

## Applicant's Proposed Consent Conditions – Right of Reply

### General Conditions

1. Except as required by subsequent conditions [if the conditions go beyond what is proposed in the RC application], the development shall proceed in accordance with the information and plans submitted with the application, including the further information/amended plans submitted. The Approved Plans have been entered into Council records as RMA/2018/2029 (XX pages) and include the following:
  - Location Plan (McCoy Wixon Architects, RCe01, 18/12/2019);
  - Site Plan (McCoy Wixon Architects, RCe02, 18/12/2019);
  - Basement and Ground Floor Plan (McCoy Wixon Architects, RCe03, 18/12/2019);
  - East, West, North and South Elevations (McCoy Wixon Architects, RCe04, RCe05, RCe06 and RCe07, 18/12/2019);
  - Fuel Site Elevations (McCoy Wixon Architects, RCe14, 18/12/2019);
  - Section Through Basement Entry (McCoy Wixon Architects, RCe15, 18/12/2019);
  - Exterior Materials (McCoy Wixon Architects, RCe16, 18/12/2019);
  - Application Site Landscape Masterplan (Rough & Milne Landscape Architects, Drawing No. RC1.0, Revision H, 18/12/2019);
  - Application Site Landscape Plan (Rough & Milne Landscape Architects, Drawing No. RC1.1 Revision I, 18/12/2019); and
  - Plaza Landscape Plan (Rough & Milne Landscape Architects, Drawing No. L1.1A, 18/12/2019).
2. The consent holder, and all persons exercising this consent, shall ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision and accompanying plans, prior to the commencement of the works. A copy of these documents shall also remain on-site.

### Hours of Operation

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

### Colour Palette

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

### Earthworks

5. Excavation/filling shall proceed in general accordance with the information submitted and plans lodged, and entered into Council records under land use consent number RMA/2018/2029.
6. The Consent Holder shall notify Council and all properties that adjoin the application site at least 3 working days prior to the commencement of any works associated with this resource consent (including stockpiling of any material to be used in the work). The notification shall be provided to the Council, Attention: Monitoring Officer by way of email to [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz) and shall include detail of the length of time earthworks and associated works are anticipated to take.
7. No construction work, with the exception of dust and sediment control, shall be undertaken on Sundays, Public Holidays, or outside the hours of 7.00 am to 6.00 pm Monday to Friday and 8.00 am to 6.00 pm Saturday without the Council's prior approval

8. All proposed works shall to be carried out in accordance with an approved Construction Management Plan (CMP). The purpose of the CMP is to ensure that any potential effects arising from construction activities on the site are effectively managed. The CMP shall be prepared by a suitably qualified and experienced practitioner.
9. The CMP shall include, but not be limited to, the following:
  - a) Site description, topography, vegetation, soils and other reference information;
  - b) Details of proposed works;
  - c) Roles and responsibilities, including contact details for the site manager appointed by the Consent Holder who will be responsible for ensuring that compliance with conditions of this consent is observed at all times, and contact details of a suitably qualified engineer who the earthworks and construction work will be under the control of;
  - d) Site establishment;
  - e) Timing of works including a proposed timeframe and completion date;
  - f) An Erosion and Soil Control Plan (ESCP), including (but not limited to): a map showing the location of all works; detailed plans showing the location of sediment and dust control measures, on-site catchment boundaries and sources of runoff; drawing and specifications of designated sediment and dust control measures (including dust control equipment such as water hose and sprinkler systems); installation of devices until the site is stabilised; and inspection and maintenance schedules for the sediment and dust control measures;
  - g) Construction noise management measures;
  - h) Site access and Traffic Management measures;
  - i) Storage of fuel and/or lubricants and any handling procedures;
  - j) Contingency plans (including use of spill kits);
  - k) Protocols for the discovery of archaeological material;
  - l) Construction traffic management measures, including measures to be adopted in accordance with the NZTA Code of Practice for Temporary Traffic Management;
  - m) On-site parking areas for construction staff;
  - n) Measures for identification and remediation of contaminated soil; and Environmental compliance monitoring and reporting.
10. The Consent Holder shall submit the CMP to Council, Attention: Team Leader Compliance and Investigations for certification via email to [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz) at least 20 working days prior to the commencement of construction work associated with this consent. The CMP is to be certified by the Team Leader or their nominee as meeting the requirements of Condition 9 prior to the commencement of any construction work and, once certified, the CMP will thereafter form part of the Approved Consent Document.

*NOTE: The Team Leader (or their nominee) will either certify, or refuse to certify, the CMP within 10 working days of receipt. Should the Team Leader (or their nominee) refuse to certify the CMP, then they will provide a letter outlining why certification is refused based on the parameters contained in this condition.*
11. Should the Team Leader (or their nominee) refuse to certify the CMP, the Consent Holder shall submit a revised CMP to the Resource Consents Manager for certification. The certification process shall follow the same procedure and requirements as outlined in Conditions 9 and 10.
12. No construction work shall commence on site until such time as:
  - a) The approved Erosion and Sediment Control measures are in place and;
  - b) The Consent Holder has submitted an "Engineering Completion Certificate" (as per IDS – Part 3, Appendix VII) to the Council. This Certificate shall be signed by an appropriately qualified and experienced engineer and attest that the erosion and sediment control measures have been properly installed and in accordance with ECAN Erosion and Sediment Control Toolbox for Canterbury (<http://escscanterbury.co.nz/>). This certificate shall also name the person(s) responsible for the maintenance of these measures. The

Consent Holder shall submit this certificate to the Council, Attention: Subdivision Engineer, by way of email to [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz) at least five working days prior to the commencement of any construction work.

13. The CMP may be amended at any time by the Consent Holder. Any amendments to the CMP shall be submitted by the Consent Holder to the Council for certification. Any amendments to the CMP shall be:
  - a) for the purposes of improving the measures outlined in the CMP for achieving the CMP purpose (see Condition 9), and;
  - b) consistent with the conditions of this resource consent.

If the amended CMP is certified, then it becomes the certified CMP for the purposes of Condition 10 and will thereafter form part of the Approved Consent Document

14. The footpaths and roads to and from the site are to remain tidy at all times. These will need to be regularly monitored and swept or vacuumed if necessary at the end of each day.
15. All loading and unloading of trucks with excavation or fill material is to be carried out within the subject site. Any stockpiles shall be placed as far as practicable from internal boundaries adjoining residential properties.
16. All construction work (including any demolition and/or site preparation works) shall be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics – Construction Noise for residential / rural / industrial / commercial areas (see applicable Table on Page 11 of this standard).
17. Vibration from construction work shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150 1999-02 Structural Vibration – Effects of Vibration on Structures.
18. Pre-Condition Surveys and Remediation
  - a) The Consent Holder shall undertake a pre-condition survey of the structural and ground conditions of the following immediately adjoining northern residential properties:
    - 9A Northcote Road
    - 11 Northcote Road
    - 11A Northcote Road
    - 17 Northcote Road
    - 19A Northcote Road
    - 21B Northcote Roadprovided that written approval to undertake this work has first been given by the owner/s of the respective property. Where such written approval is not provided, there is no obligation on the Consent Holder to undertake a pre-condition survey of the respective property.
  - b) The results of the pre-condition survey shall be made available to the owner/s of the respective property who have provided their written approval upon request.
  - c) If during the period of construction of the basement and building foundations the residential properties that have had pre-condition surveys undertaken experience a magnitude 5 earthquake (measured on the Modified Mercalli Intensity Scale), then those properties shall be reassessed under the terms of this condition to identify and isolate the seismic damage from any pre-existing damage.
19. Any change in ground levels is not to cause a ponding or drainage nuisance to neighbouring properties, or the stability of the ground or fences of neighbouring properties.

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

### **Street Trees**

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

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

25. Prior to any earthworks commencing within 5m of a street tree, a meeting shall be held so the tree protection measures can be discussed by the appointed Arborist with the Consent Holder/Site Manager, contractor and any sub-contractors who will be working on the site in proximity to the tree.  
At the meeting, the following shall be agreed:
  - a) Areas for storing and/or stockpiling materials, spoil and equipment;
  - b) Protection of roots within the setback area and protective fencing; and
  - c) Correct procedures when working around the tree.
26. The Site Manager shall have a copy of this resource consent, including the consent recommendations. The Site Manager shall keep a copy of the consent on site at all times and shall be responsible for informing the labour force with regard to the conditions of the consent.
27. Temporary protective fencing shall be employed to isolate a street tree within 5m of which earthworks are to occur from activities for the duration of the proposed earthworks.
28. The protective fencing required by Condition **27** shall be positioned to maximise the tree protection area, whilst allowing a safe work area for the works to occur. The Appointed Arborist shall determine the exact position of the protective fencing in consultation with the Site Manager.
29. Protective fencing shall be erected before any works commence within 5m of a street tree, and shall not be removed or moved until that section of work is complete, without the prior approval of the Council’s Arborist.
30. All accidental damage to a street tree or protection barriers shall be reported to the Site Manager immediately. Works occurring within the 5m setback will cease until adequate tree protection

measures are rectified. The Appointed Arborist shall make a record of the damage and, in consultation with the Site Manager, action remediation measures.

31. Excavation and reinstatement of soil within 5m of a street tree shall be done by hand or air spade. No ripping or tearing of roots (including the root plate itself) shall occur.
32. If any roots encountered at the levels to be excavated have to be severed, they shall be severed cleanly with pruning secateurs or a hand saw. All root pruning shall be carried out by the Appointed Arborist, and shall occur where, in the opinion of the Appointed Arborist, the root pruning will have no more than minor effects on the health of the tree.
33. When soil is cleared around the roots of any street tree to be retained, the roots shall be protected from desiccation and damage by the use of damp Hessian or good quality topsoil, as specified by the Appointed Arborist.
34. Following any excavations within 5m of a street tree, backfilling shall take place at the earliest opportunity and, prior to backfilling, any protective material over the roots shall be removed. The backfill material shall be of sufficient quality to allow for the continued growth/health of the root system.
35. The excavation within 5m of a street tree shall be lined with a heavy grade pvc or similar impervious membrane, so that any raw concrete does not contact any exposed root mass.
36. Any heavy machinery shall avoid coming within the 5m setback of a street tree, except where the surface is already sealed, or specialised mats have been installed to spread the loading sufficiently to protect the ground from being compacted around the tree root systems.
37. No materials or machinery/vehicles shall be stored/parked within the 5m setback of a street tree during the work, including excavated soil, chemicals or building materials.
38. No water used to wash down machinery (e.g. concrete mixers) likely to contain concrete or fuel shall be disposed of on the root plate of any street tree.
39. To mitigate the loss of the three street trees (2x Scarlet Oaks, ID 44401 and ID 44404, and 1x Silver Birch, ID 44403), three replacement trees shall be planted in the median strip of Main North Road. The Consent Holder shall bear the cost of the planting operation. The exact species of the trees and location in the median strip area shall be determined in conjunction with the City Council Street Tree Arborist.

### **Waterway**

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

### **Noise**

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

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

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

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

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

48. Should the Team Leader refuse to certify the NMP, the Consent Holder shall submit a revised NMP to the Team Leader for certification. The certification process shall follow the same procedure and requirements as outlined in Condition 47.
49. The NMP may be amended at any time by the Consent Holder. Any amendments to the NMP shall be submitted by the consent holder to the Team Leader for certification. Any amendments to the NMP shall be:
- for the purposes of improving the measures outlined in the NMP for achieving the NMP purpose (see condition 46);
  - consistent with the conditions of this resource consent; and
  - prepared by an appropriately qualified and experienced acoustic engineer.

If the amended NMP is certified, then it becomes the certified NMP for the purposes of Condition 47 and will thereafter form part of the Approved Consent Document.

## Lighting

50. Lighting of the vehicle and pedestrian access from Lydia Street to the front (eastern) end of the supermarket building, and the pedestrian access from the Foodstuffs Head Office car park to the supermarket building shall meet the requirements of AS/NZS1158.3.1 for outdoor car parks. In all other open-air car parking, vehicle access, service yard and pedestrian areas (including the pedestrian plaza) illumination provided by lighting shall achieve a minimum of at least two lux with high uniformity during the hours of darkness within the hours of operation.

51. Where it is practicable to do so, all exterior lighting shall be directed away from adjacent properties and roads. Where this is not practicable then flat glass luminaires shall be used to mitigate the potential for glare.
52. There shall be no light spill at any residential boundary exceeding four lux. The point of measurement for the lux spill is either at a point 2 metres inside the boundary, or at the closest window, whichever is the nearer, of the property affected by glare from the proposed activity.
53. There shall be no light spill onto Main North Road exceeding 2.5 lux (horizontal or vertical).
54. Illumination provided by outdoor lighting shall be measured by a suitably qualified person and the results provided to the Council's Monitoring team (email to [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz)) at least ten working days prior to the opening of the premises to the public. This requirement does not include measurement of illumination within the road reserve of Main North Road.

### Landscaping

55. Prior to the inaugural opening of the supermarket and fuel facility, the proposed landscaping shall be established in accordance with the Application Site Landscape Plan and Plaza Landscape Plan except as required by Condition 56.
56. The following exotic plant species from the Amenity / Ornamental Planting list on the Application Site Landscape Plan shall only be established along the Main North Road site frontage as part of the mixed amenity planting identified, and shall not be established elsewhere on the site:
  - *Penstemon* spp.,
  - *Rudbeckia* spp.,
  - *Thymus* spp.,
  - *Ligularia reniformis*, and
  - *Lomandra 'Tanika'*.
57. With the exception of *Cordyline* and *Pseudopanax* spp., the proposed trees shown on the Application Site Landscape Plan shall be at least 2.5m in height at the time of planting, with a minimum calliper of 35mm.
58. All trees to be planted within the car park area shall be planted in Stratavault tree pits (or an equivalent style of structural cell tree planting system). All other trees shall be planted in tree pits that are three times the width of the root ball of the tree, with a minimum depth of 1.5 times the depth of the root ball. These tree pits shall be back filled with an 80% unscreened topsoil and 20% soil conditioner mix.
59. All exotic carpark trees shown on the Application Site Landscape Plan, once established, shall be pruned to lift the tree canopy (lower-most limbs) to a minimum of 2.5m from the ground. Trees with a columnar growth form will not require this type of pruning.
60. The existing mature *Tilia* tree as shown on the Application Site Landscape Plan shall be retained.
61. All landscaping required for this consent shall be maintained. Any dead, diseased, or damaged landscaping shall be replaced by the Consent Holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species.
62. All trees shall not be topped and shall be allowed to mature to their full natural height unless they are located within a visibility splay (Condition 64).



63. All landscaping along the pedestrian access from Lydia Street to the front (eastern) end of the supermarket building shall be maintained to ensure it does not obstruct the 1.2m-wide pedestrian path.
64. No fence, wall, other structure, or vegetation that exceeds 1m in height shall be established / erected within visibility splays at vehicle entrances.

### **Crime Prevention Through Environmental Design**

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

### **Contaminated Land**

68. Detailed Site Investigation (DSI)

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

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

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

70. The SMP and/or RAP shall include an Accidental Discovery Protocol in the event of discovery of contaminated material beyond that identified in the Detailed Site Investigation.
71. Any changes to the SMP and/or RAP shall be submitted to Council (Attention: Team Leader Environmental Compliance; [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz)) for certification prior to the changes taking effect. The Council's Senior Environmental Health Officer shall certify or require changes to the proposed amendments within 2 working days of the SMP/RAP being submitted.

72. Soil Disposal

All soil removed from the site must be transported and disposed to a consented landfill/cleanfill suitable to receive such material. Evidence of any soil disposal shall be by way of a soil waste transfer manifest. The soil manifests are to be provided to Council no later than 3 months upon



completion of the excavation and soil removal works. These soil manifests shall be emailed to [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz).

## **Flooding**

73. The basement car parking area shall be constructed such that only elements (including but not limited to construction materials and linings) designed to withstand the impact of flood inundation through durability/water-resistance are located below 19.49m RL (Christchurch City Datum).
74. All electrical outlets and wiring will be located above 17.20m RL (Christchurch City Datum).

## **Transport**

### Heavy Vehicles

75. There shall be no heavy vehicle movements to the site between the hours of 3pm to 6pm, Monday to Friday.  
  
Advice Note: For the purposes of this consent, the term 'heavy vehicles' consists of those service and delivery vehicles larger than the Austroads 8.8m design rigid vehicle.
76. All fuel tanker deliveries (including underground tank refuelling and associated tanker movements) shall occur outside of the hours of operation of the supermarket.
77. All heavy delivery and servicing vehicles shall only access the site via the right-of way connecting Lydia Street and Main North Road. The fuel tanker shall only enter the site via the right-of-way from Lydia Street and shall exit only via the signalised intersection onto Main North Road.
78. Semi-trailer and fuel tanker deliveries from Northcote Road shall only right turn into Lydia Street (there shall be no left turn ins).

### Vehicle Movements and Site Access

79. Prior to the inaugural opening of the supermarket and fuel facility signage shall be installed at the intersection of Lydia Street and Northcote Road to notify drivers that right turn movements out of Lydia Street onto Northcote Road are banned. Signage shall comprise installation of an RG7 'No Right Turn' sign in accordance with the Manual of Traffic Signs and Marking (MOTSAM).
80. Prior to the inaugural opening of the supermarket and fuel facility, the Main North Road south approach to the Main North Road / Northcote Road / QEII Drive intersection shall be reconfigured from the current arrangement to one exclusive through lane, one shared through-right turn lane and one exclusive right turn lane. In order to accommodate this design change, the east-bound QEII Drive traffic lanes shall also be widened as required to ensure sufficient available turning geometry for two heavy vehicles turning together.

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

81. Prior to the inaugural opening of the supermarket and fuel facility, the new intersection between proposed Access 3 (identified on the Location Plan) and Main North Road shall be formed and signalised to provide for the following:
  - a. All turning movements to and from the proposed site.
  - b. Signalised pedestrian crossings of the north and west legs.
  - c. The provision of northbound bus jump priority if required by Condition 94a) ii;

- d. A minimum 3.2m-wide public transport lane in both northbound and southbound directions.
  - e. Installation of no U-turn signage.
  - f. Installation of signage either on 186 Main North Road ('Redwood Family Dentists') or within the median facing 186 Main North Road to notify drivers that right turn movements onto Main North Road are banned. Signage shall include installation of a RG7 'No Right Turn' sign in accordance with the Manual of Traffic Signs and Marking (MOTSAM).
82. Prior to the inaugural opening of the supermarket and fuel facility, the median island located on Northcote Road in front of 7 Northcote Road shall be extended to the west by a minimum length of 7m to physically remove the ability to right turn in and right turn out at Access 7 (identified on the Location Plan), including 'no right turn' signage.
83. Access 1 (identified on the Location Plan) shall be restricted to left-in movements only for all vehicles.
84. Access 5 (identified on the Location Plan) shall be restricted to after-hours vehicle entry/exit to the Head Office only (i.e. between 11pm and 7am). A barrier arm, or other similar control device, shall be installed for this purpose. For clarity, Access 5 shall not be used for vehicle entry/exit during the hours of operation.
85. A barrier arm shall be installed on the southern approach of the roundabout internal to the site (that west of Access 3 identified on the Location Plan) as a physical means of restricting vehicle movements between the Foodstuffs Head Office car parking area and the supermarket car parking areas to only approved vehicles.
86. Once the Christchurch Northern Corridor (CNC) is operational, and prior to the inaugural opening of the supermarket and fuel facility, baseline vehicle traffic volumes along Winters Road east of Autumn Place shall be recorded. The recording of these traffic volumes shall be undertaken by the Consent Holder for a period of one week in the month of March after the CNC opens, and annually thereafter until the inaugural opening of the supermarket and fuel facility. If the opening of the CNC is delayed such that the month of March does not fall between its opening and the opening of the supermarket, this recording shall be undertaken during any other month outside of school or tertiary holidays. The baseline vehicle traffic volumes shall be provided to the Christchurch City Council via email to rcmon@ccc.govt.nz within 1 week of the recording.
87. Monitoring of the access arrangements to and from the site shall be undertaken by the Consent Holder at 3 months, 2 years and 4 years after the date of the inaugural opening of the supermarket and fuel facility. Monitoring shall not take place during school or tertiary holidays. Monitoring shall:
- a) Be undertaken by a suitably qualified transportation engineer(s), agreed by both the Consent Holder and the Christchurch City Council.
  - b) Be undertaken on two consecutive days that the Consent Holder and the Christchurch City Council agree are representative of typical operating conditions.
  - c) Record the operation of the internal roundabout adjacent to the Main North Road signalised access and measure the extent of queuing for vehicles entering the site via the signalised access on Main North Road in the evening peak hour (4.30pm to 5.30pm).
  - d) Record vehicle traffic volumes at the Winters Road survey location specified in condition 86 in the evening peak hour (4.30pm to 5.30pm).
  - e) Record the volume of traffic accessing the supermarket site via the Northcote Road Oil Changers car park access (Access 7 identified on the Location Plan) and record the number of conflicts between westbound vehicles on Northcote Road entering the supermarket via this access and westbound vehicles merging from two lanes into one adjacent to this access in the evening peak hour (4.30pm to 5.30pm).

- f) Record the operation of the Northcote Road / Lydia Street intersection and measure the extent of queuing for eastbound vehicles entering the site via Lydia Street in the evening peak hour (4.30pm to 5.30pm).
- g) Be submitted to Christchurch City Council via email to rcmon@ccc.govt.nz within one month of the assessment being completed. Council shall confirm acceptance within 1 week of receipt as to whether the assessment satisfies this condition.

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

- 88. Should post-opening monitoring (detailed in Condition 87c) identify evidence of vehicles queuing on Main North Road related to the roundabout west of the new signalised intersection (Access 3 identified on the Location Plan), then the barrier arm installed on the southern approach of the roundabout internal to the site (as required by Condition 85) shall be used as a physical means of restricting vehicle movements between the Foodstuffs Head Office carpark and the supermarket carpark for any time of day where a safety risk has been identified.
- 89. Should post-opening monitoring (detailed in Condition 87d) record an additional 30 vehicles or more above the baseline traffic volumes recorded under Condition 86 in the peak hour (4.30pm to 5.30pm) along Winters Road over and above the baseline vehicle traffic volumes recorded as part of Condition 86 and any background traffic growth from other land use activities or changed to the transport network, then the Consent Holder shall implement traffic calming measures and/or speed reductions to reduce the desirability of the route.
- 90. Should post-opening monitoring (detailed in Condition 87e) record 30 vehicles or more in the peak hour (4.30pm to 5.30pm) accessing the supermarket carpark via the Oil Changers access on Northcote Road (Access 7 identified on the Location Plan) and observe a reduction in the efficiency of the Northcote Road westbound merge related to left turning traffic accessing the car park within that part of the site zoned Commercial Local, then the Consent Holder shall provide design solutions to Council to address this issue. Such design solutions may include (but not be limited to) the implementation of traffic calming measures to reduce the desirability of a route; and/or the restriction of vehicle movements on site (for example the closing of the southbound vehicle access from that car park to the supermarket car park).
- 91. Should post-opening monitoring (Condition 89f) record more than 5 eastbound vehicles queuing to turn right from Northcote Road into Lydia Street, then the Consent Holder shall provide design solutions to Council to address this issue. Such design solutions may include (but not be limited to) a formal right-turn offset formed and marked along Northcote Road to provide for vehicles to turn right into Lydia Street.
- 92. The remedial actions required in Conditions 88 to 91 shall be installed within 3 months of receiving all necessary approvals for the same, at the expense of the Consent Holder.
- 93. If remedial action is implemented pursuant to conditions 88 to 91, then the Consent Holder shall undertake additional monitoring, in accordance with condition 87, within 6 months of those measures being installed. If the monitoring identifies that these measures have not addressed the identified issue, or have resulted in new issues, then the Council may require further mitigation measures to be undertaken at the cost of the Consent Holder. Any further safety assessment of measures installed to remedy issues associated with the supermarket access arrangements to and from the site shall be initiated pursuant to s128 of the RMA.
- 94. Pursuant to s128 of the RMA Council may serve notice on the Consent Holder of its intentions to review the conditions of this consent for the purpose of dealing with any adverse traffic effects identified by the monitoring of the access arrangements in Condition 93.

#### Public Transport

95. Prior to the inaugural opening of the supermarket and fuel facility, public transport priority shall be maintained on Main North Road through the provision of the following measures:
- a) either
    - i. the existing bus stop located in front of the Head Office shall be relocated adjacent to the proposed pedestrian plaza and northern east-west pedestrian access through the site; or
    - ii. new signalised access (Access 3 identified on the Location Plan) shall provide for northbound bus jump priority.
  - b) ensure that the design of the new traffic signals on Main North Road will support coordination with existing signals.

Advice Note: Should the road controlling authority implement upgrades to public transport prior to the inaugural opening of the supermarket and fuel facility that are similar to, or more extensive than, the public transport priority measures specified above this condition will be considered to be met.

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

#### Staff Movements

97. Staff working at the Foodstuffs Head Office shall have staggered end of day times (i.e. between 4.00pm and 5.15pm) to ensure trip generation from the Head Office in the evening peak (4.30pm to 5.30pm, weekdays) is more distributed. For clarity all staff shall not leave the site at 4.30pm as has occurred historically on site.
98. The Consent Holder shall provide Council with a statutory declaration that it will manage staff movements from the Head Office to ensure such movements are more distributed during the evening peak of 4.30pm to 5.30pm, Monday to Friday).
99. The Consent Holder shall develop a travel plan that provides supermarket and Head Office staff with information about their travel choices, including public transport, walking and cycling; and parking management, including containing staff vehicle parking within the site. The travel plan shall be supplied to Council Transportation Team for comment prior to finalisation. For clarity, this travel plan does not require approval or certification.

#### Construction

100. The Consent Holder shall prepare a Demolition Traffic Management Plan (DTMP) for the demolition of the buildings on site and a Construction Traffic Management Plan (CTMP) for the proposed construction. The DTMP and CTMP shall:
- a) Identify the nature and extent of temporary traffic management and how all road users will be managed by the use of temporary traffic management measures and comply with the NZTA Code of Practice for Temporary Traffic Management (CoPTTM);
  - b) Detail the measures proposed for the control of vehicle and pedestrian movements, including full or partial road closures, to ensure the safety of the public, and the continued safe and effective operation of the road network;
  - c) How activities on any public road will be planned to cause as little disruption, peak traffic delay or inconvenience to road users as possible without compromising safety; and
  - d) Identify the location and numbers of any on-site parking provision for demolition or construction staff.
  - e) Identify measures to avoid contractor parking spill over into the surrounding transport network.
101. The DTMP and CTMP shall be submitted to the Christchurch City Council via email to [rcmon@ccc.govt.nz](mailto:rcmon@ccc.govt.nz), at least ten working days prior to demolition and/or construction commencing, for approval that it complies with the NZTA Code of Practice for Temporary Traffic

Management (CoPTTM) and the conditions of this consent. Works shall not commence until the Consent Holder has received the approval from the Christchurch Transport Operation Centre or nominee that it is consistent with the CoPTTM and the conditions of this consent.

102. All demolition and construction shall be undertaken in accordance with an approved Traffic Management Plan (TMP) prepared by the Consent Holder in accordance with Conditions 100 and 101 of this consent.
103. The DTMP and CTMP may be amended at any time. Any amendments shall be:
  - a) Only for the purpose of improving the efficacy and safety of the temporary traffic management measures;
  - b) Consistent with the conditions of this resource consent; and
  - c) Submitted in writing to the Christchurch City Council, Attention: 'Christchurch Transport Operation Centre' prior to any amendment being implemented

**Advice Notes:**

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