

**BEFORE THE ENVIRONMENT COURT
I MUA I TE KOOTI TAIAO O AOTEAROA**

Decision No: [2018] NZEnvC 235

IN THE MATTER of the Resource Management Act 1991
AND of an appeal under section 120 of the Act
BETWEEN THE CAR DISTRIBUTION GROUP
LIMITED
(ENV-2018-CHC-11)
Appellant
AND CHRISTCHURCH CITY COUNCIL
Respondent

Court: Environment Judge J E Borthwick

Hearing: Sitting alone in Chambers pursuant to section 279 of the Act

Date of Determination: 6 December 2018

Date of Issue: 6 December 2018

DETERMINATION

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeal is allowed to the extent that resource consent is granted subject to:
 - (a) the amended conditions marked Annexure A;
 - (b) Site Plan Drawing C802, Issue 10;
 - (c) View Lines Drawing C803, Issue 10;
 - (d) Car Storage Facilities Building RC01, Issue 2;
 - (e) Building Elevations RC02, Issue 2;
 - (f) Site Plan (Building) RC03, Issue 3;



- (g) Land Ownership Plan, Issue 3;
- (h) Surface Contour Plan, Issue 3;
- (i) Cut Fill Plan, Issue 4;
- (j) Catchment Plan, Issue 8;
- (k) Existing Site Contours, Issue 1;
- (l) Site Access O'Callaghan Design, Issue 3;
- (m) Typical Planting Layout, Issue 9;
- (n) Planting Palette, Issue 7;
- (o) Planting Cross-Sections A-A (x3), B-B (x3), C-C (x3), Issue 8 (nine plans total);
- (p) Car Transporter path, drawing number 13605_C3B, prepared by TDG (marked "2"), dated 4 July 2016

– attached to and forming part of this determination;

(2) the appeal is otherwise dismissed.

B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] Car Distribution Group Ltd was granted consent to construct and operate a distribution and storage base for vehicles located on Waimakariri Rd, Christchurch. The decision granting consent was subsequently appealed by Car Distribution Group which sought changes to certain conditions of the resource consent.

[2] The parties have settled their interests in the appeal and now seek orders, by consent, amending the conditions. The consent memorandum, dated 24 August 2018, is signed by all parties including s 274 parties Hilary and Tony Pheloung and Orion Limited.

[3] In the consent memorandum, the parties advised the court that the Independent Hearing Commissioner found that he did not have scope to consider vehicle movements utilising the southern route via the Harewood Road/Waimakariri Road intersection. He



reached that conclusion because paragraph [15] of the resource consent application states:

Access to the site is proposed by way of an entry/exit point at the existing formed driveway on Waimakariri Road on the southeast corner of the site. All vehicles will access Waimakariri Road via Sawyers Arms Road and not via Harewood Road.

[4] That being the case, the court directed Car Distribution Group Ltd and the respondent, Christchurch City Council, to file evidence and submissions in support of their proposition that the orders sought are within scope.

[5] This determination addresses whether there is scope to make the orders sought and to consider the amendments proposed to the conditions of consent.

Early Commencement

[6] I note that, pursuant to s 116 of the Resource Management Act 1991, the Environment Court granted an application for early commencement of the resource consent. From May 2018 Car Distribution Group Ltd ("CDG") has been exercising the resource consent subject to the conditions of consent approved by the Hearing Commissioner.

Scope Issue

[7] The site is located along Waimakariri Rd. Waimakariri Rd is a through road and may be accessed from the intersection of Waimakariri Rd with Harewood Rd (the "southern route") or the intersection with Sawyers Arms Rd (the "northern route").

[8] The Hearing Commissioner approved a condition that would require all vehicles to approach the site from northern end of Waimakariri Rd (condition 8.1) and all vehicles leaving the site to turn left turn onto Waimakariri Rd, followed by another left turn onto Sawyers Arms Rd (condition 8.2).¹



¹ In the application for orders by consent dated 24 August 2018 condition 8.1 refers to "transporters". Counsel subsequently clarified that "all heavy vehicles" and not just "transporters" are the subject matter of condition 8.1.

[9] CDG appealed the decision of the Independent Hearing Commissioner contending the Hearing Commissioner erred when he concluded that he did not have scope to consent to light vehicle movements along both approaches to the site. Amongst other matters, CDG seeks to amend conditions 8.1 and 8.2, despite only appealing condition 8.1.

The evidence

[10] The court received affidavits and a joint witness statement from Messrs A T Penny and J A Falconer on the subject matter of traffic engineering and transportation planning. In addition, affidavits from two planners, Mr K P McCracken and Ms R K Markham-Short were also filed.²

[11] As the respondent's deponents essentially agree with CDG's witnesses (Mr K P McCracken and Mr A T Penny), and while I have read what they have had to say, I will not refer to their evidence directly.

[12] Mr McCracken has confirmed what I originally intuited from the City Council decision: there is a school, play-centre and churches located in close proximity to Harewood Rd/Waimakariri Rd intersection and secondly, submitters opposing the application for resource consent are concerned with the movement of vehicles, particularly heavy vehicles, in this area.

[13] Indeed, I am told that of the 57 submissions lodged, 56 identified traffic and access as being of concern. More particularly, submitters are concerned that it will be unsafe for transporters to use the southern route because of the presence of children and other people in the area. Some submitters expressed a preference that all vehicle movements be restricted to the alternative northern route; that is from Sawyers Arms Rd.

[14] Consistent with the above expressions of concern, the application for resource consent contains a statement that "all vehicles will access Waimakariri Road via Sawyers Arms Road".³ Counsel say this statement was not only incorrect, but inconsistent with other statements contained in the application and supporting Assessment of Environmental Effects. In particular, the Assessment of Environmental Effects refers to draft conditions which restrict truck movements to the eastern end of Waimakariri Rd.

² All documents are dated 17 October 2018.

³ McCracken, affidavit at [14].



While the condition lacks prescription, it could be read as restricting truck movements to the northern route.

[15] The Assessment of Environmental Effects attaches a report from Traffic Design Group assessing a total of three route options to the site. The deponents do not say how the above condition responds to three route options assessed; from the materials referred to me it does not appear to respond well to any of them.

[16] That said, following notification of the resource consent application the New Zealand Transport Agency advised that it not approve two of the three options tabled.⁴ The third option would see all vehicle traffic approach the site along the southern route, engaging with the Harewood Rd/Waimakariri Rd intersection.

[17] As noted above, there is a significant level of public opposition to the third option and, in response, the applicant proposed a variation to the proposal by restricting heavy vehicle movements to the northern route. This is a variation on the alternative routes set out in the Assessment of Environmental Effects, with light vehicles approaching the site from the south and heavy vehicles approaching from the north. I accept that this variation is within the ambit of options addressed in the Assessment of Environmental Effects and was traversed in evidence before the Independent Hearing Commissioner.⁵

[18] Mr Penny gave evidence as to the total number of vehicle movements per day predicted for this site. He deposed there would be up to 22 additional light vehicle movements per day, adding less than 5% to the existing volume of traffic. On that basis, I accept his opinion that the additional number of vehicles approaching the site along the southern route will not cause any significant safety risk or congestion on the road.⁶

General principles concerning scope

[19] I will briefly summarise the principles that apply when considering whether changes proposed to conditions of consent are within scope of the appeal.



⁴ Penny, affidavit at [5].

⁵ McCracken, affidavit at [20]-[22].

⁶ Penny, affidavit at [11]-[13].

[20] In *Transit New Zealand v Pearson*,⁷ Young J held that the scope of an appeal is the range between what was in the decision being appealed and the relief sought in the appeal. In simple terms, each successive document can limit the preceding ones but cannot widen them.⁸ That is so to avoid any risk of abuse of process where amendments made to conditions on appeal might exclude potential submitters during the notification process.⁹

[21] In *Atkinson v Wellington Regional Council*,¹⁰ in determining the scope of a submitter's appeal, the Environment Court put it this way:

The test is whether the relief goes beyond what is reasonably and fairly raised in submissions, usually a question of degree to be judged by the terms of the proposed instrument and content of submissions.

[22] CDG submits that the same test applies when assessing the scope of a consent application.¹¹ However, CDG also refers to *Countdown Properties (Northlands) Limited v Dunedin City Council*,¹² where the High Court cautioned against attempting to:

...ascertain the mind of the hypothetical person in evaluating what an informed and reasonable person might have done or whether it is plausible that a person should have sought to lodge a submission if they'd known of the proposed amendments.

[23] The question of scope has been discussed extensively in the context of a variety of appeals in decisions from the Planning Tribunal, to the Environment Court and through to the senior courts. For the purposes of this determination, in the interest of brevity I will summarise the position by stating that an amendment is within scope if:¹³

- (a) it is fairly and reasonably within the ambit and scope of the original consent application and does not result in what is, in substance, a different application;

⁷ *Transit v Pearson and Dunedin City Council* [2002] NZRMA 318.

⁸ *Transit v Pearson and Dunedin City Council* [2002] NZRMA 318 at [7], [48]-[50] (HC).

⁹ *Atkinson v Wellington Regional Council* W13/99; *Historic Places Trust v Hutt City Council* W25/2001; *Brown v Rodney District Council* A180/2002.

¹⁰ *Atkinson v Wellington Regional Council* W13/99 at [77].

¹¹ Car Distribution Group's submissions, dated 26 October 2018, at [12].

¹² *Countdown Properties (Northlands) Limited v Dunedin City Council* [1994] NZRMA 145 at 166.

¹³ *Atkins v Napier City Council* [2009] NZRMA 429; *H.I.L v Queenstown Lakes District Council* (2014) 18 ELRNZ 29; *Waitakere City Council v Estate Homes* [2006] NZSC 112.



- (b) it does not result in a significant difference in scale and intensity of the proposed activity;
- (c) it does not prejudice any person.

Findings on scope

[24] Subject to what I say next, I note the parties' attestation that the matters proposed for the court's endorsement fall within the court's jurisdiction, and confirm to the relevant requirements and objectives of the Act, including Part 2.¹⁴

[25] When considering whether a proposed amendment is within the scope of the submission or consent application I have considered whether the amendments sought having regard to the application, including the supporting documentation, as a whole.¹⁵

Condition 8.1

[26] As noted at [17] above, I find that the amended condition 8.1 is within scope. On the evidence provided me, I am not concerned that in approving the amended conditions, this will give rise to an activity whose scale and intensity is different from that notified in the application. It unlikely any more parties would have sought to join these proceedings because 22 additional light vehicles would be accessing the site along the southern route. On that basis, I am satisfied that there would be no prejudice to any party, or potential party, in making the amendment.

Condition 8.2

[27] However, in relation to condition 8.2, the applicant seeks to amend a condition that was not appealed and so clearly it is seeking something more than what was appealed.

[28] The amendments would be to allow light vehicles leaving the site to travel south along Waimakariri Rd. Mr Penny advises there would be little difference in effects to that addressed in his evidence [I presume evidence before the Hearing Commissioner]. However, given his advice that the route would be unlikely to be used by many vehicles,¹⁶ and because counsel have not addressed the source of the court's jurisdiction to amend



¹⁴ Joint memorandum of counsel in support of proposed consent order dated 24 August 2018 at [26].

¹⁵ *Historic Places Trust v Hutt City Council* W25/2001 at [22].

¹⁶ Penny, affidavit at [19].

a condition that is not the subject matter of the appeal, I will decline to approve the proposed amendments to condition 8.2.

Other amendments


[29] Otherwise, the court approves the conditions as amended by the parties.

Plans

[30] The plans attaching to this determination are those referred to in condition 2 which were provided to the court on 20 September 2018, with the exception of three plans¹⁷ attached to the affidavit of A T Penny, dated 17 October 2018.¹⁸ Also attached is the plan referred to in condition 8.10, labelled Car Transporter path, drawing number 13605_C3B, prepared by TDG (marked "2"), dated 4 July 2016.¹⁹

Outcome

[31] All parties to the proceeding have executed the memorandum requesting the orders. With the exception of the changes proposed for condition 8.2 (which will remain unchanged), I am satisfied on the evidence produced that the orders will promote the purpose of the Act so I will make the orders sought.


J E Borthwick
Environment Judge



¹⁷ Site Plan Drawing C802, Issue 10; View Lines Drawing C803, Issue 10; Site Access O'Callaghan Design, Issue 3.

¹⁸ See memorandum dated 29 November 2018.

¹⁹ The reference to the evidence of Mr Penny has been removed from condition 8.10 as the court is unclear from counsel's correspondence with the Registry on 5 December 2018, whether this is correct.

Annexure A

The Car Distribution Group
Resource Consent Conditions RMA 2017/765



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1. **PURPOSE OF THE CONSENT**

Consent Holder: Car Distribution Group Ltd

Lapsing of Content: In accordance with section 125 of the RMA, this consent shall lapse (5) years after the date on which it was granted unless it has been given effect to before the end of that period or an extension has been granted.

Purpose of Consent: To allow the Car Distribution Group to construct and operate a distribution and storage base for vehicles including an office, staff facilities and cleaning bay for the car carriers. The consent also covers earthworks and contaminated site remediation.



2. CONSENT ACTIVITY

2.1 Except where varied by the conditions of this consent the proposal shall be carried out generally in accordance with the information and details submitted with the application numbered –RMA 2017/765 by the City Council including:

(a) **Site Plans being:**

(i)	Site Plan Drawing	Cardno	C802	Issue 810
(ii)	View Lines Drawing	Cardno	C803	Issue 910
(iii)	Car Storage Facilities Building	Cardno	RC01	Issue 2
(iv)	Building Elevations	Cardno	RC02	Issue 2
(v)	Site Plan (Building)	Cardno	RC03	Issue 3
(vi)	Land Ownership Plan	Graham Surveying		Issue 3
(vii)	Surface Contour Plan	O'Callaghan Design		Issue 43
(viii)	Cut Fill Plan	O'Callaghan Design		Issue 4
(ix)	Catchment Plan	O'Callaghan Design		Issue 8
(x)	Existing Site Contours	O'Callaghan Design		Issue 1
(xi)	Site Access (Info Only)	O'Callaghan Design	C307	Issue 23

(b) **Landscape plans being:**

(i)	Typical Planting Layout	Cardno		Issue 9
(ii)	Planting Palette	Cardno		Issue 7

(c) **Planting Schedule:**

(i)	As per typical Planting Layout Plan	Cardno		Issue 97 (ii)
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In accordance with Rule 6.11.9 (Christchurch District Plan) – Refer Condition 12.

(d) **Planting Cross Sections**

•	Section A-A	3 years	C804	Issue 8
•	Section A-A	5 years	C805	Issue 8
•	Section A-A	Maturity	C806	Issue 8
•	Section B-B	3 years	C807	Issue 8
•	Section B-B	5 years	C808	Issue 8
•	Section B-B	Maturity	C809	Issue 8
•	Section C-C	3 years	C810	Issue 8
•	Section C-C	5 years	C811	Issue 8
•	Section C-C	Maturity	C812	Issue 8



3. **BUILDINGS AND FENCING**

3.1 The building will be as designed and located in accordance with plans:

- | | | | |
|-------|--|--------|--------------------------|
| (i) | Car Storage Facilities Building (RC01) | Cardno | Issue 2 |
| (ii) | Building Elevations (RC02) | Cardno | Issue 2 |
| (iii) | Site Plan (Buildings) (RC03) | Cardno | Issue 32 |

3.2 The security fence is to be located on the boundary of the property as shown on [the site plan being Cardno Landscape Plan View Lines Drawing C80349 - Issue 710 dated 27.03.2017 12.10.2018](#). This fence shall be a maximum height of 2.2m.

3.3 The outer perimeter (boundary) of the site along Johns Road and Waimakariri Road is to be fenced with post and wire, maximum height 1.2m.

3.4 Private offices within the proposed office building shall be constructed to achieve an aircraft noise attenuation of 19 for the external walls and roof and 16 for glazing with the construction being undertaken as follows:

Façade Element	Aircraft Noise Attenuation (AS 2021:2015)	Source
Roof – 0.4 mm profiled steel, minimum 200 mm cavity, 13 mm plasterboard ceiling	29	Insul software version 8.0.4 with adjustment from Appendix G Section 3.2 in AS2021:2015
Wall – 0.4 mm profiled steel, 140 mm timber framing, 10 mm plasterboard	28	Insul software version 8.0.4 with adjustment from Appendix G Section 3.2 in AS2021:2015
External glazing – 4 mm float glass	24	Insul software version 8.0.4 with adjustment from Appendix G Section 3.2 in AS2021:2015

A report from a suitably qualified Acoustics Engineer will be submitted at the time of the building consent to confirm that the requirements outlined in Rule 6.1.7.2.2 of the District Plan are achieved.



4. **HOURS OF OPERATION**

4.1 The site hours of operation will be 8.00am to 6.00pm 0700 to 1900 Monday to Friday except that a maximum of 2 car transporters can arrive at the site on the weekend between the hours of 8.00am and 6.00pm. the maximum number of car transporters that may arrive and depart and load and offload at the site outside of these hours shall be as follows:

(a) Monday to Friday

1900 – 0100 hrs 2 transporters arrive and depart

0200 – 0300 hrs 3 transporters depart

0400 – 0500 hrs 7 transporters depart

0600 – 0700 hrs 2 transporters arrive and depart

(b) Saturday and Sunday

A maximum of 2 transporters per day may return to the site on Saturday and Sunday and public holidays.

The maximum number of transport movements set out in clause (a) of this condition does not apply if there are unforeseeable roading conditions or natural events which require temporary adjustments of those limits, provided however that in no case shall the number of transporter movements between 1900 and 0700 exceed 18.

'Unforeseeable roading conditions' does not include roadworks that exceed 3 working days duration.

(c) Cars may also enter and exit the site and be manoeuvred within the site on Saturdays between the hours of 0800 and 1900.

4.14.2 Other than staff no other vehicles are to access or exit the site between 6.00pm and 8.00am.



5. **NOISE**

- 5.1 The development shall provide for perimeter and on-site noise attention as follows being:
- 3m high bund along the Waimakariri Road boundary,
 - 2m high bund along all other boundaries including along the access way,
 - 2m high bund or acoustic barrier along both sides of the access way, and
 - An acoustic barrier alongside the loading area being a minimum of 2m in height and 75m long.
- 5.2 Reversing beepers must be disabled or replaced and an alternative warning system used on-site.
- 5.3 All loading and unloading of vehicles must take place to the north of the acoustic barrier and alongside of the office.
- 5.4 No engine braking is to be used on-site or on Waimakariri Road or Sawyers Arms road approaching the junction with Waimakariri road.
- 5.5 ~~The restriction on the hours and days of operation shall not apply to the cleaning of heavy vehicle trucks. However, there shall be no use of any water blaster for heavy vehicle truck cleaning outside the hours of operation during the period of 2000 – 0700 hours.~~
- 5.6 Noise emissions from activities on the site received at the notional boundaries of any dwellings measured in accordance with NZS6801:2008 Acoustics – Measurement of Environmental Sound and assessed in accordance with NZS6802:2008 Acoustics – Environmental Noise, shall not exceed the following levels, excluding noise from vehicles on the site accessway:

Hours	dBAL _{Aeq} (15min)	dBAL _{AFmax}
Daytime: 08:00 – 6:00pm 0700-2200 hours	55	N/A
n/a 2200-0700 hours	n/a 45	n/a 65

5.7

- (a) ~~Before trucking heavy vehicle activity commences on site, the consent holder shall (subject to the agreement of the owners and in accordance with the offer of mitigation at 5.7(b) below) install at its cost to the properties at 4 and 37 Waimakariri Road:~~
- ~~(i) home ventilation measures (if not already present); and~~
 - ~~(ii) such acoustic treatment measures as are required, -~~
- ~~to achieve the following internal noise levels (with all external windows and doors closed) in relation to the noise generated by the Consent Holder's operation, including from heavy vehicle trucks on Waimakariri Road, between 2200 and 0700:~~
- ~~(iii) 30 dB LAeq (15 min) and 45 dB LAFmax in all bedrooms; and~~
 - ~~(iv) 40 dB LAeq (15 min) in any other habitable space (habitable space means any space of a residential unit except any bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, hallway, lobby or clothes drying room (but including any portion of a garage used as a sleep-out)).~~
- ~~In the event that the owners do not wish to have the installation, this condition will not apply.~~



- (b) The offer of mitigation is as follows:
- (i) An acoustic expert engaged by the consent holder will undertake inspection, measurements and modelling to ascertain whether the above standards will be met inside with windows closed.
 - (ii) If the above standards in condition 5.7(a)(iii) and (iv) will be met inside with windows closed, then no further acoustic treatment is required but (if not already present) a ventilation system will be installed by the Consent holder so as to provide sufficient ventilation when windows are closed at night.
 - (iii) If the above standards in condition 5.7(a)(iii) and (iv) will not be met inside with windows closed, then the consent holder will (if the owner agrees) provide acoustic treatment to meet the standards, with that acoustic treatment being the owners' preference between:
 - I. Double glazing and other building treatment to achieve the standard plus a ventilation system;
 - II. An acoustic fence or other acoustic barrier.
 - (iv) If the owner agrees to one of the options above, then monitoring of the result will be in accordance with condition 5.8.

- (c) Before the heavy vehicle/trucking activity commences on site, the consent holder shall install at its cost to the property at 23 Waimakariri Road an acoustic barrier fence which achieves a standard of 30 dB LAeq (15 min) and 45 dB LAFmax in all bedrooms between 1900 and 0700.

Advice Note: any fence that exceeds 2 metres in height is considered a building under the Christchurch District Plan and will require a separate resource consent if it does not comply with rule 17.5.2.3 (building setback from road boundaries) and 17.5.2.3 (building setback from internal boundaries). Mitigation for the effects of the structure may be required, such as landscaping and dark staining/paint.

- 5.8 Within 3 months of the activity commencing, the consent holder shall engage a suitably qualified and experienced acoustic engineer to (subject to the agreement of the applicable property owners) undertake monitoring of noise in relation to compliance with the noise limits outlined in condition 5.6 and, to the extent applicable, condition 5.7, and a report describing the results of the monitoring shall be submitted to the Team Leader Compliance & Enforcement at Christchurch City Council (rmon@ccc.govt.nz) and provided to any property owners who agreed to such monitoring.

Advice Note: Assessment for compliance with Condition 5.7:

Monitoring shall be undertaken at appropriate locations in accordance with NZS6801:2008 and shall include the assessment of the noise levels within dwellings (with external windows and doors closed) for any dwellings to which condition 5.7 (a) or (c) applies and where the owners have agreed to the provision of mitigation.

- 5.75.9 Subject to the advice note in condition 5.8, measurements shall be undertaken in accordance with NZS6801:2008 Acoustics – Measurement of Environmental Sound and assessed in accordance with NZS6802:2008 Acoustics – Environmental Noise at the boundaries of the site.

- 5.85.10 The noise level survey shall, at a minimum, describe measured noise levels at the boundary of the site during periods of peak activity during both the day and night time with three measurements taken at locations at the east and west end of the Waimakariri Road site



frontage including at the vehicle access point to Waimakariri Road.

6-95.11 These measurements are to be provided to the Team Leader Compliance & Enforcement of the City Council on request.



6. LIGHT SPILL AND GLARE

- 6.1 (a) Subject to conditions 6.2 and 6.3, the development shall comply with the requirements of the Christchurch District Plan (Operative date) as follows.
- (i) Rule 6.3.4 – Activity Status tables – “Control of Glare”: Permitted lux spill (horizontal and vertical) not greater than 2.5 lux into any part of a major or minor arterial road or arterial route, and
 - (ii) Rule 6.3.6 – “Light Spill Standards by Zone” (Rural Zones, all other): Permitted lux spill (horizontal and vertical) 10.0 lux.
- 6.2 The applicant shall prepare a lighting plan (*Lighting Plan*), identifying all Exterior Lighting and Security Lighting, to clearly identify the proposed lighting solution. In particular, the Lighting Plan shall ensure:
- (i) all exterior lighting (e.g. car storage area, car transport truck unloading area, building mounted and security fence lighting) (*Exterior Lighting*) shall be restricted to Type 6 LED luminaires in accordance with Table 2.10: Classification of Luminaires and Associated Criteria for Control of Glare and Upward Waste Light (AS/NZS 1158:3.1:2005); and
 - (ii) all external security fence lighting (*Security Fence Lighting*) shall have luminaires aimed away from adjacent boundaries and shall be fitted with backlight shields adjacent to the southern Rural Urban Fringe (RuUF) Zone boundaries; and
 - (iii) all car transport truck unloading area lighting poles shall be a maximum height of 7 metres and all security fence lighting poles shall be a maximum height of 4 metres.
- 6.3 A copy of the Lighting Plan shall be provided to the Christchurch City Council for certification 1 month prior to commencing activities under this consent. A copy of the plan shall, at the same time, be provided to Christchurch International Airport Limited.



7. **SECURITY, PUBLIC SAFETY AND FIRE FIGHTING**

- 7.1 Vehicle access control barriers (gates) will remain closed (except for the purpose of vehicles accessing or exiting the site) to prevent public vehicles driving on to the site.
- 7.2 A perimeter security fence is to be located in accordance with Condition 3.2.
- 7.3 All security lighting is to be located and designed to comply with the light and spill conditions, Condition 6.
- 7.4 Three 30,000 litre water tanks (90m³) will be installed on site alongside the office complex for the purpose of fire fighting. In addition:
- (i) The site facilities will be established to comply with the guidelines of the NZFS Fire fighting Water Supplies Code of Practice SNZ PAS 4509:2008, to the satisfaction and confirmation of Fire and Emergency NZ as soon as reasonably practicable after the grant of consent.

Advice note:

Should the applicant desire to provide onsite a volume less than the recommended volume stated within the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZPAS 4509:2008, consultation and agreement on an alternative volume will need to be sought from the Fire and Emergency New Zealand and evidence of this agreement provided to Christchurch City Council for its consideration and agreement when determining whether the consent conditions relating to the Code of Practice have been satisfied.

- (ii) That if the water supply is to be provided by way of tank storage, this should be located a safe distance away from any habitable dwelling in accordance with NZFS Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008. Any tank used for the storage of fire fighting water supplies is to be fitted with a 100mm female round thread suction hose adaptor in accordance with the NZFS Specification for Firefighting Waterway Equipment SNZ PAS 4505:2007.
- (iii) That any formed access ways within the site enable adequate access for fire appliances to onsite firefighting water supply by complying with the guidelines of NZ Fire Service Vehicle Access to Water Source Code of Practice SNZ PAS 4509:2008.



8. **TRAFFIC MANAGEMENT, ROADING AND FOOTPATHS**

- 8.1 All transporterheavy vehicles accessing the site shall only approach the site from the northern end of Waimakariri Road (refer Site Access - O'Callaghan Design — C307 - Issue 3).
- 8.2 All vehicles leaving the site shall be via a left turn only on to Waimakariri Road, followed by a left turn on to Sawyers Arms Road (refer Site Access - O'Callaghan Design — C307 - Issue 3).
- 8.3 Traffic volumes shall not exceed an average of 130 vehicle movements per day (Monday to Friday). Traffic volumes shall not exceed a maximum of 170 vehicle movements per day.
- 8.4 Truck-Heavy vehicle drivers shall not operate vehicle compression breaking or reversing beepers on the site or on that section of Waimakariri Road which accesses the site.
- 8.5 All loading and unloading of car transporters shall take place behind (west) of the acoustic barrier located alongside of the office/maintenance building. This is to ensure all on-site activity complies with the District Plan noise levels.
- 8.6 Vehicle access points will remain closed at all times with access points being opened by card holder or similar electronic system.
- 8.7 The sealed surface on the section of Waimakariri Road between Sawyers Arms road and the site entry will be, where required, widened to achieve a minimum seal width of 7m.
- 8.8 The footpath on the east side of Waimakariri Road will be extended to Sawyers Arms Road.
- 8.9 An additional "school zone" warning sign will be located on Waimakariri Road at a point generally north of Whitchurch Place.
- 8.10 The consented activity shall not commence vehicle storage and/or distribution operations until such time as minor improvement works are made to the intersection of Waimakariri Road and Sawyers Arms Road in accordance with fig-2 of the evidence of Mr Anthony Penny submitted as part of the resource consent application ("Car Transporter Path, drawing number 13605 C3B, prepared by TDG (marked "2"), dated 4/7/2016").
- 8.11 All vehicles accessing or leaving the site will do so via the right of way shared with Orion. The design, formation and operation of the access from Waimakariri Road into the Orion and application sites shall be undertaken in accordance with the engineering design requirements specified by Orion, in order to protect the existing cables and if appropriate provide ducting for future new cables. In addition, the layout and operation of the access way shall be arranged in such a way that Orion will be able to maintain cables, replace cables, lay new cables and undertake emergency repairs in a manner satisfactory to Orion. In the event of any such works restricting access the applicant may be required to provide alternative temporary access in a location and form acceptable to Orion and Christchurch City Council.

Advice Note

Any physical works required will be undertaken at the cost of the applicant and design and formation standards agreed with the Christchurch City Council.



9. **EARTHWORKS AND CONSTRUCTION**

- 9.1 The maximum extent of earthworks to be undertaken on the site is 36,000m³ (cut and fill) being for the creation of the car park and for the perimeter bunds. No material is to be removed from the site.
- 9.2 No earthworks shall exceed a depth of 0.6m except for an area of 2000m² where the maximum depth of cut is 0.9m and, where compaction of the site is required to compact soft soil materials.
- 9.3 The earth mounds shall be formed and vegetated to prevent dust nuisance. The mounds are to be 2m in height (north, west and east boundaries of the site) and 3m in height along the south boundary (Waimakariri Road) of the site (Refer Site Plan [Drawing - Cardno-Drawing C802 – Issue 7/10](#)).
- 9.4 The car parking area and all vehicle access areas shall be asphalt and maintained in good condition to prevent any unnecessary noise from car transporters.



10. **CONSTRUCTION MANAGEMENT**

- 10.1 Construction activity shall be confined to the hours of 7.00am to 6.00pm, Monday to Friday and 7.00am to 1.00pm Saturday. No construction activity may occur outside those specified hours, or on any public holiday.
- 10.2 All construction noise shall comply with NZS6803:999 Acoustics – Construction Noise so that construction noise does not exceed the limits set out in Table 2 and 3 of the standard.

Construction management plan - general

- 10.3 Prior to the commencement of any construction activity, the consent holder shall submit to the Resource Consents Unit Manager at the Christchurch City Council, a Construction Management Plan (CMP) prepared by a suitably qualified and experienced person in consultation with Council's Subdivision Engineer relating to the proposed construction activity for certification.
- 10.4 Unless addressed by the terms of any other certified management plan, the CMP shall set out the practices and procedures to meet the following particular objectives:
 - (i) Construction activities shall be managed so that dust nuisance does not arise beyond the boundaries of the site;
 - (ii) The consent holder shall ensure that sediment/debris is not carried on to Waimakariri Road by construction vehicle movement.
- 10.5 The CMP shall include the following methods, measures and techniques:
 - (i) to assign roles and responsibilities, including appointment of a representative to be the primary contact person in regard to construction management;
 - (ii) a complaints procedure that specifies actions to be taken following receipt of a complaint, including records to be kept and responses to any complaints including remedial action taken;
 - (iii) a monitoring regime for evaluating compliance with the conditions of this consent;
 - (iv) measures to prevent nuisance from dust from construction activities;
 - (v) measures for ensuring that sediment/debris are not carried by construction vehicles on to Waimakariri Road;
 - (vi) measures for ensuring the security of any fuel storage and the provision of emergency spill kits at all times during construction;



- (vii) procedures for the safe and efficient management of heavy vehicle movements to, from, and within the site including a communications regime to manage truck-heavy vehicle driver behaviour;
- (viii) procedures for the management of the movement of construction vehicles to and from the site to avoid conflict between these vehicles and other vehicles using Waimakairiri Road;
- (ix) procedures for complaint recording, resolution and feedback;
- (x) procedures for the review and updating (by the Consent Holder) of the CMP to address any effects issues.

10.6 The consent holder shall submit the CMP to the Resource Consents Unit Manager at the Christchurch City Council for certification that it complies with the consent conditions prior to the development.

Erosion and Sediment Control / Stormwater Management Works

- 10.7 Any work involving or requiring disturbance of soil shall only be allowed with Erosion Sediment Control (ESC) measures in place, as provided for in a certified Erosion and Sediment Control Plan (ESCP).
- 10.8 Prior to any work starting on site involving or requiring the disturbance of soil the ESCP shall be prepared and submitted for certification to either a CCC building consent officer (if activity is deemed to be approved under a building consenting process), or the subdivision engineer (CCC – Resource Consent Unit).
- 10.9 A separate ESCP shall be prepared and certified for every area that is affected by proposed works (ie building platforms, parking areas).
- 10.10 The ESCP is to be designed by a suitably qualified and experienced person (civil or environmental engineer).
- 10.11 The ESCP is to include (but is not limited to):
- Site description, i.e. topography, vegetation, soils etc
 - Details of proposed activities.
 - A report including the method and time of monitoring to be undertaken.
 - A development map to show location within the larger development area.
 - Drawings showing the site, type and location of sediment control measures, onsite catchment boundaries and offsite sources of runoff.
 - Drawings and specifications showing the positions of all proposed mitigation areas with supporting calculations (if appropriate).



- 10.12 The implementation of ESCP measures shall be certified by the site engineer responsible for earthworks and construction activity on site.
- 10.13 The ESCP shall be subject to the terms and conditions of any discharge consent obtained from the Canterbury Regional Council, as provided for in Condition 11.1.
- 10.14 The consent holder shall submit the ESCP to the Resource Consents Unit Manager at the Christchurch City Council for certification that it complies with the consent conditions prior to the Development being open.



11. STORMWATER MANAGEMENT

- 11.1 Authorisation for the construction and operational phase of the stormwater discharge shall be obtained from the Canterbury Regional Council prior to any works taking place on the site.
- 11.2 Subject to any terms and conditions of any such resource consent, the surface water management and mitigation facilities shall be designed in general accordance with Christchurch City Council requirements including the Waterways, Wetlands and Drainage Guide (WWDG – 2003, including Chapters 6 and 21 updated in 2011/12), Infrastructure Design Standard (IDS - 2013), CCC Civil Engineering Construction Standard Specifications (CSS - 2013).
- 11.3 The surface water management and mitigation facilities shall meet the following conditions:
- (i) Stormwater runoff resulting from the first 25mm of rainfall from new hardstand areas shall be captured and treated in a first flush sedimentation basin or vegetated swale
 - (ii) The design of basins or swales shall be in general accordance with the WWDG. In particular the basins will be designed with a 150mm layer of material made up of 75% 2A sand and 25% topsoil with a good organic content, followed by 250mm of 19mm premix underneath to transition into the native gravels, with in-situ infiltration rates through this media between about 75mm/hr and 300mm/hr. Any silt layers found between the bottom of their treatment media and the natural gravels, these silts should be excavated and replaced with clean gravels.
 - (iii) Stormwater runoff from storms in excess of the first flush volume and up to the two percent annual exceedance probability critical duration storm event shall discharge to a detention basin.
 - (iv) Runoff from roofs of buildings shall be detained either in detention basins or using rain tanks. The sizing of detention basins or rain tanks and outlet configurations shall be determined by Council Engineers at detailed design phase.
 - (v) The surface water mitigation system shall be designed with sufficient capacity to ensure that peak flows from the site do not exceed pre- developed peak flows up to and including the two percent annual exceedance probability 36-hour duration storm event.
- 11.4 Prior to the commencement of any construction activity, the consent holder shall submit to the City Council Assets and Networks Planning Engineer for acceptance a report demonstrating how stormwater runoff will be managed and how any proposed filling or development will be mitigated without displacing flood waters onto on neighbouring properties.



12. LANDSCAPE PLANTING MANAGEMENT

12.1 In addition to Conditions 14.1 and 14.2 landscape planting and management shall be undertaken in accordance with the landscape plans and plant species list described below. Planting in each zone shall comprise a selection of plants from the planting list for the relevant planting zone, and shall be planted at the specified spacings and minimum heights.

(i) Landscape Plans being:

- Typical Planting Layout (Cardno) C8019 – Issue 79

(ii) Rule 6.11.9 (Proposed Christchurch Replacement Plan), Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area, Appendix 6.11.7.5 (Attached)

12.2 The construction of the earth bund will be undertaken as follows.

(i) The maximum gradient of the outer slopes of the earth bund are to be 1 (vertical): 2.5 (horizontal);

(ii) The minimum topsoil depth on the bund area to be planted shall be 350mm on the outside edge and top and 200mm on the inside face;

(iii) All planting to be mulched to suppress weed growth and retain soil moisture;

(iv) Irrigation or regular watering is to be provided along the length of the bund during the establishment period (12-24 months);

12.3 All planting to be managed and maintained in the future to ensure its longevity and its natural growth form. Any dead or dying plants or trees are to be replaced with plants or trees of an equivalent size as required by the consent at the time of planting.

12.4 All planting is to take place during the first planting season (April to September) following the completion of the bund formation or within three months.

12.5 All trees and shrubs will be 600mm at the time of planting.

12.6 That the planting along the east boundary of the building and along the east boundary of the acoustic barriers shall be of a species capable of reaching 5m in height at maturity.

12.7 The landscape planting on both sides of the noise barrier fence, on each side of the driveway access, shall be sufficient to provide visual screening of the barrier fence.



6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5

Edge of Water body / Stormwater basin	
Botanical name	Common name
<i>Schoenoplectus validus / tabernaemontani</i>	lake club rush / kapungawaha
<i>Eleocharis acuta</i>	spike sedge
<i>Carex germinata</i>	makura
<i>Schoenus pauciflorus</i>	bog rush
<i>Polystichum vestitum</i>	prickly shield fern
<i>Juncus pallidus</i>	tussock rush / wiwi
<i>Cyperus ustulatus</i>	umbrella sedge
Lower Bank	
Botanical name	Common name
<i>Anemantele lessoniana</i>	wind grass
<i>Astelia fragrans</i>	bush lily / kakaha
<i>Coprosma propinqua</i>	mikimiki
<i>Dianella nigra</i>	ink berry / turutu
<i>Plagianthus divaricatus</i>	swamp ribbonwood
Upper Bank	
Botanical name	Common name
<i>Aristolelia serrata</i>	makomako / wineberry
<i>Carpodetus serratus</i>	marbleleaf / putaputaweta
<i>Coprosma rotundifolia</i>	roundleaved coprosma
<i>Dodonea viscosa (frost tender)</i>	akeake
<i>Eleocharis hookeriana</i>	pokaka
<i>Griselinia littoralis</i>	kapuka / broadleaf
<i>Hebe salicifolia</i>	koromiko
<i>Hoheria angustifolia</i>	narrow leaved lacebark
<i>Kunzea ericoides</i>	kanuka
<i>Leptospermum scoparium</i>	manuka
<i>Lophomyrtus obcordata</i>	rohutu / NZ myrtle
<i>Myrsine australis</i>	mapou
<i>Myrsine divaricata</i>	weeping mapou
<i>Pittosporum eugenoides</i>	lemonwood
<i>Pittosporum tenuifolium</i>	matipo
<i>Plagianthus regius</i>	lowland ribbonwood
<i>Podocarpus totara</i>	totara
<i>Prumnopitys taxifolia</i>	matai
<i>Pseudowintera colorata</i>	peppertree
<i>Sophora microphylla</i>	kowhai
<i>Cordyline Australis</i>	Cabbage Tree



13. **GROUND CONTAMINATION**

13.1 The Christchurch City Council shall be notified ten days prior to the commencement of earthworks. The notification shall be by email to envresourcemonitoring@ccc.govt.nz. The notification shall advise of:

Field Code Changed

- Contact details of the project manager overseeing the work;
- Contact details of the contaminated land specialist overseeing the earthworks.

13.2 A pre-start meeting between the Christchurch City Council and the overall project manager shall be undertaken before the commencement of works. The applicant shall notify the Council five days before the start of any earthworks. The notification shall be by email to envresourcemonitoring@ccc.govt.nz.

Field Code Changed

13.3 All of the consented earthworks shall be in accordance with the Remedial Action Plan (RAP) for 711 Johns Road, Harewood, Christchurch prepared by ENGEO and dated 14th December 2017.

13.4 No material is to be removed from the site.

13.5 All earthworks activities involving fill material on-site shall be managed by a licensed asbestos removalist.

13.6 All cleanfill material imported to the site should meet the criteria of a cleanfill as described in the 2002 Ministry for the Environment's A guide to the management of cleanfills.

13.7 All stockpiles shall be covered with either polythene or an equivalent impermeable material when the site is not being worked and during periods of heavy rain.

13.8 All excavated soils that will be reused on site shall be sealed or capped.

13.9 On completion of all site works a long term Site Management Plan (LTSMP) shall be prepared by a suitably qualified contaminated land specialist and submitted to the Resource Consent Unit Manager at the Christchurch City Council. The LTSMP shall address the following:

- A plan and description of the locations of the impacted soils remaining on site;
- Indication of the sub-surface disturbance activities covered by the LTSMP;
- Mitigation measures to be put in place when disturbing impacted soil;
- Health and safety procedures to follow;
- Disposal options if soil is to be removed off-site;
- Management of excavated soils if stockpiled on site during the site works; and
- Contingency plans should unexpected contamination be identified during the works.



14. **BIRD MANAGEMENT**

14.1 Where any stormwater basins are proposed these shall be designed, operated and managed (including all margins and plantings) to avoid bird species which constitute a hazard to aircraft.

14.2 Without limiting condition 14.1 the applicant, in consultation with Christchurch International Airport Ltd shall develop a Bird Management Plan which shall include:

- The design of the stormwater basins (size and side slope dimensions) that are not attractive to birds;
- The use of grass and plant species as set out on the Landscape Plan Typical Planting Layout (Cardno) C8019 – Issue 7 and in Appendix 6.11.7.5 of the Replacement City Plan (refer draft condition 12.1);
- The methods of on-site Management to minimise the creation of bird habitat including avoiding the accumulation of any litter that might encourage insects, rodents and hence birds as well as avoiding the feeding of birds; and
- Ensuring that during construction, changes in bird numbers are monitored, recorded and reported to the Christchurch International Airport Company.



15. **REVIEW CONDITION**

15.1 Pursuant to section 128 of the Resource Management Act, the City Council may, at any time, serve notice on the consent holder of its intention to review the conditions of the consent in order to:

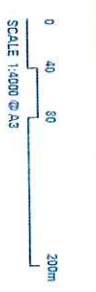
- (i) respond to any adverse effect on the environment which may arise from the exercise of the consent and which it is appropriate to deal with at a later stage. The effects include (but are not limited to) those that may arise in relation to any site access point, (vehicle, pedestrian or cycle) on-site parking, noise, hours of operation, external lighting (glare), stormwater management, bird management, erosion and sediment control, public safety and neighbourhood security;
- (ii) deal with any unanticipated adverse effects on the environment which may arise from the exercise of the consent, which it is appropriate to deal with at a later stage;
- (iii) require the consent holder to adopt the best practicable option to mitigate any adverse effect on the environment; and
- (iv) ensure that the conditions are effective and appropriate in managing the effects of the activities authorised by this consent.



- KEY**
- ① Grassed area
 - ② Asphalt car storage area
 - ③ Stormwater pond and swale
 - ④ Truck wash area
 - ⑤ Entry building
 - ⑥ Planting bays
 - ⑦ Main entry and exit
 - ⑧ 2m high bund planting
 - ⑨ 3m high bund planting
 - ⑩ Security/fencing
 - ⑪ Car unloading area
 - ⑫ Perimeter planting
 - ⑬ Acoustic fence (2m high & 75m long)
 - ⑭ St James Anglican Church
 - ⑮ Harewood School/ Playcentre



landscape architecture
urban design
environmental management



THE CAR DISTRIBUTION GROUP
DATE 12.10.2018

JOHN'S ROAD CAR STORAGE SHED
DRAWING NO. H20110217-0200



- KEY**
- ① Grassed area
 - ② Asphalt car storage area
 - ③ Stormwater pond and swale
 - ④ Truck wash area
 - ⑤ Entry building
 - ⑥ Planting bays
 - ⑦ Main entry and exit
 - ⑧ 2m high bund planting
 - ⑨ 3m high bund planting
 - ⑩ Security fencing
 - ⑪ Car unloading area
 - ⑫ Planter planting
 - ⑬ Acoustic fence (2m high & 75m long)

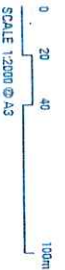
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 Perspective Viewpoint
 See Sheets CS013 - 17


 Section Line
 See Sheets CS04 - 12



landscape architecture
urban design
environmental management



THE CAR DISTRIBUTION GROUP

JOHNS ROAD CAR DISTRIBUTION
DATE 12.10.2018
DRAWING NO. W20110217-0005





landscape architecture
urban design
environmental management

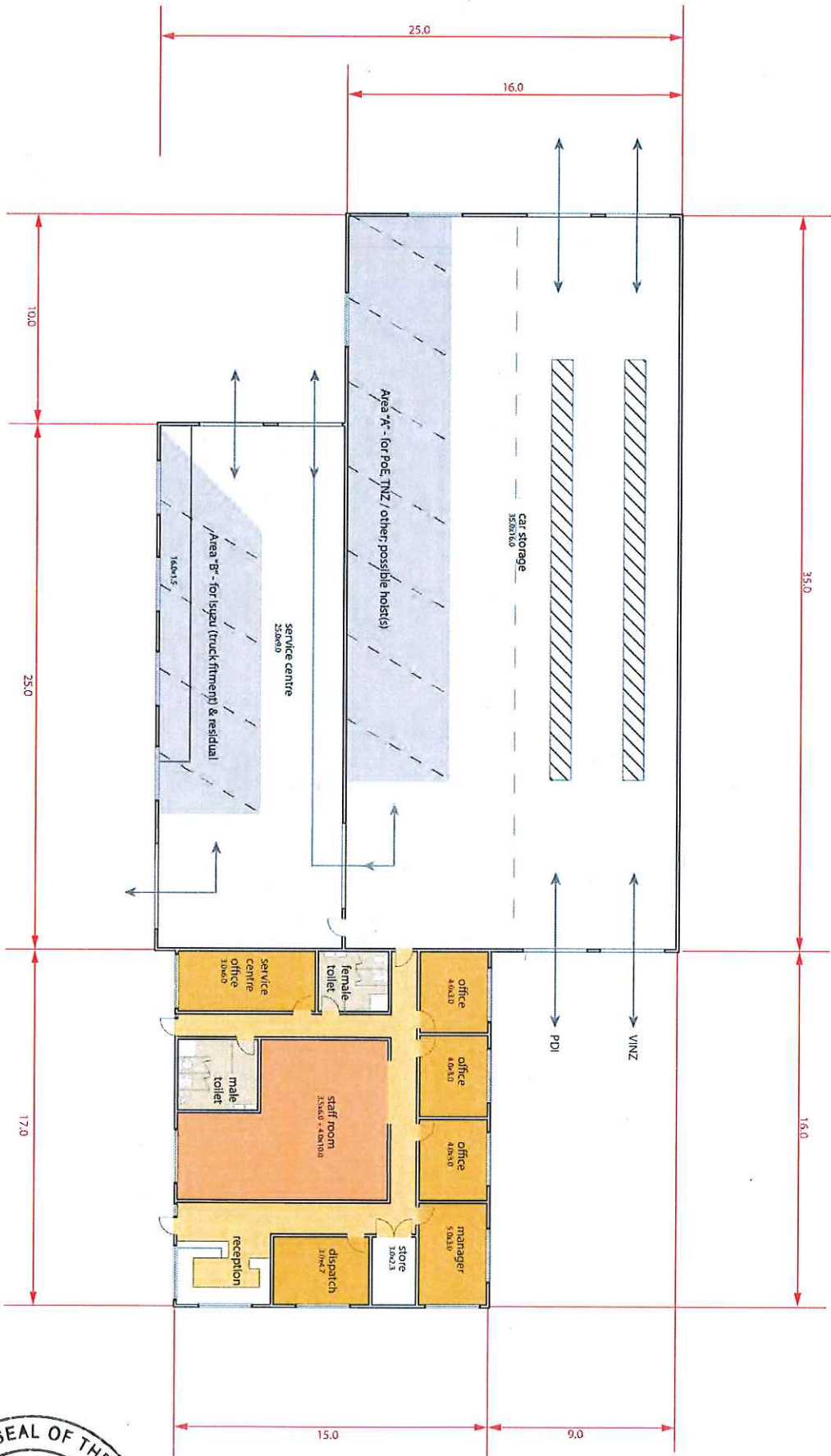
floor plans
SCALE 1:200 @ A3

THE CAR DISTRIBUTION GROUP JOHN'S ROAD CAR STORAGE FACILITIES BUILDING

DATE 15.03.2017 DRAWING NO NZ0110217-RC01 ISSUE 2



floor plan
scale 1:200

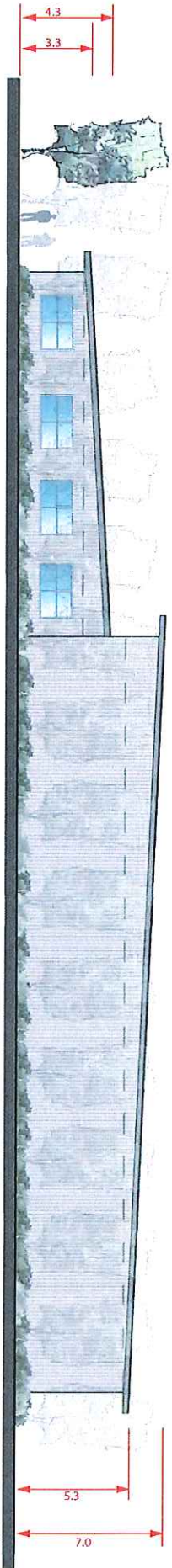




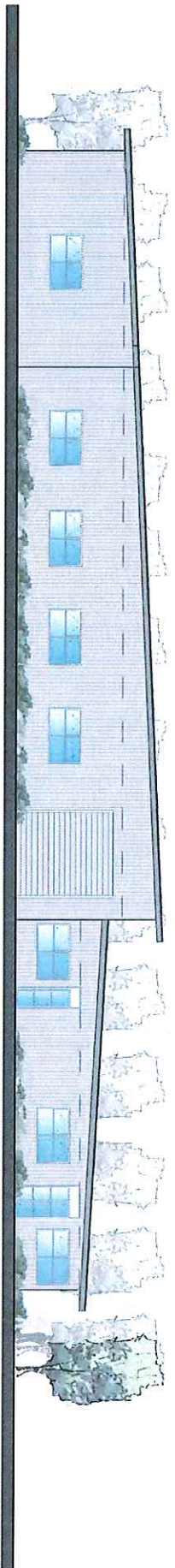
north elevation
scale 1:200



south elevation
scale 1:200



east elevation
scale 1:200



west elevation
scale 1:200



The Car
Distribution
Group



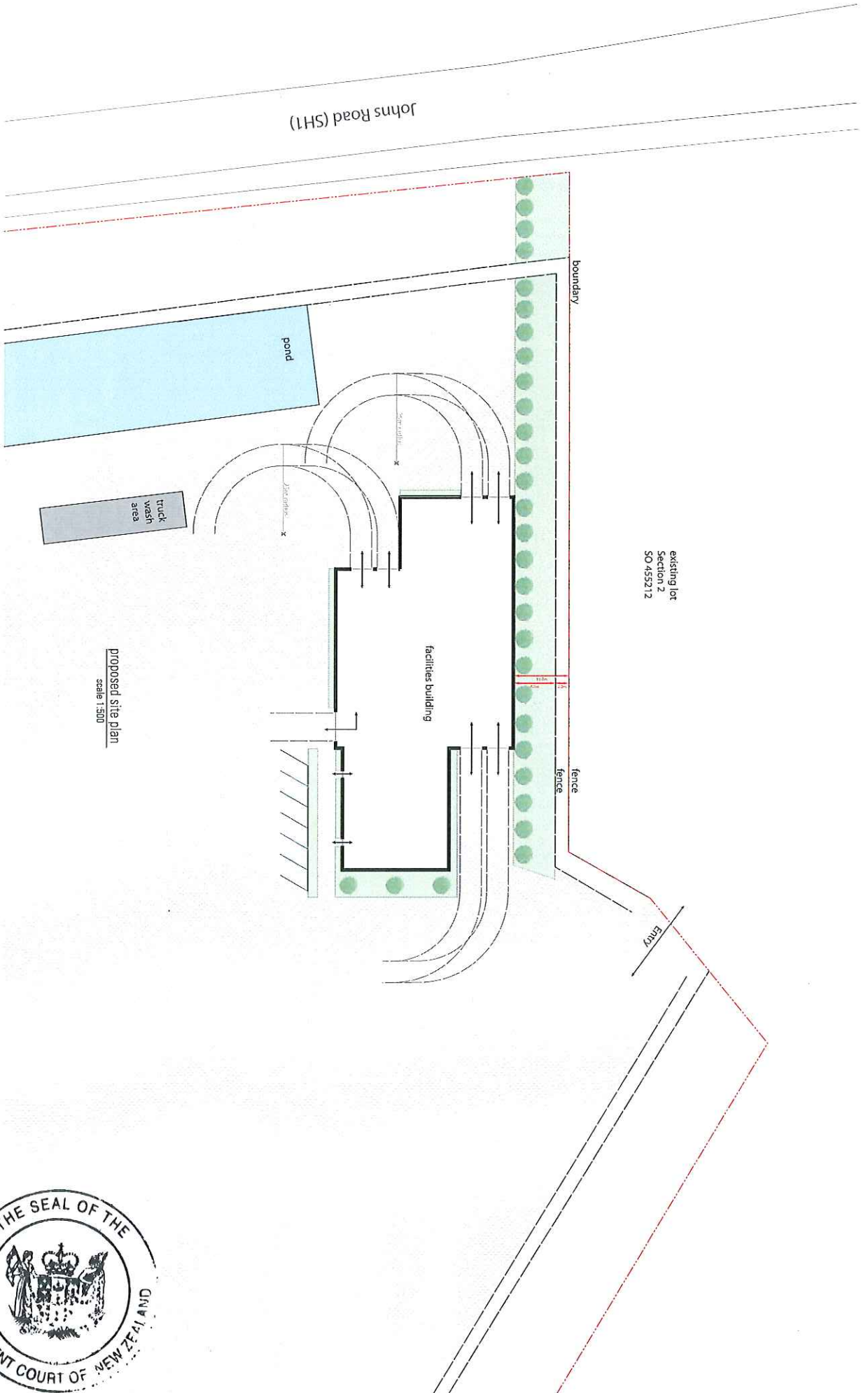
landscape architecture
urban design
environmental management

elevations
SCALE 1:200 @ A3



15.03.2017 DRAWING NO
NZ0110217-RCD2

ISSUE
2



proposed site plan
scale 1:500



- NOTES**
1. Coordinates are in terms of NZ GD 2000 Mount Pleasant Circuit
 2. Origin of Coordinates is from: IS II SO 11 2561 6th Order Mean Sourced from the LINZ Geospatial Database: 387118.107M 8121.70207M
 3. Levels are in terms of Christchurch Drainage Datum 2011.
 4. Origin of Levels is from BM110 (EHC7) RL: 33.125m
 5. Boundaries have been adopted from LINZ.
 6. Aerial Photo is from 2016. This is indicative only as some site characteristics have changed.



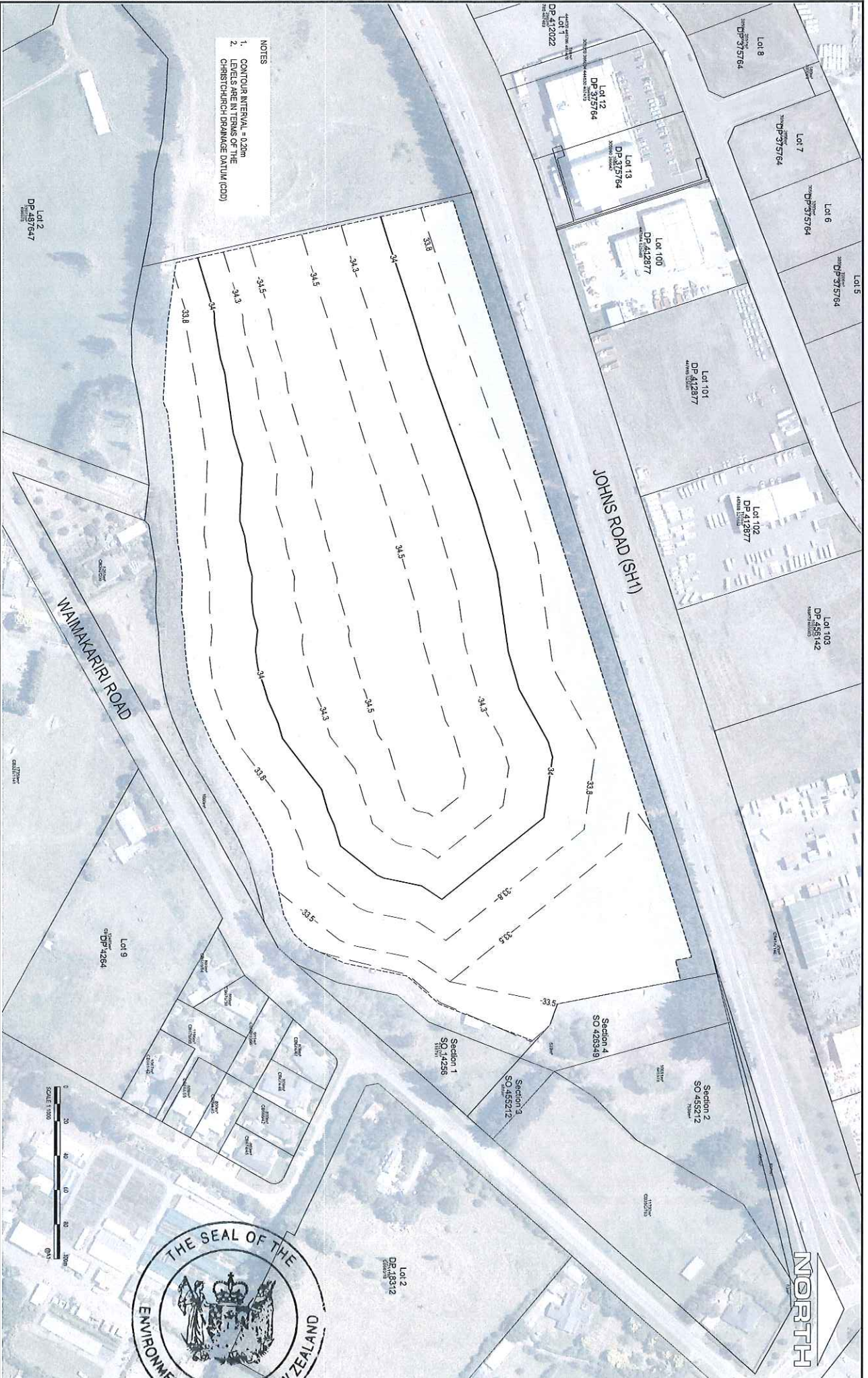
Rev	Date	Description	Drawn	Checked	Approved
1	18/05/16	ISSUED	RG	RG	RG
2	26/05/16	Stake Boundary Added	RG	RG	RG
3	16/03/17	ARELU STAGE BOUNDARY	HB	RG	RG

GRAHAM SURVEYING

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Drawn		Date		Client	
HB	16/03/2017	The Cat Distribution Group			
Surveyed		Date		Project	
RG	16/03/2017	711 Johns Road			
Checked		Date		Title	
RG	16/03/2017	Land Ownership Plan			
Approved		Date		Status	
RG	16/03/2017	FOR INFORMATION ONLY			
Drawing Number		Scale		NOT TO BE USED FOR CONSTRUCTION PURPOSES	
GSL160066-SU-2001		1:2500		From aerial Datum	
Revision		Site		Vertical Datum	
3		A3		C.D.D.	



- NOTES
1. CONTOUR INTERVAL = 0.20m
 2. LEVELS ARE IN TERMS OF THE CHRISTCHURCH PRIMAERGE DATUM (CDD)

NO	DATE	DESCRIPTION	BY	CHECKED
1	20/06/2018	FOR CLIENT REVIEW		
2	20/06/2018	CLIENT AMENDMENTS		
3	20/06/2018	LANDSCAPING, UTILITIES AND FENCE MEASUREMENTS		

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Callaghan Design Limited
 3 Level 3 Trade Mezzanine, Waimakariri

Client	THE CAR DISTRIBUTION GROUP	Project	HAREWOOD CAR STORAGE YARD
Drawn	CHRIST CHURCH	Checked	
Scale	1:1000	Date	11/06/2018
Drawn	CHRIST CHURCH	Scale	1:1000
Checked		Date	11/06/2018
Date	11/06/2018	Scale	1:1000
Drawn	CHRIST CHURCH	Date	11/06/2018
Checked		Date	11/06/2018
Date	11/06/2018	Scale	1:1000



NORTH

LEGEND

EARTHWORKS CUT

EARTHWORKS FILL

SURFACE CONTOURS

23.3

23.3

- NOTES**
1. CONTOUR INTERVAL = 0.25m
 2. LEVELS ARE IN TERMS OF THE CHRISTCHURCH DRAINAGE DATUM (CDD)

ANTICIPATED EARTHWORK VOLUMES

CUT	13,600m ³
FILL	11,000m ³
FOUND CUT	8,000m ³
BLIND FILL	1,200m ³
TOTAL	4000m ³

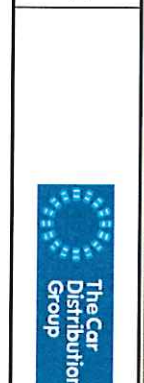
SOURCED FROM BALANCE/AND



Item	Discipline	Author	Check	Date
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3	20/08/16	SO/CLINT	REVIEW	
4	20/08/16	SO/CLINT	REVIEW	
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97	20/08/16	SO/CLINT	REVIEW	
98	20/08/16	SO/CLINT	REVIEW	
99	20/08/16	SO/CLINT	REVIEW	
100	20/08/16	SO/CLINT	REVIEW	

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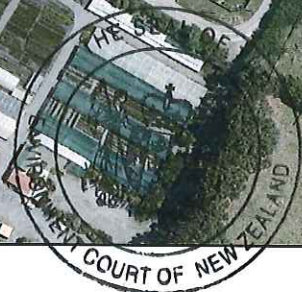
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 3 Lorne Road, Newmarket, Wellington



THE CAR DISTRIBUTION GROUP
 HAREWOOD CAR STORAGE YARD
 HAREWOOD
 CHRISTCHURCH

PRELIMINARY
 NOT BE USED FOR CONSTRUCTION PURPOSES

Project	HAREWOOD CAR STORAGE YARD	Drawn	1:1000	Scale	1:1000	Sheet	4
Client	THE CAR DISTRIBUTION GROUP	Drawn	W/16008-C303	Scale	1:1000	Sheet	4



DO NOT SCALE DRAWINGS



NO	DATE	DESCRIPTION	BY	CHECKED	SCALE
1	25/06/2015	FOR CLIENT REVIEW	DMJ	DMJ	AS9
2	10/09/2015	CLIENT AMENDMENTS	DMJ	DMJ	AS9
3	10/09/2015	CLIENT AMENDMENTS	DMJ	DMJ	AS9
4	25/09/2015	FOR CLIENT REVIEW	DMJ	DMJ	AS9
5	30/10/2015	FOR CLIENT REVIEW	DMJ	DMJ	AS9
6	18/01/2017	BALANCE SHEET TO ENVIRONMENTAL ENGINEERING	DMJ	DMJ	AS9
7	10/06/2017	BALANCE SHEET TO ENVIRONMENTAL ENGINEERING	DMJ	DMJ	AS9
8	13/09/2017	FOR CLIENT REVIEW	DMJ	DMJ	AS9

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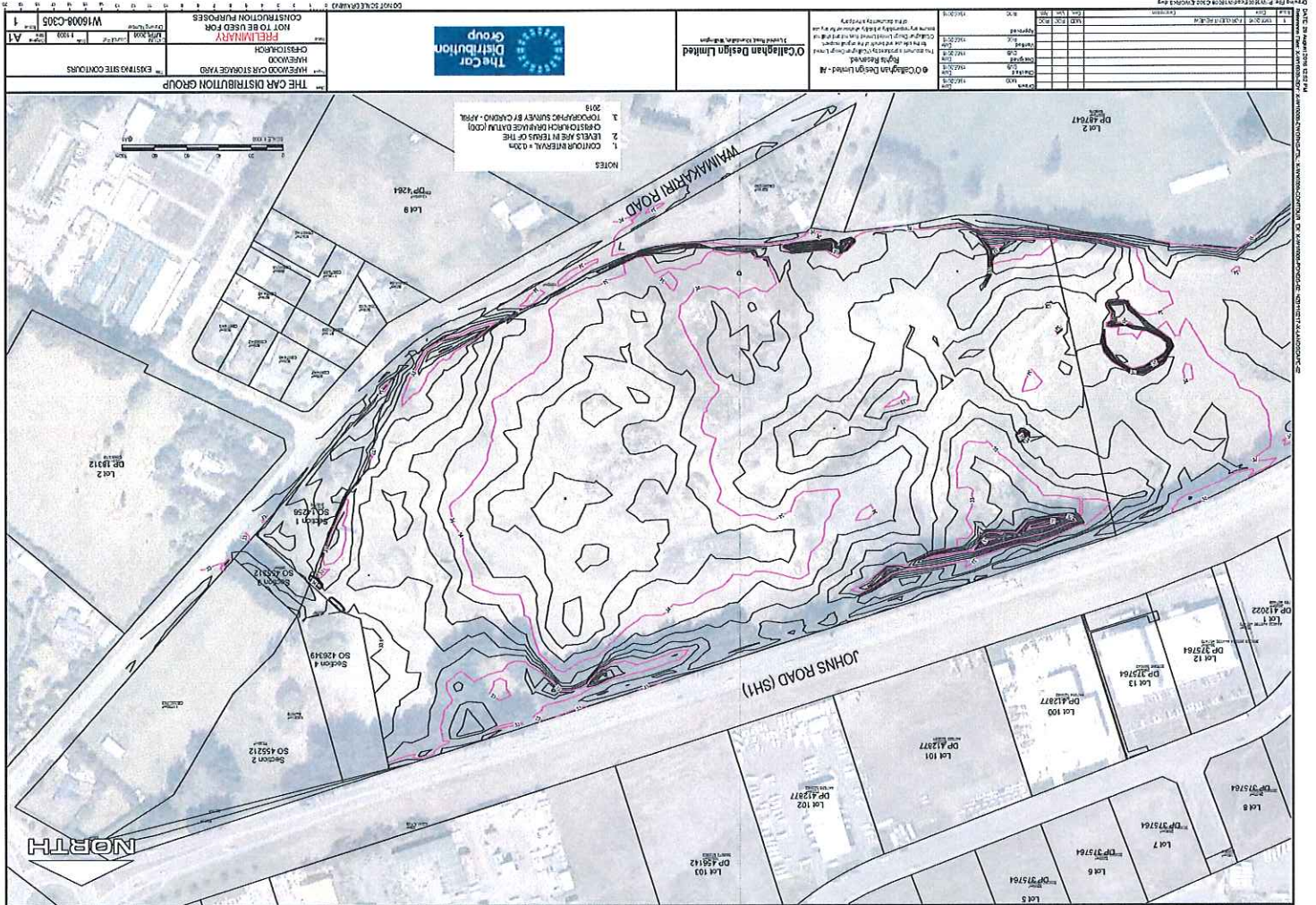
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 HAREWOOD CAR STORAGE YARD
 HAREWOOD
 CHRIST CHURCH

PRELIMINARY
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Scale: 1:1000
 Date: 11/10/2017
 Drawing No: W16008-C304
 Page: 8






DATE: 17 October 2015 1:55 PM
 Reference File: 57
 Drawing File: P:\PROJECTS\2015\1008-C307-ENV\CONSTR.DWG

Item	Description	Author	Check	Date
1	PROPOSED DRIVEWAY ACCESS	WJ	WJ	20/10/2015
2	PROPOSED DRIVEWAY ACCESS	WJ	WJ	20/10/2015
3	PROPOSED DRIVEWAY ACCESS	WJ	WJ	20/10/2015

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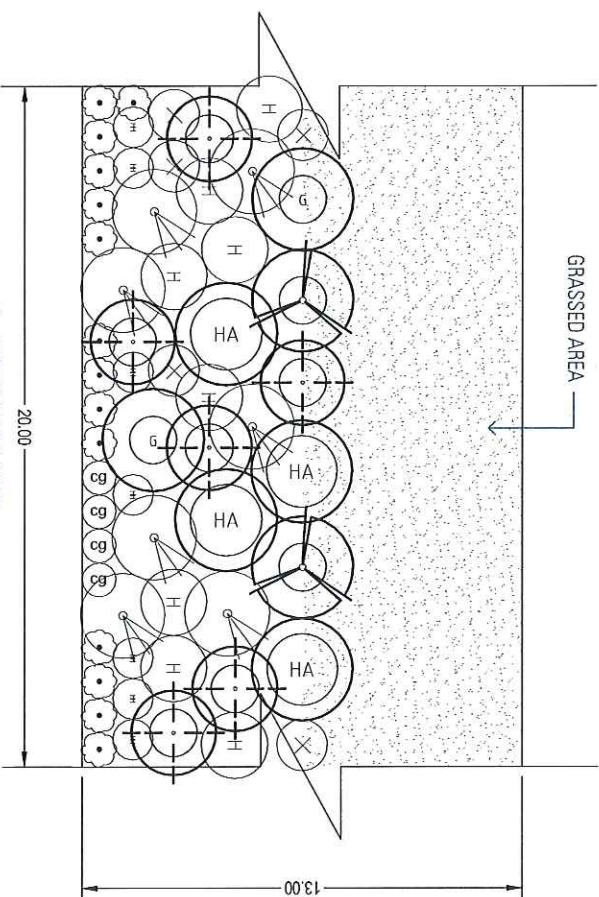
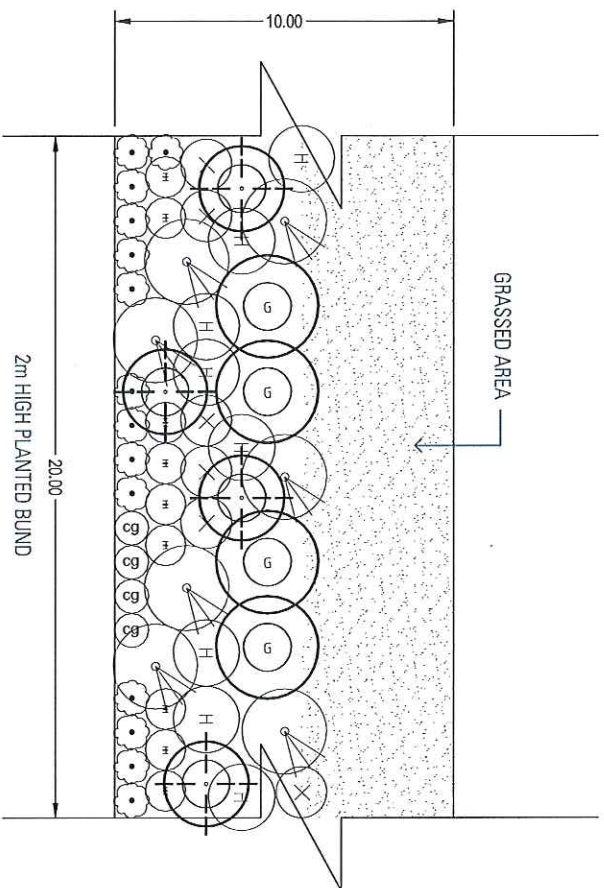


THE CAR DISTRIBUTION GROUP		SITE ACCESS	
Project:	HAREWOOD CAR STORAGE YARD	Client:	THE CAR DISTRIBUTION GROUP
Location:	HAREWOOD CHRISTCHURCH	Scale:	1:2000
Author:	BREILINARIY	Sheet:	A1
NOT TO BE USED FOR CONSTRUCTION PURPOSES		Project No:	W16008-C307
		Sheet No:	3



DO NOT SCALE DRAWING

TYPICAL PLANTING LAYOUT



NOTES

1. The planting layout as shown above is indicative only and may change at detailed design. These planting snippets are to be used as an example for planting layouts and the planting estimates are based on the above percentage mix of the various species of plants.
2. These planting snippets are to be repeated for the entire 2m and 3m high planted bund areas as indicated per the plan on sheet C803.
3. Non-grassed planting areas are to have a min of 350mm of topsoil, 50mm mulch and weednet, and the grassed area is to be planted with a low maintenance grass species or groundcover which does not require maintenance.
4. Planting around light poles to use 1.5m grade plants, integrated into the PB3 planting, to give instant screening. Larger grades of specific species are as indicated and will be planted along the stretch of 3m bund (Waimakariri Road) to minimise the visual effects of the light poles.
5. Plants 1.5m high and over at time of install are to have tree pits to a minimum of 1m x 1m x 1m volume.
6. There is to be no bunding adjacent to the Orion Substation. The perimeter planting (Item 12, sheet C802) adjacent to the Orion substation will utilize the same species as noted in the planting schedule on this page and does not contain any cabbage trees.
7. During the establishment period all plantings are to be irrigated to ensure thriving plants.
8. All plantings are to be managed and maintained in the future to ensure its longevity and sustainability.

PLANTING ESTIMATES						
Symbol	Species (Botanical Name)	Species (Common Name)	Size Required	Height (m)	Spread (m)	Quantity
H	<i>Aemouliales kelsoniana</i>	Wind Grass	PB3	1.5	1.5	730
B	<i>Carex geminata</i>	Makura	PB3	1.5	1.0	360
X	<i>Coprosma propinqua</i>	Makirihi	PB3	3.0	2.0	510
	<i>Coprosma raoulifolia</i>	Roundleaved Co	PB3	3.0	2.0	610
	<i>Dielsia nigrum</i>	Turuli / Ink Berry	PB3	0.50	1.0	1210
	<i>Grewia linearis</i>	Kapua/KNZ Broadleaf	PB3	4.0	2.5	310
	<i>Grewia linearis</i>	Kapua/KNZ Broadleaf	PB3	4.0	2.5	50
	<i>Habe salicifolia</i>	Koromiko	PB3	4.0	2.0	660
	<i>Habe salicifolia</i>	Narrow-leaved Lacebark	1.5m High	6.0	3.0	80
	<i>Pittosporum tenuifolium</i>	Black Mahoe	1.5m High	6.0	3.0	90
	<i>Sophora microphylla</i>	Kowhai	PB3	8.0	4.0	410
Grand Total Plants						3220



PLANTING PALETTE



Makura
(*Carex geminata*)

Height at maturity
(1m W x 1.5m H)

PB3



Turutu/Ink Berry
(*Dianella nigra*)

Height at maturity
(1m W x 0.5m H)

PB3



Kowhai
(*Sophora microphylla*)

Height at maturity
(4m W x 8m H)

PB3



Kapuka/NZ Broadleaf
(*Griselinia littoralis*)

Height at maturity
(2.5m W x 4m H)

PB3/1.5m High



Koromiko
(*Hebe salicifolia*)

Height at maturity
(2m W x 4m H)

PB3



Narrow-leaved Lacebark
(*Hobertia angustifolia*)

Height at maturity
(3m W x 5m H)

1.5m High



Wind Grass
(*Anemathole lessoniana*)

Height at maturity
(1.5m W x 1.5m H)

PB3



Mikimiki
(*Coprosma propinqua*)

Height at maturity
(2.0m W x 3m H)

PB3



Roundleaved Coprosma
(*Coprosma rotundifolia*)

Height at maturity
(2m W x 5m H)

PB3



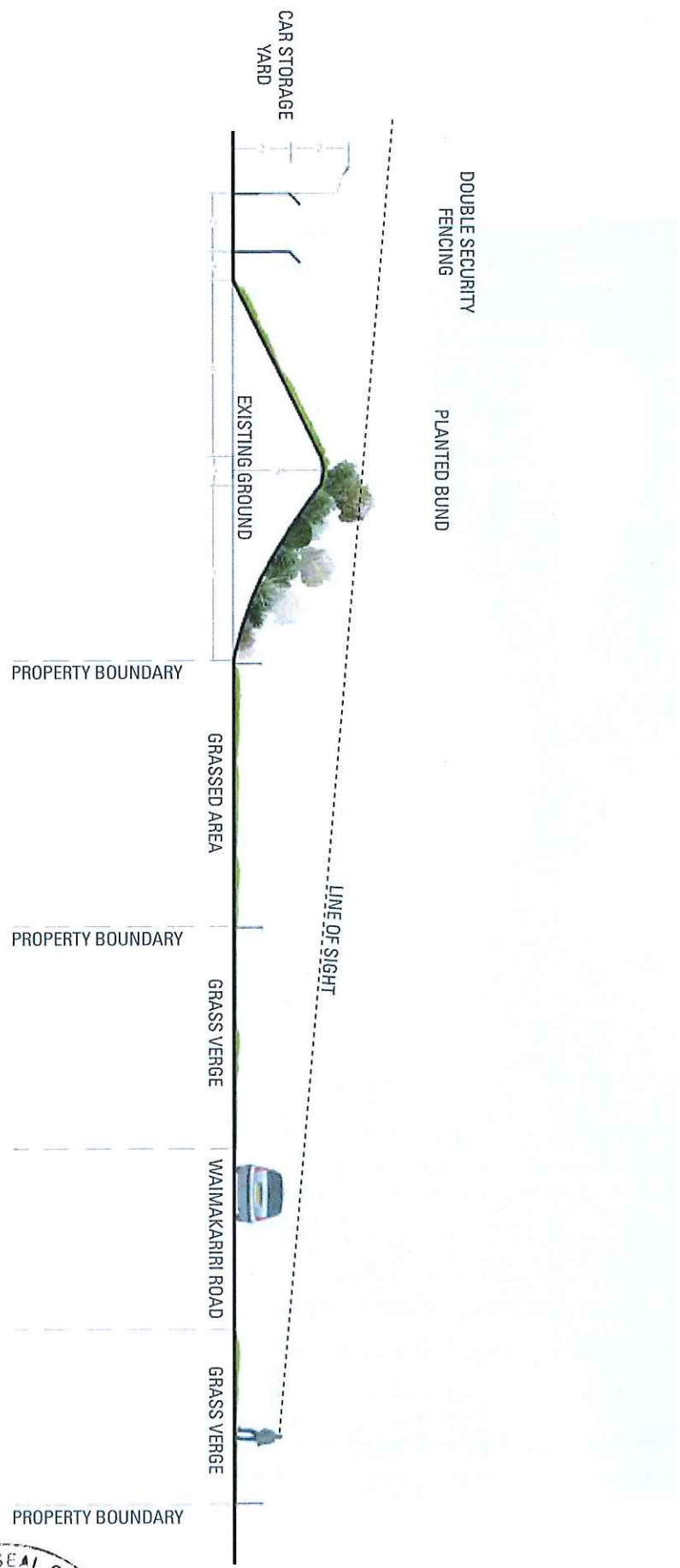
Black Matipo
(*Pittosporum tenuifolium*)

Height at maturity
(3m W x 5m H)

1.5m High



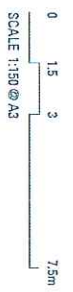
SECTION A-A



PLANTING SHOWN AT 3 YEARS



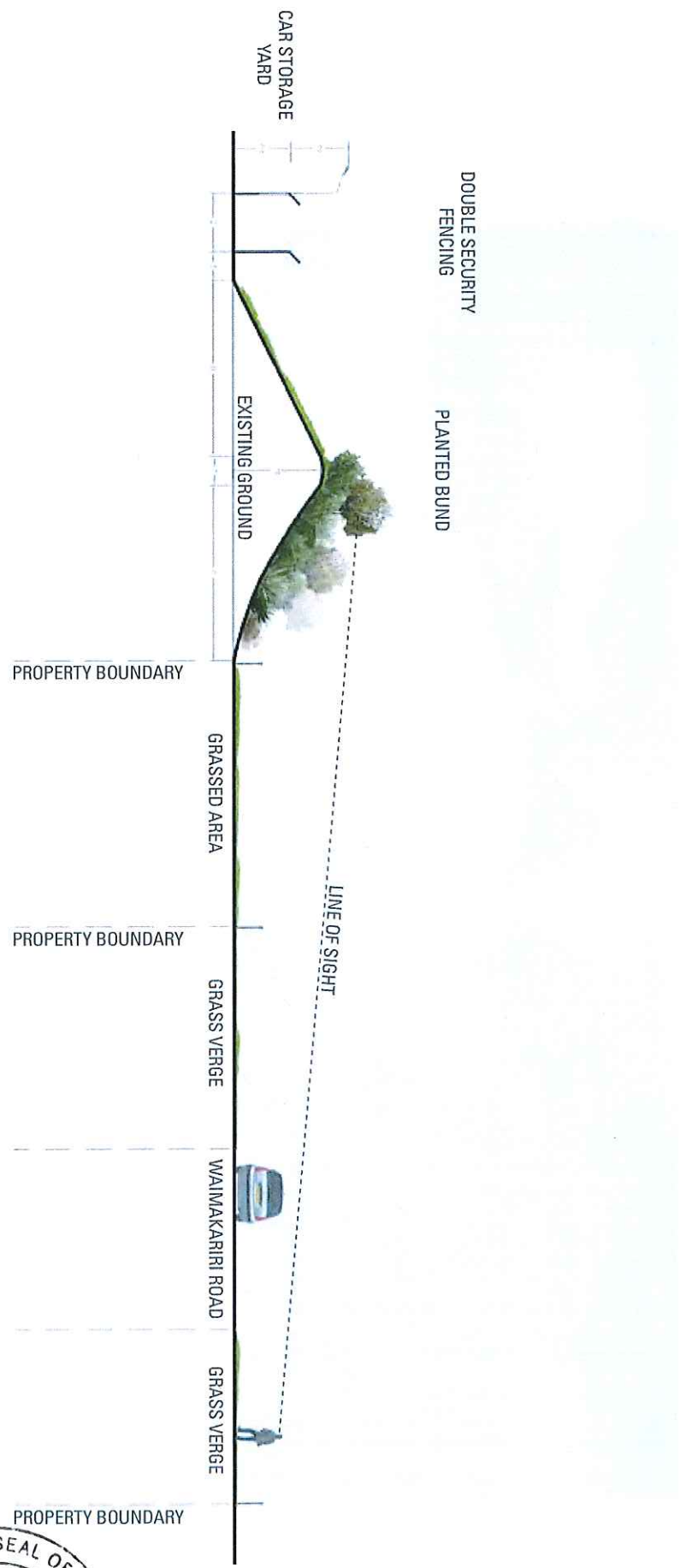
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THE CAR DISTRIBUTION GROUP JOHN'S ROAD CAR STORAGE YARD

DATE 08.12.2017 DRAWING NO NZ0110217-C804 ISSUE 8

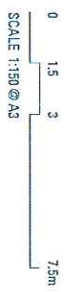
SECTION A-A



PLANTING SHOWN AT 5 YEARS



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SECTION A-A



PLANTING SHOWN AT MATURITY



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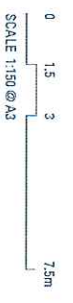
SECTION B-B



PLANTING SHOWN AT 3 YEARS



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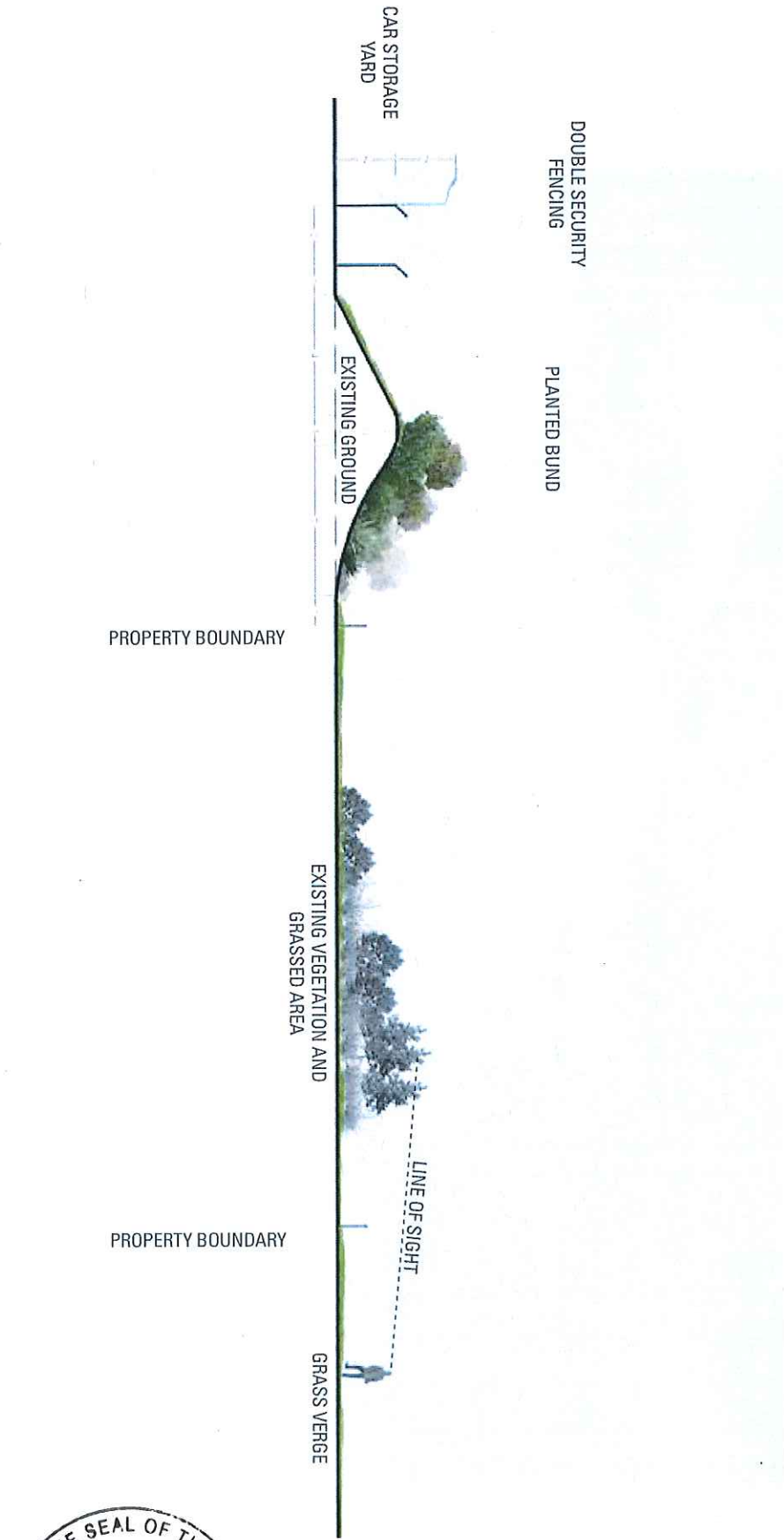


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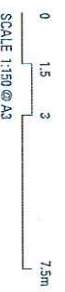
SECTION B-B



PLANTING SHOWN AT 5 YEARS



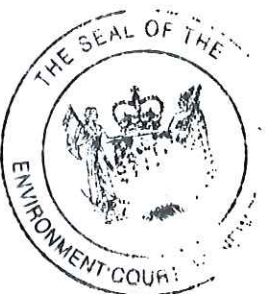
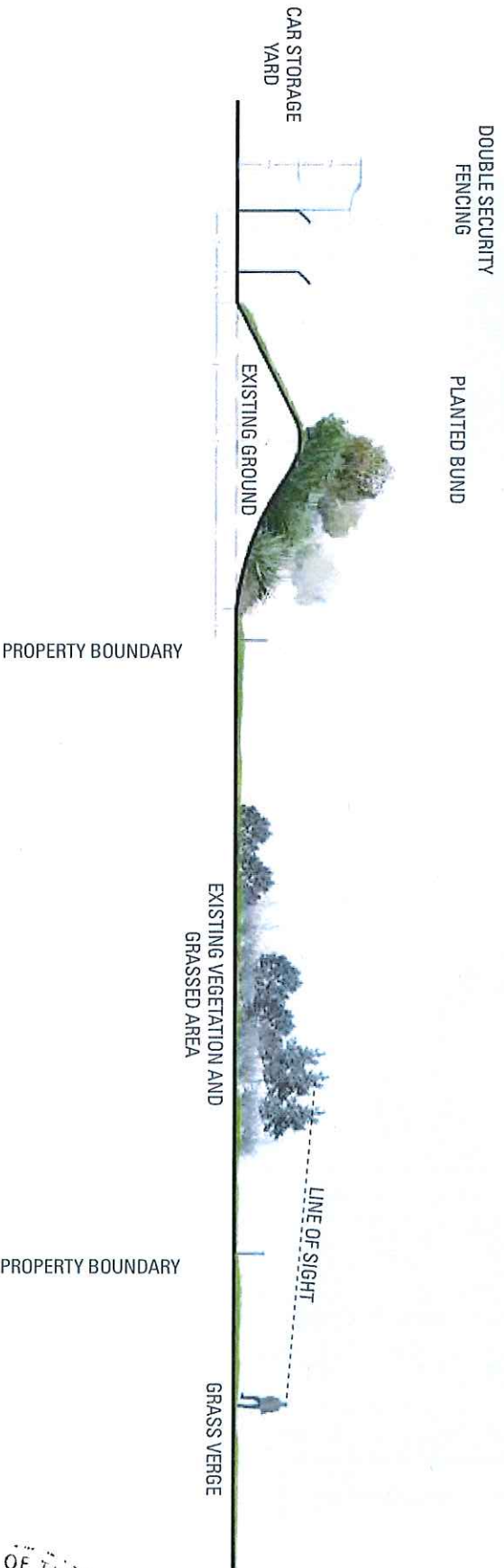
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ISSUE 8

SECTION B-B



PLANTING SHOWN AT MATURITY

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0 1.5 3 7.5m
SCALE 1:150 @ A3

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SECTION C-C



PLANTING SHOWN AT 3 YEARS

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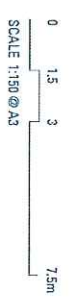
SECTION C-C



PLANTING SHOWN AT 5 YEARS

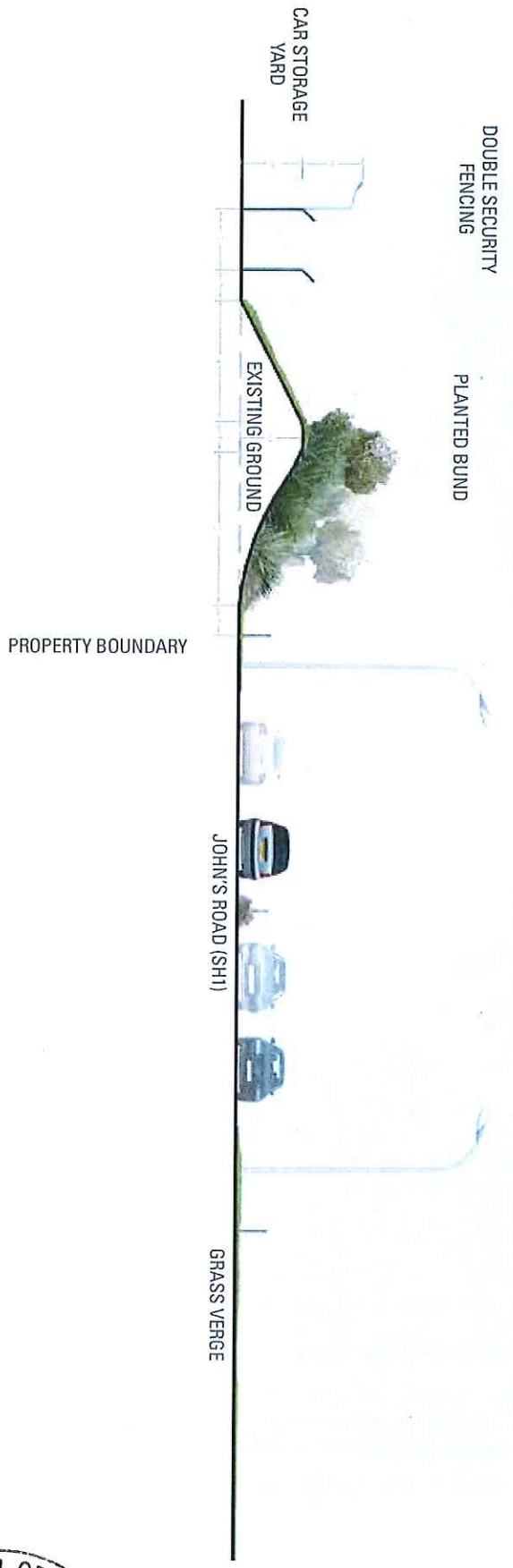


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DATE 08.12.2017 DRAWING NO NZ0110217-C08011 ISSUE 8

SECTION C-C



PLANTING SHOWN AT MATURITY

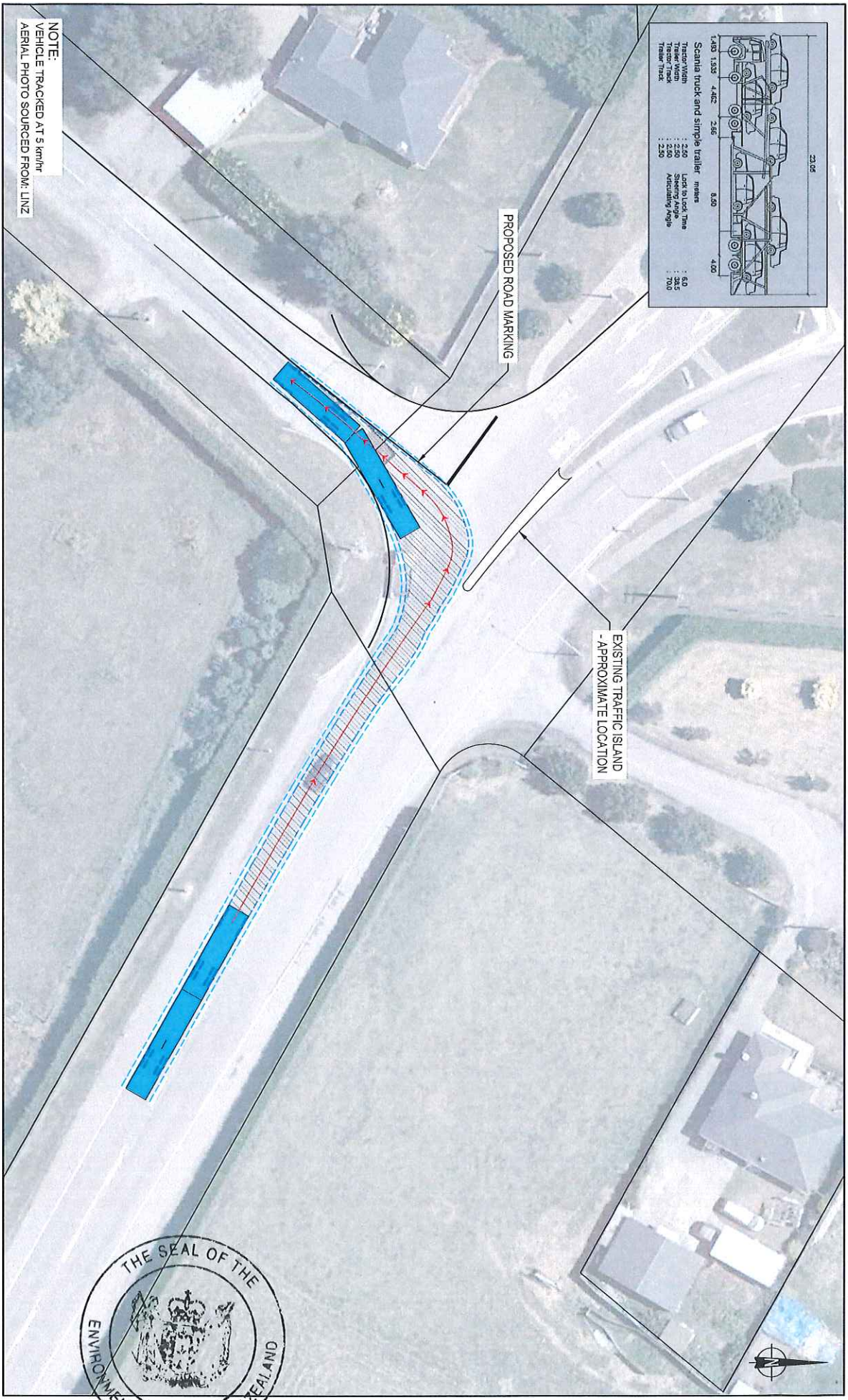


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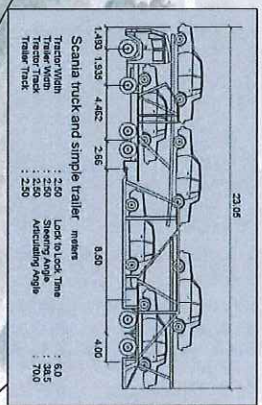


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NOTE:
VEHICLE TRACKED AT 5 km/hr
AERIAL PHOTO SOURCED FROM: LINZ



PROPOSED ROAD MARKING

EXISTING TRAFFIC ISLAND
- APPROXIMATE LOCATION



REV	DATE	BY	CHK	DESCRIPTION

CDG JOHNS ROAD APPLICATION
CAR TRANSPORTER PATH
TURNING LEFT FROM SAWYERS ARMS ROAD INTO WAIMAKARIRI ROAD

DRAWN: VM
 DATE: 04/07/16 | STATUS:
 SCALE: 1:400 @ A3
 DWG NO: 13605_C38