor vehicles. This is the norm and with driveways which are not overly wide or long, the vehicle access speeds will be slow and will not present significantly adverse road safety effects for cyclists.

The applicant proposes to provide at least two cycle stands for staff in the area of the display yard adjacent to the staff car parking on the southern side of the showroom. These will be covered. No separate cycle parking provisions are proposed for customers. It is highly unlikely that a customer would ride to the sales facility but there would be plenty of space in the sales yard to "park" their cycle if the staff cycle stands are full. If a customer of the servicing facility uses a cycle for their return journey they would not need to "park" their cycle.

The footpaths on the roads along the site frontages including the new footpath to be constructed along Coronation Street, will link with the driveways into the site. There will not be separate paths into the site for pedestrians. The few people who might walk onto the site will use the driveways as is the norm for commercial activities such as that proposed for this site.

4. Waimakariri District Plan Compliance

4.1 Parking Assessment

The following table summarises the assessment of the parking and servicing requirements of the District Plan (Rule 30.6.1.34 Table 30.8):

District Plan Parking Requirement						
	GFA	Car Parking		Loading	Cycles	
	sq m	Rate	Spaces	Spaces	Rate	Spaces
Workshop	244.8	1:70	3.5	1	1:1000	0.2
Showroom	440.2	3:100	13.2	1	2:500	1.8
TOTAL	685		16.7	2		2.0

The parking requirements for the workshop are based on an industrial activity while the showroom is based on a retail activity. On this basis the car parking requirement would be 17 spaces and the cycle parking requirement would be 2 stands. There would be a requirement for one of the car parking spaces to be an accessibility space as indicated in Table 30.11 of the District Plan (Rule 30.6.1.39).

For both options the designated accessible space would be adjacent to the service entry to the main building. The paved area outside the "service entry" will be flush with the adjacent sealed areas and so can be driven over. The accessible space is 3.6m wide and vehicles will generally be parked on the northern side of the space. Therefore if a car is parked facing the front of the space there will be sufficient inter-visibility between a driver reversing out of the space and a person walking out of the service entry. Drivers tend to reverse very slowly out of parking spaces and in this case the need for caution will be emphasised by the service entry clearly indicating the potential presence of pedestrians. It is likely that some cars will be reversed into the space and in that case there will be no visibility issue when they leave. There will be relatively few disabled persons using the space and therefore a reduced possibility of conflict between drivers and pedestrians. It can also be noted that all carparking areas have aisles which are shared spaces with potential conflicts between pedestrians and cars including cars reversing out of parking spaces. If this particular situation happens to create a conflict that produces concern then a warning sign could be erected and/or a pedestrian path marked for a short distance from the service entry.

Two loading spaces would also be required but because of the large size of the sales yard and the operation of the workshop parking area, it is not intended that specific loading "spaces" will be indicated. It should be noted that car transporters are not intended to be used to deliver new cars to the site. Because of the proximity of storage areas for new cars in Christchurch, it is proposed that individual cars will be driven out to the Southbrook site.

Any delivery vehicles used to service the activities proposed for the site will be able to be unloaded either in the sales display yard or in the workshop parking area. The former is most

likely to be used as all areas of the facilities can be accessed through the main entrance of the sales facility. However the workshop parking/manoeuvre aisle could also be used because loading/unloading is likely to only take a short time and because the small service vehicles proposed to be used can turn in the area and pull up in front of any of the parking spaces used by staff as their cars do not need full time access during working hours.

The cycle parking requirement will be met by the provision of two and if necessary, more bicycle stands located adjacent to the display area. These are not proposed to comply completely with Rule 30.6.1.45(h) as, although they will be covered, it is not intended that they be provided with a secure facility because the staff (including the owners of any cycles) will be on-site and able to monitor access to the stands. It is expected that standard locks/chains will be adequate in this situation.

The District Plan requirement for a total of 17 carparking spaces for the whole site will be met by both options but the allocation of spaces to the two individual activity areas will not meet the respective requirements. The sales area will not have 13 spaces and the workshop area will be allocated more than 4 spaces for both options.

The following table demonstrates how the parking spaces (and the service bays and the sales display yard) provided on the site for each option will meet the more practical parking demand assessed for the respective activities:

Practical Parking Assessment

The practical assessment of parking demand indicates a	Parking Demand		Spaces Provided-Option 1 (Option 2)	
	Workshop	No.	No.	Location
	Staff Cars			
	Manager	1	1(1)	In display yard
	Parts	1	1(1)	In parking spaces
	Servicing	5	5(2)	In parking spaces
	Washing	1	1(1)	In parking spaces
	Customer Cars	5	5(5)	In service bays
		1	1(1)	In wash bay
		4	6(4)	In parking spaces
	Sub-Total	18	20(15)	Including accessible
Sales	Staff Cars	No.	No.	Location
	Servicing	(see above)	0(3)	In sales spaces
	Salespeople	4	4(4)	In display yard
	Admin	1	1(1)	In parking spaces
	Reception	1	1(1)	In parking spaces
	Customer Cars	4	4(4)	In parking spaces
	Sub-Total	10	10(13)	
Totals	Parking Spaces	17	19(17)	
	All Spaces	28	30(28)	Including bays & yard

need for 18 parking spaces in the workshop area and this supply is more than achieved (20) in Option 1 by including the workshop bays. For Option 2 three spaces for servicing staff will be located in the sales area.

There are expected to be a maximum of 10 customers' cars on site for servicing most of the time and these will include those that are being serviced or washed in the six workshop bays. The remaining customers' cars either waiting for servicing or waiting to be picked up following servicing, will be accommodated in the four on-site parking spaces provided with Option 2 adjacent to the workshop. Option 1 will have six spaces adjacent to the workshop providing more scope to accommodate times when the number of customers' cars on-site might exceed the expected maximum. This potential variance reflects the mix of people who will wait for a short-term service and therefore do not require a parking space, compared with the people who will drop their car off before their service is due and therefore do require a parking space. The workshop will be for primarily servicing vehicles bought through the dealership. Experience at similar sites indicates that many will be new business vehicles whose owners will require their car immediately after servicing and the operator often delivers the vehicle. This reduces the parking demand associated with customers' cars.

With Option 1 the remaining seven car parking spaces will be allocated to workshop staff excluding the workshop manager who will be allocated a new car which will be "parked" in the display yard during the day. With Option 2 there would be only four spaces for staff in the workshop area and three would need to park in the sales area. With Option 2 if the workshop is extremely busy with longer term servicing tasks and more than four customers' cars need to be parked on site then staff spaces could be used by stacking staff cars in the area on the western side of the workshop. Stacked parking does not present a problem in this environment because the staff have access to all of the car keys and can shuffle any vehicles as necessary.

Practically the sales activity will generate a lot less parking than other forms of retail partly because much research on new cars is done using the internet these days. Customers have been allocated four spaces adjacent to the display yard to match the maximum number of salespeople who will be operating on the site. With Option 1 only two staff spaces are needed for the administration person and for the receptionist because the sales staff will all be allocated new cars which will be "parked" in the display yard. With Option 2 an additional three spaces are required in the sales area for servicing staff cars.

It is noted that the previous resource consent application was granted despite the assessment that the on-site parking provision would not meet the expected parking demand. The proposal included 29 on-site parking spaces but it was predicted that there would be up to six cars parked at the kerbside in Coronation Street "throughout the day." The expectation for both options of this application is that all parking generated by the proposed activities will be accommodated on site with only a limited potential for a small overflow on rare occasions.

The parking spaces proposed for the site all meet the minimum dimensions specified in the District Plan for space width, space depth and aisle width (Rule 30.6.1.34 Table 30.9). The dimensional details were summarised in Section 3.4.

4.2 Vehicle Crossings

The crossings for both accesses will be "formed and sealed" in compliance with Rule 30.6.1.14 of the District Plan.

The requirements for vehicle crossings are contained within Table 30.4 of Rule 30.6.1.19. There are different requirements for Residential zones and Business zones but in this case a

business activity is being considered within a residential zone. So the requirements for both have been addressed. In a Residential zone the crossing width minimum is 4m and maximum 6m. The equivalent requirements for a business crossing are 5m and 7m. So crossing widths between 5m and 6m will satisfy both requirements.

The single vehicle crossing on Southbrook Road will be 6.0m wide. The single vehicle crossing in Coronation Street will be 5.4m wide to allow for easier manoeuvres in the vicinity of the service entry. Therefore both crossing widths are compliant with both requirements.

As both of the crossings are greater than the minimum width for a business zone and no large trucks are expected to use the crossings on a regular basis, it is not necessary to check the swept path manoeuvres related with simultaneous entry/exit movements. In addition it is noted that the kerbside parking on both frontages and the cycle lane along Southbrook Road will require cars turning left into the site to turn with a relatively large radius which reduces the width of this most important swept path.

The maximum number of crossings per site frontage in a business zone is two. In a residential zone the maximum number of crossings per site frontage is one. Given the site has a single crossing on Southbrook Road and a single crossing on Coronation Street, they are both clearly compliant.

The separation distance between crossings is required to be less than 1m or greater than 7m in a residential zone and less than 6m or greater than 12m in a business zone. The single crossing on Southbrook Road will have no other crossings within 12m on either side and therefore is compliant with both maxima. The crossing for the adjacent site to the south is about 17m away. Similarly the proposed crossing in Coronation Street has no crossings within 12m.

Rule 30.6.1.21 requires that the visibility splay illustrated in Figure 30.3 is available to achieve the minimum sight distance for pedestrians on the adjacent footpath at all driveways. The minimum sight distance requires a visibility splay of 2.0m along the property boundary (or the back of footpath) from 2.5m into the site. This will be provided on the northern side of the Southbrook Road driveway. The 2m wide grass berm between the footpath and the boundary can be regarded as part of the visibility splay. Therefore only a small area of the site needs to be kept clear to achieve the splay.

A splay is not required on the southern side of the Southbrook Road driveway because being a two-way driveway, vehicles exiting will have clear visibility of pedestrians to the south across the entry lane of the driveway. In Coronation Street the required visibility splays will be available within the road boundary and will not affect the internal layout of the site at the driveway because it is expected that the proposed footpath will be at least 2.5m from the site boundary.

Rule 30.6.1.24 requires that a vehicle crossing on a strategic road with a speed limit of 50km/h should have a clear sight distance of 45m in a residential zone or 80m in a business zone. The distance is to be measured as indicated by Figure 30.4 of Rule 30.6.1.25 in the District Plan. The sight line is measured from a point 3.5m from the edge of the nearest traffic lane. With a 1.5m wide cycle lane and 2m wide kerbside parking, the sight line for the Southbrook Road crossing is measured from the kerb line. Other than for parked cars, a sight distance in excess of 80m will be available because Southbrook Road is straight and level for extensive distances in both directions from the site.

If parked cars are required to be clear of the sight line then no-stopping lines would need to be installed for about 12m on the south side of the driveway. This has not been done at other driveways along Southbrook Road in the residential zone. Nevertheless conditions requiring this provision have been proposed as part this application. The parking restriction would remove kerbside parking along the frontage of the adjacent property. However this property stands to benefit from having a crossing serving the right-of-way they share with the application site. It can also be noted that property owners have no legal right to retain kerbside parking on their frontage. With the build-out on the north side it will be possible to achieve a sight distance of more than 45m without further parking restrictions. This may require the existing tree within the build-out to be "limbed up." Accordingly the proposal is considered to comply with Rule 30.6.1.24.

To achieve 80m sight distances the parking restriction would need to be extended about 23m to the south. This has not been done at other business driveways along Southbrook Road. However as stated before, the applicant would not oppose the installation of such no-stopping lines. An extended build-out to the north would allow an 80m sight distance without any need for further parking restrictions. The existing tree might need attention however.

Rule 30.6.1.26 Table 30.6 requires that the single vehicle crossing on Southbrook Road, a strategic road with a speed limit of 50km/h, should be at least 35m from the intersection with Coronation Street, a local road with a 50km/h speed limit. It will be about 45m from the intersection. The crossing in Coronation Street will be about 37m from the intersection with Southbrook Road, more than the 25m required separation distance for a crossing on a local road from a strategic road. Accordingly both crossings comply with this rule.

5. Traffic Generation Forecasts

5.1 General

The generation forecasts for the proposed activity have been separated by the driveway and road used for access to allow a more informed understanding of the expected traffic effects on passing traffic and on the operation of the adjacent Southbrook Road/Coronation Street/Torlesse Street intersection.

The forecasts represent a worst-case scenario that has been based on equivalent existing operations as well as a scenario based on the longer term and optimistic establishment of full utilisation of the dealership and the workshop. The following table summarises how the various traffic generation forecasts were produced:

Traffic Generation

	Daily			AM/PM peaks		
Entry	No.	Rate	Vpd	No.	Rate	Vph
Coronation Street						
Staff	7	2.5	17.5	2	1	2
Customers	20	4	80	5	2	10
Sub-total			97.5			12
		Say	100			
Southbrook Road						
Staff	7	2.5	17.5	7	0.8	5.6
Customers	8	2	16	8	0.2	1.6
Test Drives	2	2	4			
New/sold cars			1			
Sub-total			38.5			7.2
		Say	40		Say	8
Total			140			20

5.2 Daily Generation

It has been assumed that the proposed activities on the site will be fully staffed and that all staff will drive a car to/from work and that 25% will make a separate trip (out+in) on any one day (i.e. 2.5 movements per day per staff). This is a worst-case prediction as some staff may share a ride, some may use a bus, bike or walk if they live close enough. Furthermore there will be some staff not attending the site on many days because they are on leave, sick or elsewhere on company/personal business.

At the workshop there are five service bays and one washing bay. It is expected that the five servicing bays will each service four cars on average in a day. It is expected that no separate cars will utilise the wash bay. So the total number of customer cars serviced will be 20 per day.

It is estimated that each workshop customer will create on average four vehicle movements (in+out) when having their car serviced. Some people may wait for their car if their service is for short duration (eg warrant of fitness) and some people may walk if they live or work nearby. These situations would involve only two movements in total. If a courtesy car is provided there will be four movements in total, two movements (in + out) when they drop their car off and two movements when they pick it up. If they have someone come with them in another car there could be six movements three on drop off (2in+1out) and three on pick up (1in+2out). The other option is that the workshop staff may deliver some cars after their service. This again would involve three movements (2out+1in).

For people who have someone come with them in another car, some of the six movements will not involve movements at the driveways or at the Coronation St intersection if the driver of the other car stops on the side of Southbrook Road.

Each of the sales staff is expected to have two customers per day on average. That will be a total of eight customers involving two movements per customer and 16 movements in total. This may appear a small amount of business but much "selling" is these days done using electronic media.

It is expected that 25% of the customers will take a car for a test drive. That is two customers involving two movements and four movements per day in total.

It is also assumed that there will be one movement per day on average associated with cars that are sold being driven away and with new cars arriving from Christchurch.

5.3 Peak Hourly Movements

Most of the staff in the workshop will arrive before the morning peak or leave after the evening peak times. They have to be ready for customers that are dropping off their car early and they also stay a bit later for people that might be picking up their car on the way home from work. Five customer cars are expected to be dropped off at the workshop in morning peak hour so 10 movements will occur in the peak on average. The same number is expected to be involved with picking up cars in the evening peak hour.

It is predicted that 80% of the sales staff will arrive and leave in the peak hours. Of the others, some will not use a car, some will be early/late, some do not come in because they are on leave, sick or going elsewhere on company/personal business. Test drives, the delivery of new cars and the removal of sold cars do not normally occur in peak hours.

5.4 Summary

The following is a summary of the traffic generation forecasts for the proposed activities on the site:

Sales yard/showroom access on Southbrook Road

40 vehicle movements per day

8 vehicle movements in am/pm peak hours

3 vehicle movements in afternoon school peak hour

Servicing facility accesses on Coronation Street

100 vehicle movements per day

12 vehicle movements in am/pm peak hours

8 vehicle movements in afternoon school peak hour

It is noted that the two lots that constitute the site can accommodate two dwellings as-of-right being in a residential zone and possibly three or more dwellings. Each residential dwelling in suburban areas such as Southbrook tends to generate between 8 and 10 vehicle movements per day. If three dwellings were constructed then the default traffic generation potential of the site would be up to 30 vehicle movements per day (vpd). The equivalent base generation values for the morning and evening peak hours would be 3vph and for the school afternoon peak hour about 2vph. Accordingly the net additional traffic generation of the proposed activities is in the order of 110vpd and only 17vph in the morning and evening peaks. In the school afternoon peak the additional generation associated with the site would be only 9vph. It should be noted that these are the totals of both entry and exit movements.

It is also noted that the previous consent for the site was approved with a peak hour traffic generation of 94vph. The equivalent daily traffic generation would be approximately 1,000vpd. Clearly the current application involves a much smaller traffic generation.

6. Transportation Effects

6.1 Network Efficiency

The traffic volume generated by the site does not necessarily relate directly to the change in 2-way traffic volume on the adjacent roads. That is partly due to the fact that some of the generated movements will involve vehicles that would be travelling past the site in any event if the proposed development were not undertaken. Typically for a retail activity on an arterial road some 20-30% of the traffic generated by a new site will come into this category, what is termed as pass-by traffic.

This would for example, include people who drop their vehicle in for servicing on their way to work and people who are also inspecting cars at the existing car dealership on the adjacent site to the south ("comparison shopping"). It would also include staff at the dealership who are dropped off by someone. It is likely that person would be using Southbrook Road in any event and so no increase in the traffic volume along Southbrook Road would be involved.

While these examples will generally be part of the traffic generation movements predicted for the site driveways, they do not add to the passing traffic volume that affects the overall traffic network performance which in this case is dictated by the capacity of the Southbrook Road approaches to the traffic signal controlled intersections north and south of the site.

Another reason for the traffic generation movements not all simply adding to the existing traffic volume on Southbrook Road is because the access movements at the Southbrook Road driveway will not all turn to/from the same direction. If the split were 50:50 by direction only half of that traffic generation volume would be added to the existing traffic volume on Southbrook Road. In that case some 20vpd (not accounting for the pass-by effect) would be added to some 20,000vpd. The increase would be less than 0.1% which would be imperceptible and well within the daily variation of the Southbrook Road traffic volume.

The Coronation Street situation would be different as most of the site traffic generation (say 80vpd) would be expected to use the Coronation Street intersection with Southbrook Road and so would be added to the relatively small volume of less than 1,000vpd currently using that section of the street. This would be an 8% increase but the total traffic volume with the generated traffic would still be less than the acceptable level of traffic on a local road of 2,000vpd.

The generated traffic turning to/from Coronation Street at Southbrook Road might also split 50:50 at Southbrook Road so the addition to Southbrook Road might increase to 60vpd (or 45vpd if the pass-by effect is included). This would still be well less than a 1% addition to the traffic on Southbrook Road.

There will be some traffic (say 20vpd) that will turn to/from the western section of Coronation Street and use Buckleys Road to gain access to/from the western areas of Rangiora via South Belt. It is unlikely to be more than 20vpd because most people tend to use major routes and for most of the day it will be relatively easy for cars to make the alternative movements left-out and right-in at the Coronation Street intersection with Southbrook Road. The addition would be about a 2% increase in the daily traffic volume using the western section of Coronation Street and Buckleys Road. Again the slightly increased traffic volume would still be well below the acceptable daily volume for a local road.

In the evening peak a higher proportion of the traffic generated by the proposed servicing facility might use the Buckleys Road route if cars waiting to turn right out of Coronation Street hold up the left turn. However the traffic involved would be less than 10vph (1%) which would not be perceptible to residents either as an effect on their home environment or on their transport activities.

The "reverse priority" that is expected to occur on Southbrook Road at the Coronation Street intersection and at the driveway to the sales facility at peak times was the subject of considerable focus in the previous application hearing with the commissioner concluding (paragraphs 39-42) that "the overall effect of the additional delay is considered to be negligible."

The previous consent for the site was approved with a peak hour traffic generation of 94vph which relates to a daily traffic generation of approximately 1,000vpd. Those values can be compared to the equivalent predictions for the current application of 20vph and 140vpd. Clearly the traffic effects associated with the current application will be significantly less.

6.2 Intersection Performance

The previous ITA identified that the intersection of Southbrook Road/Coronation Street/Torlesse Street could adequately cater for the much greater number of traffic movements generated by the pre-school and retail/café proposal. Accordingly it is concluded that the much lower traffic generation of the current proposal will have less than minor effects on the intersection performance.

6.3 Road Safety

With the access provisions proposed, there are not expected to be any significant road safety issues created for people using the proposed development or for passing pedestrians, cyclist or motorists. Both the driveways satisfy the District Plan design requirements. Sufficient inter-visibility will be provided at the driveways for the footpaths, cycle lanes and traffic lanes to avoid any adverse safety effects.

With the traffic signals north and south of the site along Southbrook Road, gaps will be formed in the traffic passing the site driveway and the intersection with Coronation Street for most of the day. These gaps will allow vehicles to enter and leave the site without delay and the associated frustration which can affect drivers' judgement and result in adverse road safety effects. At the peak times when queues form past the site, drivers on the main road will tend to allow the few vehicles generated by the site at that time to join the queues again avoiding frustration and the related adverse road safety effects.

With the very minor traffic volume using Coronation Street and the adequate distance between the site driveway and the Southbrook Road intersection, there will be no significant delays at the driveway and therefore no adverse road safety effects related to frustration.

Within the site, the parking layouts meet Council standards and therefore provide for convenient vehicle manoeuvring which will not endanger either the drivers or the pedestrians that will share the aisle spaces with the vehicles.

6.4 Active Modes

The applicant will provide covered cycle parking on the southern side of the display yard to encourage staff to travel to work by cycle. This would reduce the traffic effect of the proposed development as well as being a healthy option.

The applicant is prepared to fund the construction of a footpath on the south side of Coronation Street along the length of the site frontage to accommodate existing pedestrians (and cyclists) as well as pedestrians who may be generated by the proposed activities.

7. Summary and Conclusions

This application for a commercial activity in a residential zone is in general compliance with District Plan rules. There is a potential minor non-compliance with the required visibility distance at the Southbrook Road driveway should consideration of parked cars be applied but this is not assessed as significant and can be resolved if the Council is prepared to install a parking restriction to the south.

The vehicle crossings/driveways proposed for the site will provide safe access without the generated traffic causing any significant adverse effects on the adjacent transportation networks.

All the parking required for the proposed activity will be contained within site by parking spaces that meet convenient and safe dimensional standards.

It is noted that this application will have significantly lesser transportation effects than the previous consent granted for the site.

Accordingly it is concluded that the transportation effects associated with this application will be less than minor and that there are no transportation reasons which would indicate that a resource consent for the proposed car dealership development in Southbrook should not be granted.



Anthony Thomas Penny
Principal
TP Consulting Limited

ANNEXURE E
RETAIL ASSESSMENT

PROPERTY **E**CONOMICS



RANGIORA CAR DEALERSHIP

ECONOMIC OVERVIEW

Client: McCracken & Associates

Project No: 51816

Date: April 2019

1. INTRODUCTION

Property Economics has been engaged by McCracken & Associates Limited to undertake a high-level economic overview of a proposed commercial development located on the corner of Southbrook Road and Coronation Street in Southbrook, Rangiora. This overview will outline and form a view on whether the proposed development is likely to generate any adverse retail distribution effects on the centres in Rangiora from a RMA perspective.

2. CURRENT ENVIRONMENT

As Property Economics understand the site is currently zoned Residential 2 under the Operative Waimakariri District Plan. The subject site (shaded in red) in the context of the wider Waimakariri commercial network is shown in the map below. The proposed development plan overlaid on the site has been attached in Appendix 1.

FIGURE 1: LOCATION OF PROPOSED DEVELOPMENT



Source: Property Economics, Waimakariri District Council



In terms of the existing environment in which to consider the proposal, Property Economics understands the subject site has a (unactioned) resource consent for a two storey Childcare facility covering 326sqm on the ground level and an additional 89sqm on a second level, giving a total 422sqm in floorspace. Additionally, a ground floor retail provision also forms part of the existing consent encompassing 492sqm. As such, the site should not be considered against the Residential 2 Zone baseline but the consent for commercial activity already over the site.

Immediately south of the site is another vehicle sales and service operation (Rangiora Mazda) and the Business 2 Zone. The subject site is high profile, easily accessible location making the proposed development 'in keeping' with the business activity already established on the western side of Southbrook Road.

In terms of assessing potential effects under the RMA from a retail economic perspective there is first a need to differentiate between trade competition effects and flow-on retail distribution effects. By themselves trade competition effects do not provide the relevant justification for declining a retail application under the RMA, unless they are of a level that generates significant adverse flow-on retail distribution effects on the existing centre network. It is within this broader context that the relative merits of the redevelopment, in terms of potential retail impacts, needs be considered under the RMA.

Retail distribution effects are generated and the result of, consequential trade competition effects. These effects can range across the spectrum (positive and negative) depending on the level of effects generated, which is heavily dependent on the scale, type and location of the proposed retail activity, among other attributes. Where the patterns of performance, amenity and commercial activity within an existing centre would not change dramatically within a locality, then the retail distribution effects are not considered to be significant.

Put another way, such effects would occur where a new business (or cluster of businesses) affects key businesses in an existing centre to such a degree that the centre's viability and performance is eroded, causing a decline in its function and amenity, and disabling the people and communities who rely upon those existing (declining) centres for their social and economic wellbeing.

This point relates to the following paragraph within Waimakariri District Plan under the description for Business 2 zones.

"Retailing in the Business 2 Zone is intended to cater for such activities with potential environmental effects unsuited to a town centre location, or which are conducted in conjunction with a primary activity. New development which contains retailing will be assessed to ensure that significant adverse effects on the town centres are avoided, remedied or mitigated. The District Plan's provisions are not intended to stifle economic growth, prevent



trade competition, or to promote the use and development of poorly located, managed or designed commercial or industrial activities by restricting new activities elsewhere. Such an outcome as this could reduce community choice, convenience and the range of locally available services and facilities."

Vehicle sales and service activity is a retail sector activity under the ANZSIC¹ 2006 classification but is not promoted in the District Plan as a fundamental activity type or core retail activity for town centres. Nor does a centre's role and function in Rangiora rely on such activity. As such, the commercial reality is these activity types are not suitable for centre locations as they occupy large land parcels better suited for more appropriate centre activities, i.e. more traditional retail store types, commercial services and commercial office activities.

Retail distributional effects are differentiated from the effects of trade competition on trade competitors, which are to be disregarded pursuant to s104 (3)A with reference to resource consent applications. Although retail distributional effects are a relevant consideration for a consent authority, it should be noted that Environment Court case law has made it clear that those effects must be significant² (but not necessarily ruinous) before they could properly be regarded as going beyond the effects ordinarily associated with trade competition.

The Business 2 Zone Southbrook area is basically dominated by two large format stores – Pak' N Save and Mitre 10 Mega. The proposed development would have no product overlap with these stores and therefore cannot generate adverse effects on these stores and centres in RMA retail economic terms. The location of the subject development means it will in all commercial reality work in conjunction with the wider Southbrook B2 zone.

Given the reasons outlined in the overview, any retail economic effects generated from the proposed development are considered trade competition effects only and predominantly with other non-centre vehicle sales and service activities, and therefore non consequential in RMA terms. Furthermore the fact an unactioned resource consent for commercial activity on the site forms part of the existing environment, the proposed development has no potential to generate significant adverse retail distribution effects on the market or any centre in Waimakariri.

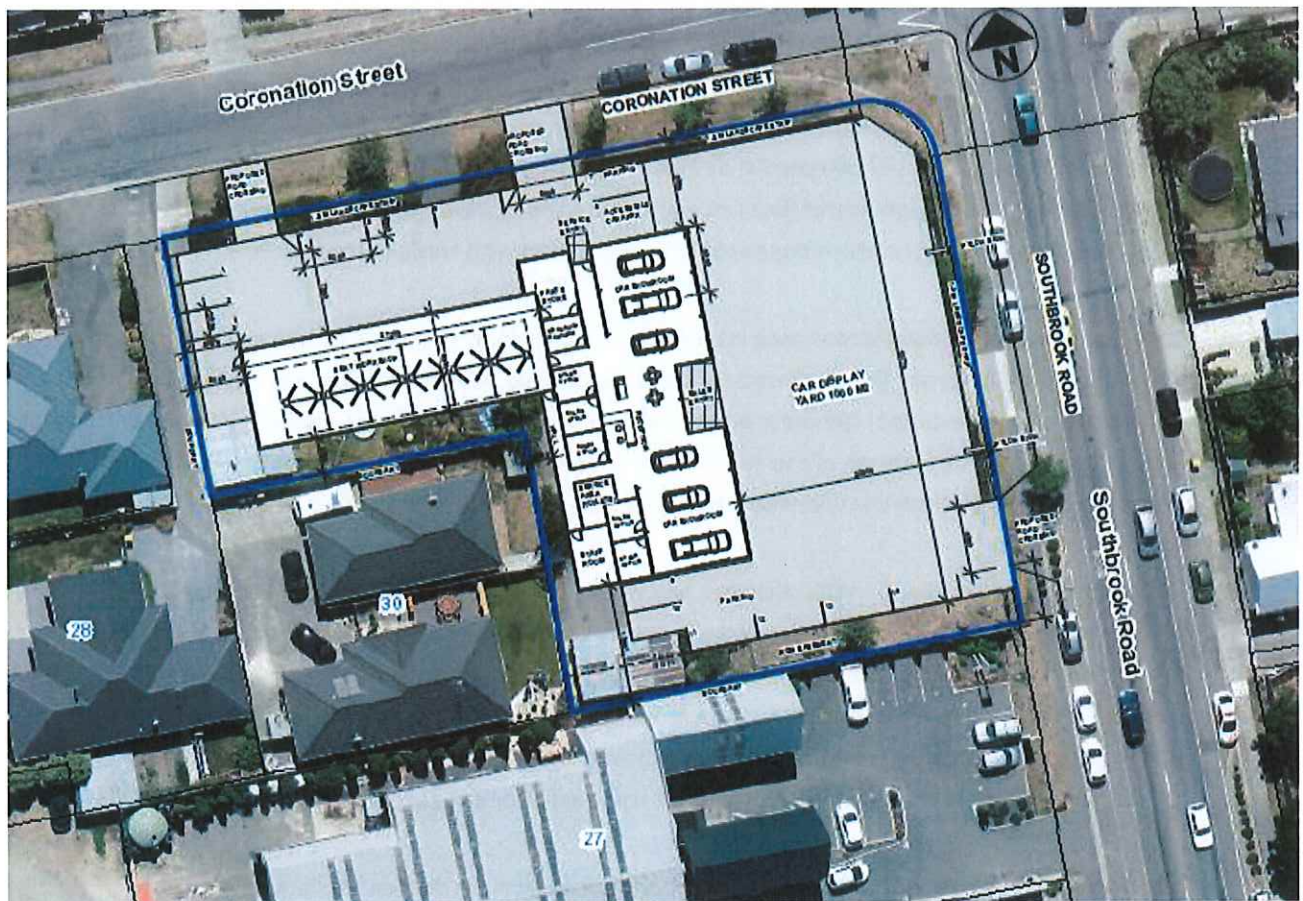
On this basis there are no RMA based retail economic reasons to decline the land use consent in Property Economics opinion.

¹ Australia New Zealand Standard Industrial Classification

² Northcote Mainstreet vs North Shore City Council (High Court, CIV-2003-404-5292), Randerson J stated:

"In regard to shopping centres, I would not, with respect, subscribe to the view that the adverse effects of some competing retail development must be such, as to be ruinous before they could be considered. But they must, at the least, seriously threaten the viability of the centre as a whole with on-going consequential effects for the community served by that centre."

APPENDIX 1: PROPOSED DEVELOPMENT



ANNEXURE F
ACOUSTIC ASSESSMENT



Report Number: AC19036 - 02 - R4

Southbrook Road Commercial Development

Assessment of Environmental Noise Effects

Prepared for:
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1.0 BACKGROUND

Acoustic Engineering Services (AES) has been engaged by McCracken & Associates Limited to provide an assessment of environmental noise effects for a proposed car dealership and vehicle service centre at 29 Southbrook Road and 32 and 34 Coronation Street, in Rangiora. The Applicant requires an assessment of the environmental noise emitted by this activity with regard to the Resource Management Act 1991 (RMA).

We have based our assessment on the following:

- Architectural Drawings titled *Proposed Commercial Development 29 Southbrook Road*, as prepared by NNC Design Ltd, and dated 29 March 2019.
- E-mail correspondence with Kim McCracken titled *Mitsubishi Southbrook Road*, and dated 7 February 2019.
- Previous noise assessment for the site titled *Noise Assessment prepared for Freelance Canterbury Ltd, 29 Southbrook Road, Rangiora*, as prepared by Novo Group, and dated 18 January 2018. This was for a preschool, café, and shop that was previously proposed for the site.
- Draft Integrated Traffic Assessment titled *Proposed Commercial Development 29 Southbrook Road*, as prepared by TP Consulting Ltd, and dated May 2019.
- Site visit by George van Hout of AES on the evening of 7 May 2019.

1.1 Site and surrounding area

The proposed site and those to the north, east, and west are located in a Residential Zone 2, as defined in the Waimakariri District Plan. The site immediately to the south is in both the Residential Zone 2 and the Business Zone 2, and also contains a car dealership and vehicle service centre. Southbrook Road to the east of the site, was classed as the highest use road in the Waimakariri District in 2013¹ with an average daily traffic count of 21,469 vehicles.

The site and surrounding areas are shown in figure 1.1 below.



Figure 1.1 – Location of the proposed site

¹ Waimakariri District Council Occasional Paper 18, Traffic Counts for District roads 2009 – 2013

1.2 Proposed activities

The architectural drawings show the proposed commercial development will have a single building that will house the car showroom, vehicle servicing workshop, and the supporting offices, as shown in figure 1.2 below.

There are 17 carparks proposed for use by customers and staff, with a 1000 m² car display yard adjoining Southbrook Road. Vehicle access to the site will be from one entry / exit onto Southbrook Road for the car showroom and the display yard, and two separate access points onto Coronation Street for the vehicle servicing workshop.

Based on email correspondence on 4 March 2019 and 11 March 2019, we understand that the proposed operating hours will be as follows:

- | | | |
|--------------------|-------------------|--|
| ▪ Monday to Friday | 0730 – 1730 hours | Sales (car showroom and display yard) and vehicle servicing workshop |
| ▪ Saturday | 1000 – 1600 hours | Sales only (car showroom and display yard) |

The architectural drawings indicate that acoustic fencing is proposed along the west boundaries and a portion of the south boundary, as shown in figure 1.2 below.

In order to be acoustically effective, the acoustic fencing should meet the following minimum standards:

- Height – 2.0 metres
- Surface mass – at least 10 kg/m²
- The fence must be continuous and maintained with no gaps or cracks. For timber fences, this will require palings to be well overlapped (25 mm minimum) or a “board and batten” system, and a sleeper rail connecting the base of the palings to the ground. We also recommend a paling thickness of at least 25 mm to help resist warping.
- Suitable fencing materials which are commonly used include 25 mm timber, 9 mm fibre cement, 21 mm plywood, masonry, concrete, and 6 mm glass depending on the preferred aesthetic.

We have assumed that the acoustic fencing shown in figure 1.2 will be installed to this standard in our analysis.

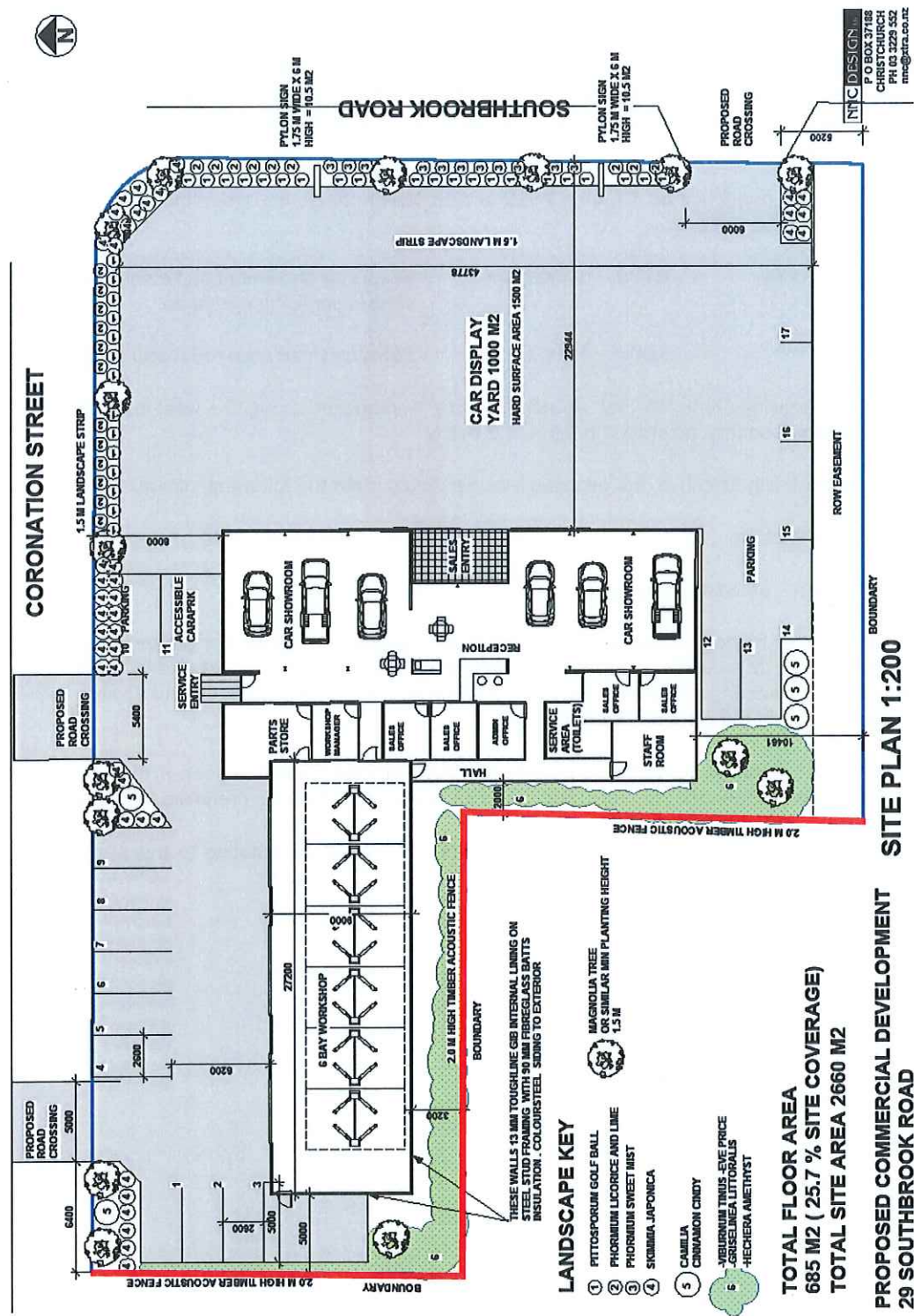


Figure 1.2 – Proposed development layout

2.0 ACOUSTIC CRITERIA

The Resource Management Act requires consideration of the significance of any adverse effects associated with the proposal. Guidance as to the significance of any adverse noise effects may be obtained from several sources.

2.1 Waimakariri District Plan noise standards

As stated above, the site and the immediately surrounding sites are located within the Residential Zone 2.

The noise standards which apply at any site receiving noise in the residential zone are as outlined in the Waimakariri District Plan, *Chapter 31 Health, Safety and Wellbeing: Noise 31.12 Permitted Activities: 31.12.1 Conditions*, and are as follows:

31.12.1.2 *Activities in any zone, other than the Business 3 Zone, shall not exceed the following noise limits within measurement time intervals in the time-frames stated at any point within the notional boundary of any dwellinghouse in the Rural Zone, or at any point within any Residential Zone:*

- a) *Daytime: 7am to 7pm Monday to Saturday, and 9am to 7pm Sundays and Public Holidays:* 50 dBA L_{10}
- b) *Other times:* 40 dBA L_{10}
- c) *Daily 10pm-7am the following day:* 70 dBA L_{max}

31.12.1.1 *All sound levels shall be measured and assessed in accordance with the provisions of NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".*

For the purposes of this Plan the following additional provisions shall limit application of NZS 6802:1991 (the Standard):

- a) *Adjustments for special audible characteristics, if present, as provided for in clauses 4.3 and 4.4 of the Standard, shall apply.*
- b) *Where measured noise levels are averaged as provided for in clause 4.5 of the Standard, the L_{10} value shall be determined by an energy average (inverse logarithmic mean) of any four L_{10} measurement sample time intervals on the same day.*
- c) *Measurement time intervals as provided for in clause 5.1 of the Standard shall be limited to 10 to 15 minutes excluding pause and data exclude times.*

We note that the standards referenced in the District Plan have been superseded with updated versions, most recently 2008. The L_{10} descriptor referred to in the District Plan is the noise level that is exceeded for 10 % of the time period assessed, and therefore is directly related to the proportion of time that noise is emitted. This descriptor does not generally well represent the likely noise effects from intermittent noise sources (such as vehicles on the site) and hence is replaced by the L_{Aeq} metric in the more recent standards.

2.2 New Zealand Standard 6802

NZS 6802:2008 *Acoustics – Environmental Noise* outlines a guideline daytime limit of 55 dB L_{Aeq} (15 minute) and a night-time noise limit of 45 dB L_{Aeq} (15 minute) for "the reasonable protection of health and amenity associated with the use of land for residential purposes" with the recommended daytime period of 0700 to 2200 hours Monday to Sunday. For 'mixed use' areas where there are no existing residential units, NZS 6802 suggests that a 24 hour limit of 60 dB L_{Aeq} (15 minute) may be appropriate.

The Standard also describes how a 1 dB adjustment may be applied to sound received for less than 80 % of the daytime period, and a 5 dB adjustment may be applied to sound received for less than 30 % of the daytime period.

2.3 National Planning Standards

The New Zealand National Planning Standards is a document which standardises the structure, format, definitions, noise and vibration metrics, and functionality of policy statements, regional and district plans, and other documents required under the Resource Management Act. As noise and vibration metrics are specifically discussed in this document, all District or Resource Management Plans are required (when going through an update) to adopt these metrics.

Section 15 *Noise and Vibration Metrics Standard* in the National Planning Standards outlines the noise and vibration standards required to be referenced in District and Resource Management Plans. The National Planning Standard references New Zealand Standard NZS 6802:2008 *Acoustics – Environmental Noise* which uses the L_{eq} not L_{10} noise descriptor.

2.4 World Health Organisation

*Guidelines for Community Noise*², a document produced by the World Health Organisation based on extensive international research recommends a guideline limit of 55 dB L_{Aeq} (16 hours) to ensure few people are seriously annoyed in residential situations. A guideline limit of 50 dB L_{Aeq} is recommended to prevent moderate annoyance. A guideline night time limit of 45 dB L_{Aeq} is recommended to allow occupants to sleep with windows open. The WHO also recommends a 24 hour noise limit of 70 dB L_{Aeq} for “industrial, commercial, shopping, and traffic areas.”

2.5 Ambient noise levels

Based on the 2013 traffic volumes for Southbrook Road referenced in section 1.1 above (21,469 vehicles per day) we expect noise levels of 50 dB L_{Aeq} (24 hour) at the boundaries of 25 and 26 Coronation Street. This has been calculated using the Calculation of Road Traffic Noise (CRTN) method with adaptations for New Zealand road surfaces as provided by the New Zealand Transport Agency.

Novo Group Ltd undertook ambient noise monitoring of the surrounding area on 11 June 2017 for a preschool, café, and shop that was previously proposed for the site. Ambient noise levels of 46 dB L_{Aeq} were measured at 32 Coronation Street which is similar to the predicted level above assuming the 24 hour average is dominated by traffic peaks in the morning and evening. A noise level of 47 dB L_{Aeq} was also reported near the site boundary with Southbrook Road around midday. This measurement appears to be erroneous as this is not realistic for a road carrying 21,469 vehicles per day.

2.6 Discussion regarding appropriate noise levels

Based on the above, we consider that a noise level of 50 dB L_{Aeq} received at the boundary of any site with an existing residential dwelling during the daytime would have a minimal adverse effect.

For noise received to the south of the development, at the existing vehicle service centre and car dealership we consider that a 60 dB L_{Aeq} daytime limit would ensure noise effects are minimal.

3.0 NOISE GENERATED BY THE ACTIVITY

Based on our understanding of the likely nature and extent of activities which may take place within the commercial development, the following noise sources may be associated with the activity:

² Edited by Berglund, B *et al.* Guidelines for Community Noise. World Health Organisation 1999.

- Noise generated by customer vehicles travelling about on the site (engine noise, exhaust noise, road/tyre noise, reversing beepers, and the like).
- Noise generated by the vehicle workshop (pneumatic tools, vehicle hoists, compressed air lines, and the like).
- Noise generated by water blasters cleaning the vehicles as part of the normal operation of the car dealership.
- Mechanical plant noise associated with the various activities including outdoor condensers, air compressors, and extract systems.

SoundPLAN computational noise modelling based on ISO 9613 *Acoustics – Attenuation of sound outdoors – Part 2: General method of calculation* has been used to calculate the propagation of noise from the site, taking into account the topography of the area, and sound power levels for each of the noise sources.

3.1 Noise from vehicles

3.1.1 Light vehicles

As discussed above, vehicle access to the site will be from one entry / exit onto Southbrook Road for the car showroom and the display yard, and two separate access points onto Coronation Street for the vehicle service workshop.

The traffic information provided in the draft Integrated Traffic Assessment indicates that a total of 140 vehicle movements (70 in and 70 out) are expected per day Monday to Friday. We have been advised that approximately two thirds of these vehicle movements (i.e. 100 vehicle movements per day) will use the two access points onto Coronation Street with the remaining vehicles using the Southbrook Road entry/exit. We understand that on weekends there will be a lower number of vehicle movements as only the car showroom and display yard will be operating. We have also been advised that during the morning and evening peaks up to 20 vehicle movements per hour could be expected, outside of these times we have assumed the vehicle movements are evenly spaced. Our calculations for vehicle noise are therefore based on six vehicle movements in a 15 minute period for all vehicle entry / exit points. Calculations have been based on a single vehicle movement having an SEL of 73 dBA at 5 metres / a vehicle having a sound power of 88 dB L_{WA} .

Based on operating hours between 0730 and 1730, we expect that customer and staff vehicles will be on site and moving about for less than 80 % of the daytime period (0700 – 1900 hours Monday to Saturday). Therefore, in line with NZS 6802:2008, a duration adjustment of – 1 dB has been applied. The expected noise levels are shown in table 3.1.

Table 3.1 – Expected noise levels from vehicles on site

Receiving location	Expected noise levels
32 Southbrook Road (east)	47 dB L_{Aeq}
27 Southbrook Road (south)	48 dB L_{Aeq}
30 Coronation Street (south west)	31 dB L_{Aeq}
28 Coronation Street (west)	36 dB L_{Aeq}
26 Coronation Street (west)	33 dB L_{Aeq}
31 Coronation Street (north west)	46 dB L_{Aeq}

As all the calculated noise levels in table 3.1 above are below 50 dB L_{Aeq} at all surrounding properties we expect the associated noise effects to be minimal.

In addition to vehicle movements on and off the site, there will also be movements on site from vehicles being repositioned on the car display yard and being driven between a car park and the vehicle service centre. Based on the distance to the nearest boundaries and the proposed acoustic fencing, we would expect that noise associated with these movements will be significantly less than 50 dB L_{Aeq} at the boundary with any site with a residential dwelling present and for the associated noise effects to be minimal. Noise levels are expected to also be below 60 dB L_{Aeq} at the boundary with 27 Southbrook Road, and as this site also has carparking along the common boundary and is a car dealership with a vehicle service centre we expect any noise effects to this site to be negligible.

We have also considered whether the Waimakariri District Plan daytime noise limit of 50 dB L_{A10} is likely to be complied with at the nearest neighbouring sites in a worst-case scenario. We note that a typical passenger vehicle manoeuvring in a carpark setting is likely to emit a sound power of up to 88 dB L_{WA} at 10 km/hr. Based on the above, where there are no acoustic fencing, vehicles generating noise within 30 metres of the boundaries for a combined total of more than 90 seconds during any 15-minute period would result in the daytime noise limit of 50 dB L_{A10} being exceeded. Based on the number of traffic movements expected in a 15 minute period, we therefore expect the Waimakariri District Plan daytime noise limit to be marginally exceeded at 25, 31, and 33 Coronation Street to the north during occasional peak periods within the hours of operation of the vehicle workshop.

3.2 Noise from the vehicle workshop

Based on the architectural drawings, we understand that there will be six vehicle bays in the vehicle service centre workshop with three roller doors facing north.

We have considered the following scenario for the workshop:

- General workshop activity including voices, telephones, and background music. We have measured this noise in a similar setting to be 53 dB L_{Aeq} at 10 metres.
- Vehicle hoist. We have previously measured a noise level of 61 dB L_{Aeq} at 3.6 metres during a complete up and down cycle of a vehicle hoist. We have assumed four hoist cycles in a 15 minute period.
- Pneumatic ratchet guns. We have previously measured a noise level of 77 dB L_{Aeq} at 2 metres when a pneumatic ratchet gun was used to remove a wheel. We have assumed 16 wheels are removed in a 15 minute period.

When considering the above scenario when all of these noise sources are present within a given 15 minute period, we would expect a worst-case noise level of 48 dB L_{Aeq} at the boundary of 33 Coronation Street. We expect that due to the impulsive character of the pneumatic ratchet gun noise a + 5 dB penalty for special audible characteristics may sometimes be applied to this sound. However, we also expect a – 5 dB duration / averaging adjustment to apply. Based on this noise level, we would expect the associated noise effects to be minimal.

We also expect this noise to comply with the Waimakariri District Plan 50 dB L_{A10} noise limit.

3.3 Noise from normal operation of the car dealership

We expect that there could be daily washing and cleaning of the vehicles in the car display yard using a water blaster. Based on measured data for water blasters that can produce water pressures of up to 3600 psi, we expect any water blaster used on site to have a maximum sound power of 80 dB L_{WA} . Therefore, we expect that if any water blaster is used more than 18 metres from any neighbouring boundary then noise levels will be below 50 dB L_{Aeq} and also comply with the Waimakariri District Plan daytime noise limit. Any associated noise effects will therefore be minimal.

3.4 Noise from mechanical plant

External plant associated with the commercial units may include air compressors, extraction systems from the toilets, and external air-conditioning condenser units.

We expect that an air compressor will be required on site to supply the compressed air for pneumatically operated tools. The architectural drawings supplied did not include a location for this and no information has been provided regarding the specification of any air compressor.

Based on measurements undertaken of similar activities, we consider it reasonable that even if the air compressor is located outside, these systems can be designed, installed, and operate in compliance with the District Plan noise standards at all adjoining properties, using standard good practice in design and construction. Designing and constructing using standard good practice so that noise emissions from mechanical plant are adequately mitigated can include, and are not limited to, the following:

- Acoustic screening of any external mechanical plant
- The use of attenuators or low noise models
- Plant time limits and low noise operating set backs

4.0 CONCLUSIONS

Noise from all sources expected to be associated with the proposed Southbrook Road Commercial development at 29 Southbrook Road and 32 and 34 Coronation Street, in Rangiora, has been considered.

Based on our review of the relevant District Plan noise limits, National Planning Standards, national and international guidance, noise associated with the activity received at the boundary of any neighbouring site during the daytime period with an existing residential dwelling at 50 dB L_{Aeq} would have a minimal adverse effect. For noise received to the south of the development, we consider that a 60 dB L_{Aeq} daytime noise limit would ensure noise effects are minimal.

Our analysis indicates that:

- Noise levels of less than 50 dB L_{Aeq} are expected at all the surrounding residential properties from light vehicles moving about on site.
- Noise emissions from the vehicle service centre during general operation, may be up to 48 dB L_{Aeq} at the boundary of 33 Coronation Street.
- Noise emissions from normal operation of the car dealership and a water blaster used to clean vehicles will be below 50 dB L_{Aeq} if the water blaster is used more than 18 metres away from any surrounding residential boundary.

We therefore expect the adverse noise effects associated with these sources to be minimal.

Based on the expected traffic movements, we expect that noise from light vehicles moving about on site will marginally exceed the Waimakariri District Plan daytime noise limit at the residential sites immediately across Coronation Street to the north (25, 31, and 33 Coronation Street) during occasional peak periods within the hours of operation of the vehicle workshop. We would expect that the noise levels from the other sources on site will comply with the District Plan daytime noise limit at all properties.

We expect that external plant associated with the site including the air compressor, can be designed, installed, and operate in compliance with the District Plan noise standards at all adjoining properties using standard good practice in design and construction.

ANNEXURE H
STORMWATER/FLOOD RISK REPORT

13 September 2019



McCracken & Associates Limited
P O Box 2551, Christchurch, 8140

By Email: office@rgmc.co.nz

Dear Kim

PROPOSED COMMERCIAL DEVELOPMENT 29 SOUTHBROOK ROAD

STORMWATER AND FLOOD RISK ASSESSMENT

Introduction

This letter summarised our assessment of stormwater and flood risk matters related to the proposed development of 29 Southbrook Road for commercial uses and responds to the questions raised by Council in response to the resource consent application.

Stormwater and local surface water management

The site naturally grades from west to east and towards Southbrook Road, and adjacent properties will shed runoff across this land when rainfall is in excess of the existing piped systems.

The site development should not prevent this natural drainage path and retain the ability of surface flow from adjacent sites to continue to be conveyed to Southbrook Road and/or Coronation Street via the carparking and access strips.

The proposed site plan (refer attachment A) provides for surface flow from adjacent properties to continue and the proposal adequately addresses local surface water management.

Noting the recommendations regarding fluvial flood risk below, appropriate floor levels and site design in accordance with the provisions of the Building Act will be sufficient to manage this issue. In effect this means:

- a standard condition requiring earthworks on site should be graded to the street would be suitable; and
- a standard condition requiring flow paths to be provided from western properties through the site would be suitable.

On this basis, local stormwater and surface water would be appropriately managed.

Assessment of Effects: Flood risk from Ashley/Rakahuri River break out

The site is subject to medium flood risk from a break out of the Ashley/Rakahuri River as shown in the adjacent diagram from the Waimakariri District Council Flood Hazard Map¹.

This shows a forecast flood depth of 340mm over the site, being a reduced level of approximately 19.34m (east boundary) to 19.69m (west boundary) based on LIDAR derived survey levels

With a free board of 250mm, a minimum floor level of 590mm above existing ground level should be established to provide adequate flood protection for properties.

It should be noted that the works would have a minor disruption on the flow path however would divert flow paths into Coronation Street and so would have a minimal but beneficial effect on water levels on private property.

On this basis, the effect of the development on flood hazard would be appropriately managed.



Yours sincerely

A handwritten signature in blue ink, appearing to read 'Rob Kerr'.

Rob Kerr

Director

Attachment A: Surface water flow paths

¹ Accessed 6 September 2019

ANNEXURE I
DRAFT CONDITIONS

DRAFT (WITHOUT PREJUDICE) CONDITIONS OF CONSENTS

1. Application Plans

- 1.1 The activity shall be carried out in accordance with the attached approved application plans stamped (add number), and the information supplied with the application except where necessary to meet the conditions below.

2. Standards

- 2.1 All stages of design and construction shall be in accordance with the following standards (and their latest amendments) where applicable:

Council Standards

Waimakariri District Council Engineering Code of Practice

Other Standards

Erosion and Sediment Control Toolbox for Canterbury

MOTSAM - Manual of Traffic Signs and Markings

AS/NZS 2890.1.2004 Parking Facilities Part 1 Off-Street Parking"

NZS 6803:1999 Construction Noise

- 2.2 All works undertaken within any public road shall be in accordance with the National Code of Practice for Utility Operator's Access to Transport Corridors (November 2011).

3. Hours of operations

- 3.1 The service garage and allocated office shall be limited to the hours between 7.30am – 5.30pm Monday to Friday.
- 3.2 The car sales operation and associated office shall be limited to hours between 8.00am and 5.30pm Monday to Friday and 10.00am to 4.00pm Saturday.
- 3.3 The vehicle access points to the site shall be locked outside of the above operating hours.

4. Landscaping

- 4.1 All landscaping shall be undertaken in accordance with Plan (add number).
- 4.2 The landscape planting shall be installed in accordance with the approved landscaping plan prior to the commencement of the consented activity.
- 4.3 Any dead or dying plants shall be replaced within the next planting season.

5. Environmental

- 5.1 Prior to any works commencing on site the consent holder shall provide an Environmental Management Plan (EMP) to the Council for approval. The EMP shall detail the methodology of works and the environmental controls in place to limit effects from issues involving flooding, dust, noise, and other pollutants, and to ensure maintenance of security for adjoining landowners and occupiers where existing fencing is to be removed and replaced.
- 5.2 The consent holder shall be responsible for installing and maintaining any sediment control devices, protection of the existing land drainage and waterways, and making regular inspections, repairs and changes to the proposed measures as required in the EMP.
- 5.3 Any required amendments to the EMP as a result of adverse site conditions shall be submitted in writing to the Council, prior to the amended works occurring.
- 5.4 The applicant shall take measures to control silt contaminated stormwater at all times during earthworks, reading development, and installation of underground services. Details of the proposed controls shall be included in an Erosion and Sediment Control Plan (ESCP) which will form part of the Environmental Management Plan.

6. Acoustic Fence

- 6.1 The consent holder shall install an acoustic fence on the south, north and west boundaries of the site as per Plan (add number).
- 6.2 The acoustic fence materials shall meet the following minimum specifications:
- Surface Mass at least: 10.0 kg/m²
 - Height: 2m (internal boundaries), 1m Coronation Street frontage
 - The fence must be continuous and maintained with no gaps or cracks. For timer fences, this will required palings to be well overlapped (25mm minimum) or a "board and batten" system, and a sleeper rail connecting the base of the palings to the ground. WE also recommend a paling thickness of at least 25mm to help resists warping.
 - Suitable fencing materials include 25mm timber, 9mm fibre cement, 21mm plywood, masonry and concrete.

7. Traffic and Access

- 7.1 The consent holder shall form and seal a 6m wide vehicle crossings on Southbrook Road and on Coronation Street to accord with the locations shown on application plans. A heavy-duty reinforced concrete beam shall be required for both crossings.
- 7.2 Any existing crossing on Southbrook Road not part of the new crossing point shall be decommissioned and the kerb upstand and footpath shall be reinstated.
- 7.3 The consent holder shall alter the existing street garden along the road frontage of 29 Southbrook Road and reconstruct the road pavement and kerbing to accord with the following minimum requirements:
- the amended dimensions as shown on the application plans;

- Excavate to remove all organic material (minimum depth of 350mm);
- place 200mm of AP65 sub-base;
- place 100mm of M4 AP40 basecourse;
- spray a membrane seal;
- surface with a minimum 50mm depth of Mix 16 Asphalt; and
- the joint between the new and old asphalt shall be bandage sealed.

7.4 No new or used vehicles will be delivered to the site by car transporter HGVs.

8 Traffic Management Plan

8.1 The Consent Holder shall submit for approval a Traffic Management Plan detailing the traffic control works (including sketch layout and control signs). This plan shall be submitted prior to work commencing on or in Coronation Street or Southbrook Road. Traffic Management shall be to Level 1, as described in the NZ Transport Agency Code of Practice for Temporary Traffic Management.

9. Car and Cycle Park

9.1 The on-site car parking area shall be formed, sealed, and marked out as per the approved application plans to accord with the Waimakariri District Council Engineering Code of Practice Standard Drawing 600-274 (Issue D). A minimum of 17 on-site car parks shall be provided.

9.2 The runoff from the car park and hardstand areas shall be treated by passing through an oil/grit interceptor trap before discharging into Council's piped network.

9.3 Covered bicycle parks shall be provided in the location shown on the approved application plans.

10. Stormwater

10.1 The Consent Holder shall design and install the car park stormwater reticulation incorporating the following parameters:

- Any soak-pits shall have submerged outlets.
- Calculations shall be based on rainfall for the site location using rainfall figures from NIWAs HIRDS Version 3 + 16% allowance for climate change.
- Secondary flow paths shall be provided for 2% AEP storm events in case of inlet blockages to avoid flooding floors.

11. Engineering Plans

11.1 Electronic copies of the design, plans, design reports, and specifications of all works shall be submitted to the Council for approval prior to works commencing.

Approval of complying documents shall be given in writing and work shall not commence until this approval has been received from the Council.

12. Supervision

- 12.1 A practising Chartered Professional Engineer or Registered Professional Surveyor shall be engaged prior to commencement of any works and shall supervise all engineering works and setting out.

13. Roading

- 13.1 The consent holder shall construct a 1.8m wide sealed footpath from Southbrook Road to the western end of the site at 26 Coronation Street to accord with Waimakariri District Council Engineering Code of Practice Standard Drawing 600- 222 (Issue E). The works shall be carried out at the consent holder's cost.
- 13.2 The consent holder shall install pedestrian crossing points (cut downs) from the site at number 26 Coronation Street Lot 1 DP 81440 to midway between the vehicle accesses to the dwellings at 23 (Flat 1) and 25 (Flat 2) Coronation Street, Lot 4 DP 62133 to accord with Waimakariri District Council Engineering Code of Practice Standard Drawing 600-213 (Issue E). The works shall be carried out at the consent holders' cost.
- 13.2 The consent holder shall provide detailed design drawings for the footpath and cut downs to the Council for approval prior to construction.
- 13.3 The consent holder shall carry out Clegg Hammer testing of the footpath and kerb formation following completion of the base course layer and prior to concreting/surfacing. A measured minimum Clegg Impact Value of 25 for footpaths and 35 for commercial crossings shall be obtained to assure adequate compaction and pavement strength prior to sealing/pouring concrete.
- 13.4 The installation of any road markings shall be in accordance with the NZ Transport Agency Manual of Traffic Signs and Markings (MOTSAM) and at the consent holder's expense.

14. Maintenance/Default on Works Bond

- 14.1 The consent holder shall lodge a bond equal to 5% of the cost of the footpath construction works and the removal of the existing street garden and reinstatement of the road surface, with the Council for a 12 month period following the completion of the works.

15. As Built Plans

- 15.1 'As Built' plans setting out in detail the location of all services shall be provided to the Council immediately following completion of the works.

16. Noise

- 16.1 Noise generated by the activity shall not exceed the following noise limits within measurement time intervals in the timeframes stated at any point within any Residential Zone:
- a. Daytime: 7am to 7pm Monday to Saturday, and 9am to 7pm Sundays and Public Holidays: 50dBA LEQ
 - b. Other times: 40dBA LEQ
 - c. Daily 10pm-7am the following day: 70dBA Lmax.

16.2 The noise levels in Condition 16.1 shall be measured and assessed in accordance with the provisions of NZS: 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

16.3 No outdoor speakers or acoustic music shall operate.

Note: The standards reflect the updated Assessment of Environmental Sound NZS6802:2008.

17. Signage

17.1 Site signage shall be limited to the four signs dimensioned on the approved application plans.

17.2 Any illumination of signage shall not occur outside of the hours of operation in Condition 3.

18. Glare

18.1 Artificial lighting produced on the site shall not:

- a. emit light exceeding 20 lux (horizontal and vertical) measured at or within the boundary of any other site zoned Residential;
- b. spill onto any road in a way which might distract traffic or interfere with any traffic aids and signals; or
- c. imitate traffic signals.

The applicant shall submit to the Council Planning Manager for approval in writing prior to the site beginning operation, an outdoor lighting plan demonstrating compliance with the above standards.

19. Soil Contamination/Demolition Survey

19.1 That prior to any development taking place on the site a demolition survey of the existing building on the site will be undertaken by a qualified asbestos surveyor including soil sampling for asbestos within a 3m wide perimeter around the existing building. The survey will be undertaken by Engeo Consultants Ltd and the results forwarded to (appropriate Council Manager). If asbestos is found to be present a management plan will be provided for Council approval before any material is excavated or removed from the site.

19.2 In the event that visual or olfactory evidence of contamination is identified which was not anticipated by the previous soil contamination investigations undertaken on the site the works shall immediately cease within 10 metres of the contamination. Works shall not recommence in this area until a suitably qualified and experienced contaminated land practitioner has assessed the contamination, and their recommendations have been followed.

20. Accidental Discovery Protocol - Maori Heritage

20.1 Where earthworks activity occurring on the application sites results in the discovery of material suspected to be a taonga, Koiwi, or Maori Archaeological site the consent holder shall cease all site works and enact the accidental discovery protocol as set out in the Mahaanui Iwi Management Plan dated February 2013 (appendix 3).

21. Inspection

- 21.1 Compliance with the above conditions shall be verified by inspection by a Council Officer pursuant to Section 35(2)(d) of the Resource Management Act 1991.
- 21.2 The Consent Holder shall pay to the Council charges on an at cost basis pursuant to Section 36(1)(c) of the Resource Management Act 1991 to enable the Council to recover its actual and reasonable costs in carrying out the inspections.

22. Conditions Auditing

- 22.1 The Council will audit compliance with the conditions of consent by both site inspections and checking of associated documentation to ensure the work is completed in accordance with the approved plans and specifications and to the Council's standards. The Council will undertake inspections and checking at the Consent Holder's cost. The Consent Holder, or their authorised agent, shall notify the Council at least one working day prior to commencing various stages of the works. This is to enable audit inspections required by the consent to be performed.

The minimum level of inspection shall be as follows:

Car Park/Access

- Following set up of erosion and sediment control measures as per approved plan.
- On completion of excavation to subgrade.
- Inspection of any stormwater sumps and/or manholes prior to backfilling.
- Following compaction of base course prior to final surfacing.
- At the completion of the works.

Footpath

- Following shaping of footpath sub-grade prior to placement of sub base material.
- Following metalling up, prior to pouring of kerb and any channel.
- Following compaction of base course prior to sealing. The footpath shall be tested with a Clegg Hammer. The results shall be submitted to the Council for approval.

Where repeat inspections are required because of faulty workmanship or work not being ready contrary to the receipt of a notification, such inspections will be carried out at cost for staff time and vehicle running costs for kilometres travelled.

23. Review condition

- 23.1 Pursuant to Section 128 of the Resource Management Act 1991, the Council may review any condition by serving notice on the consent holder within a period of one month of any 12 month period following the date of this decision, in order to deal with any adverse effects on the environment which may arise from the exercise of this consent and which is appropriate to deal with at a later stage. Specifically, this relates to a review of any adverse effects associated with the use of the Southbrook Road, noise attenuation and glare.

ADVICE NOTES

