

Updated assessment of effects on the environment

Home Centre Properties
Evans Street, Timaru



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General Information

Updated assessment of effects on the environment prepared in relation to an application to Timaru District Council for land use consent.

From

Home Centre Properties Ltd

Site addresses

- 194 Evans Street, Marchwiell, Timaru
- 196-208 Evans Street, Marchwiell, Timaru
- 4 Grants Road, Marchwiell, Timaru

Address for Service

Perspective Consulting Ltd
15 Church Street
Timaru 7940
perspective.net.nz
mark@perspective.net.nz

Quality Control

Report for	Home Centre Properties Ltd
By	Perspective Consulting Ltd
Author	Mark Geddes, Director - Planner
Peer Review	Gemma Conlon, Director - Planner
Draft issued to client on	25 June 2026
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Contact	Mark Geddes
	mark@perspective.net.nz
	027 948 6575

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1.0 Introduction

1.1 General

Home Centre Properties Ltd (**'the applicant'**) seeks land use consent from Timaru District Council in relation to a café, fast-food restaurant and two other commercial premises at a site located on the corner of Evans Street and Grants Road, Timaru.

1.2 Scope

This report provides an assessment of effects on the environment in accordance with Schedule 4 of the Resource Management Act 1991 (**'RMA'**) in sufficient detail to satisfy the purpose for which it is required and as corresponds to the scale and significance of the effects that the activity may have on the environment.

This AEE is an update of the original AEE submitted with the application. The AEE has been updated to reflect the changes to the proposal and that the zoning of the site under the Proposed Timaru District Plan (PDP) has now changed and is deemed operative.

2.0 Background to the Applicant

Home Centres Properties Ltd (HCPL) is a commercial property company owning several properties in Dunedin. HCPL is part of a group of companies which also includes Willowridge Development Ltd, a well-established land and property development company in Otago and Southland.

Willowridge was established in 1992 initially as a residential land developer of the Meadowstone subdivision in the west of Wanaka. Since then, Willowridge has delivered hundreds of residential sections in Wanaka, Hawea, Luggate, Clyde, Mosgiel and Dunedin and continues to produce quality residential sections every year across the Otago region.

Willowridge is also the developer behind the 100ha Three Parks mixed-use development in Wanaka. The main focus of Three Parks has been the

development of the commercial centre, which to-date comprises a supermarket, Mitre 10 Mega, Warehouse, Noel Leeming, Mountain Warehouse, Smiths City as well as a number of other small retailers, service providers and offices. With the exception of the supermarket, Willowridge has developed the existing property in the commercial centre and is currently in the planning phase of the next stage. In addition to the commercial centre, Willowridge has developed the Three Parks Business Zone, which has seen the establishment of a large number of new businesses in Wanaka. Willowridge has also developed and retains several buildings in the business zone.

In Dunedin, Willowridge has a large commercial and industrial landholding which it continues to regenerate and develop. As well as owning and running the Nichols Garden Centres (also in Cromwell and Invercargill) Willowridge has successfully developed a fast-food hub in the Andersons Bay Road area comprising eight different fast food outlets.

Willowridge has a proven track record of delivering well-planned commercial and residential development and of working with future operators, local Councils, local contractors and local communities to achieve the best outcomes for each site.

The applicant made a successful submission on the PDP to rezone the application site Neighbourhood Centre Zone.

3.0 Description of the Site and Surrounding Environment

3.1 Site Description

The site is located on the corner of Evans Street and Grants Road, Timaru, and consists of three Records of Titles. The site's addresses, legal descriptions and areas are set out in Table 1:

Street Address	Legal Description	Record of Title	Area (m ²)
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192 Evans Street, Marchwiell, Timaru	Lot 1 DP 19425	CB10B/257	1,373
194 Evans Street, Marchwiell, Timaru	Lot 1 DP15285	CB10B/256	766
196-208 Evans Street, Marchwiell, Timaru 4 Grants Road, Marchwiell, Timaru	Lot 1 DP29051	CB11A/47	2,051

Table 1 - Street address and legal description of the sites

The location and extent of the site is indicated in **Figure 1**. A close-up aerial photo of the site is provided by **Figure 2**. The site's Records of Title are attached as **Appendix 1**.



Figure 1 – The site's location is illustrated by red outline. The buildings on the site have now been demolished. (Source: Canterbury Maps Viewer).



Figure 2 – A close up aerial photograph of the site. (Source: Canterbury Maps Viewer).

The site has a total area of 4,208m² and has a rectangular shape with the exception of its northern corner.

Historically, there has been a mixture of uses on the site. However, all the site's existing buildings have been demolished. The properties at 192 and 194 Evans Street contained a single story detached dwelling on each property. The rest of the site was developed for commercial uses. 196-208 Evans Street consisted of a single story terraced commercial building that had three separate tenancies, and which had frontage onto Evans Street. The property at 4 Grants Road contained a single story detached commercial building with frontage onto Grants Road. It was mostly recently used by a scaffolding business.

The topography of the site rises to the southwest, with an elevation difference along the southern boundary of approximately 1.2m but which reduces towards the site's Grants Road boundary.

Vegetation on the commercial part of the site consisted of a small area of lawn in front of 4 Grants Road. Vegetation at 192 and 194 Evans Street has now been removed.

Access to 192 and 194 Evans Street is from Evans Street. Access to 196-208 Evans Street is from Evans Street and Grants Road with public parking to the front of the site along Evans Street and staff parking to the rear off Grants Rd.

The site is serviced by wastewater, water and stormwater reticulated services. The Council reticulated stormwater services at the site are indicated in **Figure 3**. The sewer that runs to the rear of the property is protected by an easement and pipeline certificate. The pipeline certificate is attached as **Appendix 1**. The applicant will seek to address the pipeline certificate through a separate process with Council. See Section 4.5 of this report for more details.



Figure 3 – Reticulated three water infrastructure services at the site. The red line indicates the alignment of the sewer, while the blue line indicates the water mains and laterals. The green line indicates stormwater services.

Several site visits have been conducted by the writer.

3.2 Surrounding Environment Description

The site is located in an area of Timaru that has a mixture of uses. Residential activities are generally located to the west and south of the site along Grants Road and Evans Street. To the east and north of the site exist a variety of commercial activities, notably including the new Showgrounds retail park. Refer to **Figure 4**. The topography of the area gently slopes down to Te Taitarakihi Creek.

The site is located adjoining State Highway 1 (Evans Street). The intersection at which the site is located (Evan Street and Grants Road) is now controlled by traffic signals as a result of the intersection upgrade from the Showgrounds development. NZ Transport Agency is in the process of further upgrading this intersection.

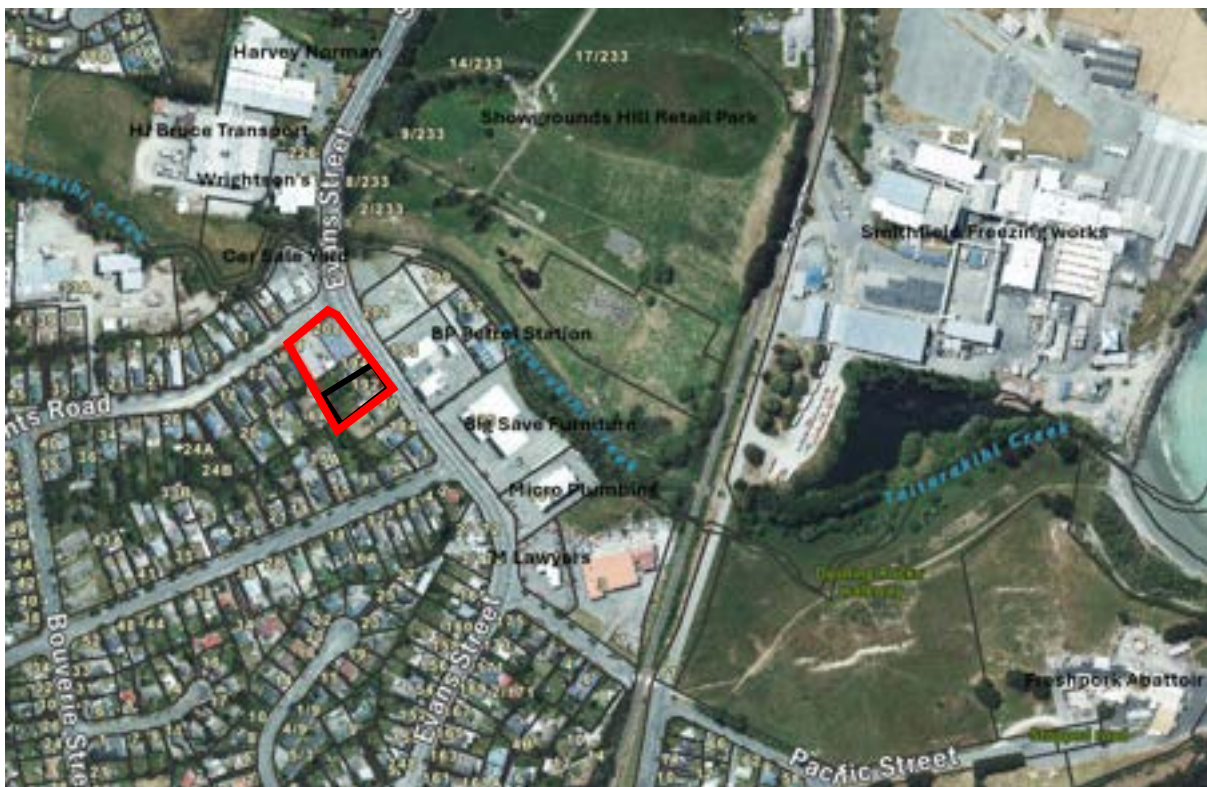


Figure 4 – Land use activities in the vicinity of the site. Note: The Showgrounds retail park is not shown in this photo and the Smith Freezing works has since closed.

3.3 Site History

Timaru District Council have confirmed that:

- 192 and 194 Evans Street has not been subject to any resource consents.
- 196 – 208 Evans Street and 4 Grants Road has been subject to the following resource consents:
 - 102.2004.278891.1 locate a shipping container on site
 - 102.2004.278891.1 use of building to store scaffolding equipment
 - 102.2003.27255.1 establish and operate a motorcycle repair and retail business
 - 102.2003.26813.1 establish and operate a printing business.

4.0 Description of the Proposal

4.1 General

The proposal consists of the development and operation of a café, a fast-food restaurant and two other commercial premises that are yet to be tenanted.

4.2 Activities

The cafe will be operated by Starbucks, while the fast-food restaurants will be operated by Popeyes. The third and fourth premises are speculative and tenants have not yet been secured.

Starbucks is a well-known cafe serving a variety of coffees, teas and other non-alcoholic refreshments, along with café style food.

Popeyes is a typical fast-food restaurant specializing in spicy chicken, but also includes a variety of burgers, sides, drinks and meal options.

4.3 Built Form

Four separate single-story buildings are proposed. Starbucks will have a gross floor area of 230m², a maximum height of 4.33m, with seating for 36 people. Popeyes will have a gross floor area of 282m², accommodating 64 customer seats, with a height of 5.3m. The other building will have a gross floor area of 170m² and a maximum height of 5.5m. Starbucks and Popeyes will accommodate a dining area, toilet, customer service area, kitchen, staff area and drive through facilities. Plans of the proposed development are attached in **Appendix 2**. Figure 5 indicates the general layout of the proposed development.

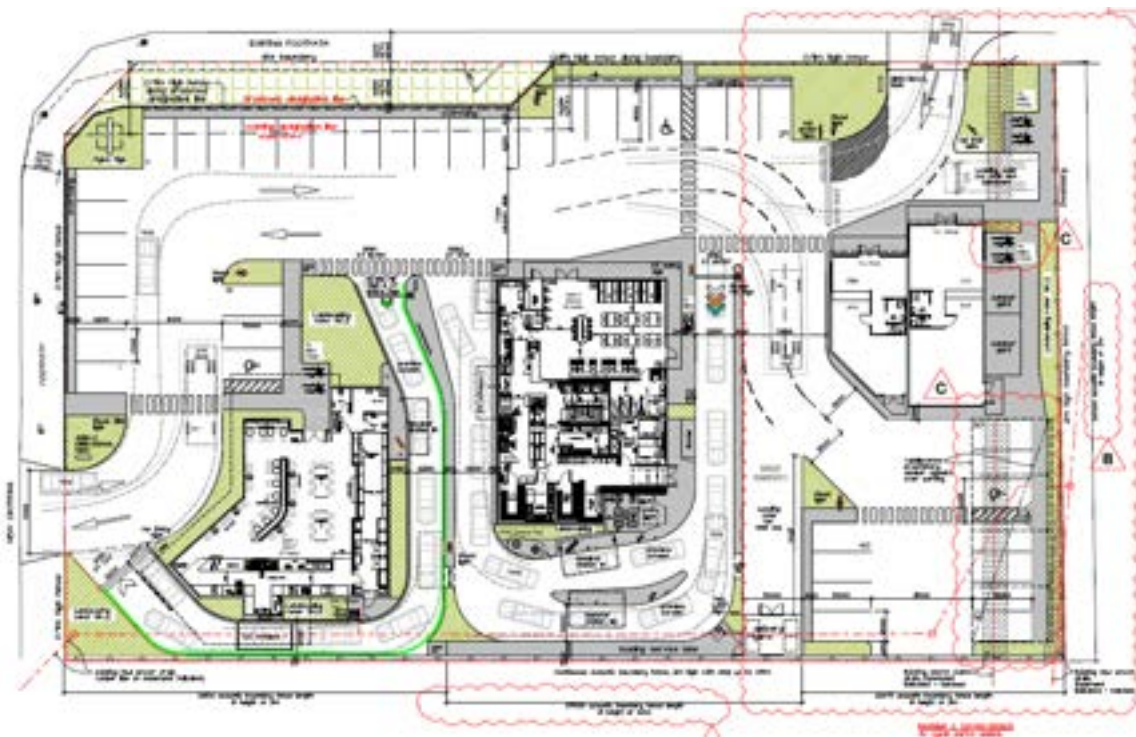


Figure 5 – The general layout of the development

4.4 Access and Parking

Vehicle access to the site will be from Grants Road and Evans Street (SH1) via two new vehicle crossings. The Grant's Road vehicle crossing is designed to provide two-way traffic onto and off the site, the Evans Street vehicle crossing provides an entry with no exit.

Pedestrian access will be from the Grants Road and the Evans Street footpaths. Pedestrian markings will indicate the pedestrian route within the car park to each premises.

A total of 40 car parking spaces will be provided on the site, which includes three mobility parking spaces, being one for each premises. The car park will be sealed, marked and drained and include directional signage.

Starbuck and Popeyes will each have a drive through, which will circle each building and accommodate approximately a dozen cars.

14 bicycle parks will be available on site.

4.5 Three Waters Infrastructure

Wastewater from the proposed development will discharge to the Council sewer that runs through the site. This will be realigned and the development's sewer laterals will be connected to it.

The water supply for the proposal will connect to the water main on Grants Road via a water lateral. The Grants Road and Evans Street three water laterals have recently been upgraded for the development from 25mm to 63mm with isolated valves added for each.

The stormwater from the development will be connected to TDC's stormwater main after being attenuated. The attenuation will be confirmed during the detailed design and also subjected to TDC's attenuation requirements. The stormwater design will be approved through TDC's service application process. The four existing kerb discharge outlets will be abandoned. It is proposed to have two new kerb discharge outlets from the proposed sumps. Each new outlet will have two hot-dipped galvanized Rectangular Hollow Sections that maintain the same number of kerb discharge pipes as the existing. Conditions have been offered in **Appendix 10** to ensure the stormwater discharge complies with the PDP requirements.

As a result of the development, the applicant will need to make the following changes to the site's easements in relation to sewer, stormwater and water services:

- Sewer Easements (In favour of Timaru District Council in Gross) - Transfer 497807 & 427096:
 - These sewer easements will need to be realigned to follow where the new sewer infrastructure ends up.
- Rights to drain sewage - Pipeline Certificate 481645:
 - As the project site is the dominant / benefitted land, these rights will be surrendered.

4.6 Hours of Operation

The hours of operation of each premises are as follows:

Starbucks	0500 to 2200hrs
Popeyes, premises 3 & 4	0700 to 0000 Sunday-Wednesday 0100 Thursday -Saturday

4.7 Signage

Signage at the site will consist of a totem sign located along the site's Evans Street frontage advertising each premises. Signage is also proposed on the buildings as illustrated on the plans attached as **Appendix 2**. Some directional signage is also proposed internally within the carpark, including a give way sign and no exit sign located on the site's Evans Street vehicle accessway.

4.8 Boundary Treatment and Landscaping

Boundary treatment at the site will consist of a new acoustic fence along the site's western and southern boundaries. The boundary treatment of Evans Street and Grants Road frontage will consist of a 0.9m high fence and landscaping.

4.9 Lighting

Exterior lighting is proposed to light the entrance, drive throughs, carpark, signage and entranceways to buildings.

All exterior lighting proposed will comply with the requirements of the operative Timaru District Plan (TDP) and conditions have been imposed to ensure this.

4.10 Earthworks

Earthworks are principally proposed to create building platforms and level the car parking area. The site management plan in **Appendix 8** is proposed to manage any actual and potential effects of earthworks.

4.12 Description of other activities

There are no other activities that are part of the proposal for which the application relates.

5.0 Resource Consent Requirements

Resource consent is sought for any consents required to authorise the activities described in the proposal section of this report, including any attached plans and reports, whether the specific consent requirement have been identified below or not.

5.1 Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011

Resource consent is not required under the above NES, as to the best of our knowledge, the site does not contain a piece of land that:

- an activity or industry described in the *HAIL* is being undertaken on it
- an activity or industry described in the *HAIL* has been undertaken on it
- it is more likely than not that an activity or industry described in the *HAIL* is being or has been undertaken on it.

A copy of the property reports from Environment Canterbury's Listed Land Use Register is attached as **Appendix 6**.

5.2 Operative Timaru District Plan (ODP)

The original application was lodged on 26 June 2025 at which time the decisions on submissions on the PDP had not been made. That meant that the application required consent under the ODP and the only consent required under the PDP was a discretionary activity consent under Rule SASM-R1.1. That rule was the only rule with immediate legal effect triggered by the application. The overall activity status of the original application was a non-complying activity.

However, since the application was lodged, the decisions on the PDP have been notified and have rezoned the entirety of the site Neighbourhood Centre Zone. As there has been no appeals on that zoning, the site's Neighbourhood Centre Zoning is not deemed operative under Section 86F of the RMA.

Section 88A of the RMA provides that where an application for a resource consent has been made, the type of activity for which the application was made (or treated as being made), is altered as a result of a decision being made under clause 10(1) of the First Schedule regarding a proposed plan, the application continues to be processed, considered, and decided as an application for the type of activity that it was for, or was treated as being for, at the time the application was first lodge. However, the Environment Court's decision on *Infinity Investment Group Holdings Ltd v Canterbury Regional Council* [2017] NZEnvC 35, [2017] NZRMA 479, makes it clear that where the status of an activity becomes less restrictive, there is no need to protect the local authority. In other words, where the status of the application becomes less restrictive, then the less restrictive activity status applies.

This is relevant to the subject application, as the decisions on the PDP have been notified and have rezoned the entirety of the site Neighbourhood Centre Zone. These provisions are deemed operative and changed the

overall activity status of the application to restricted discretionary under the PDP. The upshot is that no resource consents are required under the ODP.

5.3 Timaru Proposed District Plan (PDP)

Decisions on the PDP were notified on 19 March 2026 with the appeal period ending on 6 May 2026. None of the appeals affect the PDP provisions relevant to activity and therefore the all the provisions of the PDP relevant to this application are deemed operative under Section 86F RMA.

As illustrated in Figure 5, the site is located in the PDP's Neighbourhood Centre Zone and is subject to the following overlays:

- Flood assessment area (see Figure 6)
- Overland flow path assessment area
- Liquefaction assessment area (see Figure 8)
- Wahi Tupuna.

While the PDP's e-plan site specific query function indicates that the site subject to the overland flow path assessment area, this is not illustrated by a corresponding overlay on the e-plan maps. Notwithstanding, we have assumed the site is subject to that overlay.

Although the site is subject to the Wahi Tupuna overlay, no rules apply to the proposed activity.



Figure 6 – The site's zoning under the PDP. Source: PDP e-plan



Figure 7 – The PDP's flood assessment overlay over the site. Source: The PDP's e-plan.

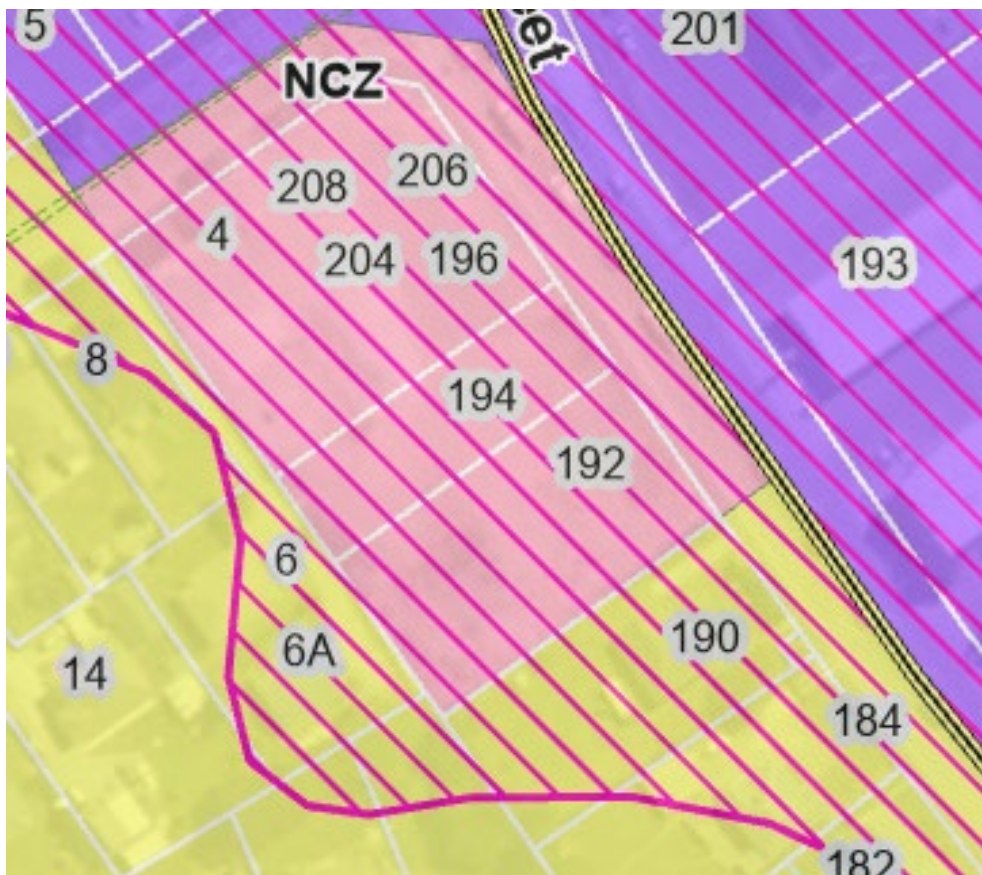


Figure 8 – The PDP's liquefaction overlay. Source: The PDP's e-plan.

The following resource consents are required under the PDP:

- A **restricted discretionary activity consent** under Rule NCZ-R2 due to non-compliance with Standard NCZ-S2 that relates to recession planes. The western boundary fence adjoining 6 and 6A Grants Road exceeds the recession plane. The matters of discretion are restricted to:
 - any impact on privacy and the ability to use outdoor living space for sites in the residential zones; and
 - any impact on solar access to living rooms and outdoor living space for sites in the residential zones; and
 - any adverse effects resulting from the bulk and dominance of built form; and

- any mitigation, such as the use of architectural features or steps in the building facade.
- A **restricted discretionary activity** consent is required under Rule NH-R1 as a flood risk certificate has not been issued for the activity. A consent may also be required under this rule as the activity may create or increase the diversion or displacement of floodwater on another site. The Matters of discretion are restricted to:
 - any adverse effects on the rate of flow and direction of overland flow path(s); and
 - any increased flood risk for people, property, or public spaces, including from blockage of or disturbance to the overland flowpath(s) or displacement or diversion of floodwater; and
 - the effectiveness and potential adverse effects of any proposed mitigation measures
- A **restricted discretionary activity** consent is required under Rule NOISE-R1 due to non-compliance with Standard NOISE-S2. Noise from the activity will exceed the 40 dB L_{Aeq} limit by 2 dB L_{Aeq} between 0500 to 0700 hrs and up to 4 dB L_{Aeq} at night during and 2200 to 0100 hrs. Matters of discretion are restricted to:
 - the level, duration and characteristics of the noise; and
 - proximity and nature of nearby activities and the adverse effects they may experience from the noise; and
 - the existing noise environment; and
 - effects on amenity values and anticipated character of the receiving environment; and
 - effects on health and wellbeing of people; and
 - any noise reduction measures; and
 - the practicality of mitigating noise or utilising alternative sites.
- A **restricted discretionary activity** consent is required under SIGN-R4.3 for signage that does not comply with the following standards:
 - a. SIGN-S2.3

No illuminated sign must be visible to vehicles travelling on a legal road within 50m of an intersection. The totem sign is illuminated and will be located within 3m of the intersection.

b. SIGN-S2.4

No illuminated sign is to be visible from and/or located within 50m of a residential zone or a residential unit. The illuminated signs on the tenancies 3 -5 will be visible from front of 190 Evans Street

c. SIGN-S3.2

Any freestanding sign must not exceed 8m in height, measured from existing ground level. The totem sign has a height of 10m.

d. SIGN-S4.2

For sites with a road frontage of 50m or more, the maximum area of any freestanding sign must not exceed 18m². The totem sign has an area of 24m².

The Matters of discretion for SIGN-S2 are restricted to:

- the frequency and intensity of flashing and/or image change; and
- the extent of illumination when visible from a public place or neighbouring property; and
- impact on surrounding activities; and
- impacts on the amenity and character of the surrounding environment; and
- whether the sign would result in any direct light spill onto a residential property or the road network; and
- any adverse effects on traffic safety; and
- any positive effects of the sign.

Matters of discretion for SIGN-S3.2 are restricted to:

- any impact on the character and amenity values of the surrounding area; and

- whether the sign is compatible with the built form on the site; and
- whether the sign contributes to visual clutter; and
- any adverse cumulative effects; and
- any positive effects of the sign.

Matters of discretion for SIGN-S4.2 are restricted to:

- any impact on the character and amenity values of the surrounding area; and
- whether the sign is compatible with the built form on the site; and
- whether the sign contributes to visual clutter; and
- any adverse cumulative effects; and
- any positive effects of the sign.

- A **restricted discretionary activity** consent is required under Rule EW-R1 for non-compliance with Standards EW-S1 that requires the area of earthworks to be limited to 2,000m² in any 12 month period per site. Earthworks are proposed over an area of 4,190m². Matters of discretion are restricted to:
 - dust nuisance, sedimentation, land instability, erosion and contamination effects; and
 - the impact on the road network, of heavy vehicle and other vehicular traffic generated as a result of earthworks; and
 - the impact on visual amenity and landscape character; and
 - where the earthworks are within a wāhi tūpuna, wāhi taoka or wāhi tapu overlay:
 - whether Te Rūnanga o Arowhenua has been consulted, the outcome of that consultation, and the extent to which the proposal responds to, or incorporates the outcomes of that consultation; and
 - the proposal's consistency with the values identified in SCHED6 — Schedule of Sites and Areas of Significance to Kāti Huirapa; and
 - the potential adverse effects, including on sensitive tangible and/or intangible cultural values; and

- whether there are alternative methods, locations or designs that would avoid or mitigate the impact of earthworks on the values associated with the SASM; and
 - the appropriateness of any mitigation measures proposed, including the need for an accidental discovery protocol; and
 - the extent to which the proposed activity provides an opportunity to recognise Kāti Huirapa culture, history and identity associated with the site/area, and any potential to:
 - affirm the connection between mana whenua and place; or
 - enhance the cultural values of the SASM; or
 - provide for the relationship of Kāti Huirapa with their taoka; or
 - maintain or enhance the ability of Kāti Huirapa to access and use the SASM commensurate with the scale and nature of the proposal; and
 - where the earthworks will remove indigenous vegetation, the nature of any effects on mahika kai and other customary uses.
- A **restricted discretionary activity** consent is required under SW-R1 that requires a stormwater discharge certificate for any discharge of stormwater into the Council's reticulated stormwater network. The application was lodged before this requirement and has not obtained a stormwater discharge certificate. The matters of discretion are restricted to:
 - the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council's reticulated stormwater network; and
 - the adverse effects of stormwater on a neighbouring property or road; and

- any relevant site or operational constraints; and
 - whether there is an existing CRC consent for the discharge and the extent to which it addresses matters of stormwater quality and quantity; and
 - whether adequate compliance can be achieved by other means such as infiltration trenches, swales, ponds, drywells, permeable pavements or other collection and filtration devices as set out in the Timaru District Council Infrastructure Design Standards; and
 - the effects of the discharge on the values of Kāti Huirapa; and
 - the extent to which the stormwater system proposed treats stormwater quality for trafficked hardstand areas prior to the water entering the wider reticulated stormwater network through the use of filter strips and rain gardens; constructed wetland treatment area or other in-situ treatment device; and
 - for regionally significant infrastructure, whether the stormwater is able to be adequately managed within the site.
- A **restricted discretionary activity consent** is required under Rule TRAN-R10 for an activity that generates vehicle trips that exceed the thresholds in TRAN-S20. Matters of discretion for a full ITA are restricted to:
 - safety and efficiency:
 - the extent to which the provision of access and on-site manoeuvring areas associated with the activity including vehicle loading and servicing deliveries and heavy vehicle movements, affects the safety, efficiency, and accessibility of the site (by all modes including for people whose mobility is restricted), and land transport infrastructure (including considering the road classification of the frontage road); and
 - any mitigation proposed.
 - design and layout:
 - the extent to which the design and layout of the proposed activity maximises opportunities, to the extent

- practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes; and
 - any mitigation proposed.
- network impacts:
 - having particular regard to the level of additional traffic generated by the activity and the extent to which measures are proposed to adequately mitigate the actual or potential effects on land transport infrastructure arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity; and
 - any mitigation proposed.
- financial contributions:
 - where an increase in vehicle traffic by an activity has potential to generate adverse effects on the road network, any financial contributions provided in accordance with APP7-Financial Contribution.
- A **restricted discretionary activity** consent is required under Rule TRAN-R6 in relation to non-compliance with:
 - Standard TRAN-S1 that requires:
 - A landscaping strip with a minimum dimension or diameter of 1.5m within, or immediately adjacent to, the parking area on the site. The northern most parking area does not contain an adjacent landscape area.

- Trees included with the landscaping, with one tree every 10m of road frontage that have a minimum stem diameter of 40mm. Trees are not proposed.
- Standard TRAN-S4 that requires a 5m parking stall depth. Some of the proposed parking stall depths go down to 4.2m.

Matters of discretion in relation to TRAN-S1 are restricted to:

- the extent of reduction in anticipated on-site and adjacent amenity values; and
- the extent to which the non-compliance is required for traffic safety reasons or due to impacts on underground services; and
- the landscaping design, type of species and height of landscaping; and
- the operational need and functional need requirements of the activity.

Matters of discretion in relation to TRAN-R4 are restricted to:

- the ability for people with disabilities to safely and effectively park and enter and exit a vehicle and manoeuvre around it; and
- the potential for adverse effects on the safety and efficiency of land transport infrastructure; and
- the safety and efficiency of the vehicle parking and manoeuvring area, vehicle access and vehicle crossings.

- A **restricted discretionary activity** consent is required under Rules TRAN-R3 and TRAN-R4 in relation to non-compliance with Standard TRAN-S10 that requires all vehicle accessways to be provided to the Secondary Road where a site has frontage onto a Primary and Secondary Road. The proposal includes one access from Evans Street, which is classified as a State Highway. Matters of discretion are restricted to:
 - any adverse effects on the ease and safety of vehicle manoeuvres; and
 - the extent to which the safety and efficiency of road operations will be adversely affected; and
 - any adverse effects on amenity values; and

- any impacts on public waste collection; and
- the effect on on-street parking demand; and
- any characteristics of the proposed use that will make compliance unnecessary.

5.4 Overall Activity Status

Overall, the proposed activity is classified as a **restricted discretionary activity**.

5.5 Other Resource Consents Required

There are no other resource consents required for this activity.

6.0 Statutory Considerations

This section provides a summary of the relevant statutory considerations.

Resource consents are managed under the Resource Management Act 1991 (**RMA**).

Section 104 RMA lists the relevant matters a consent authority may consider in determining a resource consent application. Relevant to the consideration of this application are:

- part 2 RMA; and
- actual and potential adverse effects on the environment of allowing the activity; and
- positive effects on the environment to offset or compensate for any adverse effects; and
- any relevant provisions of a statutory planning document; and
- any other matter the consent authority considers relevant and reasonably necessary to determine the application.

Section 104C RMA states that a consent authority may grant or refuse an application for a restricted discretionary activity, and must only consider or impose conditions over those matters over which:

- (a) a discretion is restricted in national environmental standards or other regulations:
- (b) it has restricted the exercise of its discretion in its plan or proposed plan.

Section 108 and 108A specify requirements for conditions of resource consents.

7.0 Assessment of Effects on the Environment

7.1 Existing Environment

Section 104(1)(a) RMA requires the consent authority to have regard to any actual or potential effects on the 'environment' of allowing the activity. This is a mandatory consideration rather than a discretionary consideration. Caselaw has confirmed that this assessment must involve a comparison of the actual or potential effects of the activity against the 'environment' as modified by:

- the effects on the environment as it exists at the present time
- the future state of the environment as it may be modified by permitted activities
- the effects of the implementation of any resource consents.

7.1.1 Effects of the Present Environment

The effects of the present environment include:

- The adverse effects on traffic safety and efficiency of the road network from the site's existing accesses onto Evans Street and Grants Road.
- The adverse visual effects from the site as it currently exists with no landscaping or buildings on the site.
- The flooding of adjoining sites caused by the naturally high ground contour of parts of the site and fences.

The adverse effects of the proposed development must be considered against the above-mentioned adverse effects of the present environment.

7.1.2 Future State of the Environment as Modified by Permitted Activities

The following are permitted activities under the PDP and must be considered part of the future state of the environment:

- Commercial activities up to 300m² per premise.
- Buildings associated with the above up to 10m high
- Signage in accordance with signs chapter.
- Noise in accordance with the noise chapter.
- Parking associated with the commercial activities in compliance with the PDP standards.
- Traffic access and movements in accordance with the PDP standards.

The adverse effects of the proposed development must be considered against the adverse visual, noise, traffic, amenity and character adverse effects of above-mentioned permitted activities.

7.1.3 Effects of the Implementation of any Resource Consents

There are no resource consents that are relevant to the consideration of the existing environment.

7.2 Permitted Baseline

Section 104(2) RMA provides that a consent authority may disregard an adverse effect of an activity on the environment if a NES or plan permits an activity with that effect. The activities permitted by the PDP are stated in Section 7.1.2 of this report. It is not fanciful that these activities could occur on the site. These activities provide a useful comparison between the effects of the activities that can occur as of right on the site and the effects of the proposed activity. The effects of these activities are expected by the PDP and can be disregarded as part of the permitted baseline.

7.3 Assessment of Actual and Potential Effects on Environment

7.3.1 General

This section of the report provides an assessment of effects on the environment of allowing the activity. The assessment has been set out below to address the matters under Schedule 4 RMA so far as they are relevant to the limited matters of discretion.

7.3.2 A description of the sensitivity of the receiving environment to adverse effects

It is considered that the receiving environment is not particularly sensitive as the site:

- is not located in an outstanding natural landscape, coastal environment or other sensitive environment
- does not contain any outstanding natural features, significant natural areas, historic buildings
- exists in a reasonably noisy environment as a consequence of traffic from State Highway 1
- is in an area of mixed commercial development.

Notwithstanding, the proposal could have potential adverse effects on State Highway 1 and also on the residential development that exists to the south and west of the site. These matters are considered below.

7.3.3 Social effects

The proposal will have positive social effects by providing a café and restaurant where people can meet and socialize. There are limited other cafes in this neighbourhood and therefore the proposal will make a positive contribution by providing an accessible and convenient meeting point and new dining/café options. The employment provided by the proposal will also have positive social effects resulting from people being employed and by potentially attracting new people to the area. Accordingly, it is considered that the proposal will likely have positive social effects.

7.3.4 Economic effects

The proposal will have positive economic effects by:

- creating local employment
- increasing income tax
- increasing GST revenue
- increasing local expenditure in companies that service the activity
- the income generated from construction associated with building the activity
- increasing the desirability of Timaru as a destination to stop and avail of services and facilities.

The employment generated by the proposal is significant in the context of the relatively recent closure of the local Smithfield freezing works and layoffs at the DB brewery. This will negatively affected employment in this neighbourhood and therefore the proposal will have a positive effect in terms of providing alternative employment for those people who have lost employment from the closure of the freezing works.

The limited size of the proposal means that it is unlikely to cause any actual or potential distribution effects on the Timaru Town Centre.

Accordingly, it is considered that the proposal will likely have positive economic effects.

7.3.5 Cultural effects

The site is located in an area identified by the PDP as a site of significance to Māori (SASM-3). The PDP states that SASM-3 as the “*Caroline Bay -Te Aitarakihi - Smithfield - Washdyke (including creeks feeding this area)*” and describes its values as:

“Important area for food gathering and processing. It includes wai puna, mahika kai, kāika nohoaka/kāika mahika kai, pa and tauraka waka. The importance of customary fishing in this area is recognised by establishment of the adjacent Te Ahi Tarakihi Mātaitai under the Fisheries (South Island Customary Fishing) Regulations 1999.”

The applicant consulted with Aoraki Environmental Consultancy Limited (AECL) being the environmental consultancy of Te Runanga o Arowhenua. AECL's formal response to this consultation is provided in **Appendix 3** and confirmed that the values of the area are as follows:

"The application site is identified as a Wahi Tupuna (SASM3 - Caroline Bay -Te Ahi Tarakihi - Smithfield - Washdyke (including creeks feeding this area)) under the Proposed Timaru District Plan. Caroline Bay is known to Arowhenua as Waimātaitai. Waimātaitai was historically a hāpua (lagoon) situated close to the Timaru foreshore in what is now known as Waimātaitai Beach, Ashbury Park, Māori Park and Caroline Bay Park. The lagoon was renowned as an important source of mahinga kai. In 1880, Arowhenua described Waimātaitai as "e rauiri" (an eel weir) where tuna (eel) and inaka (whitebait) were gathered in large quantities. This saltwater lagoon was eventually lost in 1933 due to changes in sediment drift caused by the creation of the Port of Timaru."

The letter from AECL states that they do not oppose the proposed development and request that an accidental discovery protocol condition is imposed on the consent. An accidental discovery protocol condition is proposed in **Appendix 10**.

The site does not contain any historic buildings or items.

Accordingly, it is considered that the actual adverse effects on the cultural environment are likely to be less than minor.

7.3.6 Visual, aesthetic, character and amenity effects

The plans for the proposed development illustrate three modern commercial buildings. The new buildings will be consistent with the modern commercial buildings that have been built in the broader vicinity of the site, including those at the Showgrounds retail park and the adjacent carwash facility.

The proposal will provide a positive visual aesthetic outcome particularly when compared with the previous vacant buildings on the site, which made

a very limited contribution to the streetscape and quality of the built environment.

As buildings up to 300m² per premise are permitted by the PDP, any potential adverse effects resulting from the proposed buildings can be dismissed as part of the permitted baseline.

While part of the proposed acoustic fence breaches the TDP's recession plane requirements, the fence will be new and will use consistent materials along the length of the boundary. This contrasts to the existing fence, which is old, dilapidated in places and is built with a variety of materials all of which contribute to a low amenity outcome.

In relation to 8 Grants Road, the higher parts of the new fence are mostly located behind it (to the south), therefore significantly reducing any adverse effect on that property. The fence is also located on the opposite side of the driveway to 6 and 6A Grants Road and is separated by the boundary fence around 8 Grants Road.

There will be some potential dominance adverse effects from the higher parts of the fence. However, the location of these higher parts of the fence in relation to the location and orientation of the dwellings at 6 and 6A Grants Road, means that these adverse effects are expected to be less than minor. In this regard, 6A Grants Road is situated south of the highest part of the fence, while 6 Grants Road has a garage between the fence and the house. Both properties are oriented to the north, not directly facing the fence. The higher parts of the fence will have the positive effect of attenuating more noise from the state highway, leading to an overall positive outcome.

The following table provides a brief assessment of the proposed fence breach of the recession plane against the relevant matters of discretion:

Matter of discretion	Assessment
Any impact on privacy and the ability to use outdoor living space for sites in the residential zones.	The fence will have a positive effect on privacy by screening views into neighbouring properties from the site.

	The outdoor living space of 6 and 6A Grants Road is well clear of the fence. Only a small section of the non-compliant part of the fence is adjacent to 8 Grants Road. That property also has their own fence along their eastern boundary that will likely avoid any adverse effect from the proposed fence.
Any impact on solar access to living rooms and outdoor living space for sites in the residential zones.	Given the 8m setback of the fence and the raised floor heights of 6 and 6A Grants Road, it is unlikely that the non-compliant part of the fence will impact solar access to rooms. While the non-compliant part of the fence will adversely effect solar access to the eastern parts of 6 and 6A Grants Road, this effect is considered minor as the eastern parts of these properties is used as driveway. The effect also will only occur around sunrise, early morning.
Any adverse effects resulting from the bulk and dominance of built form.	Discussed above. Some less than minor adverse effects.
Any mitigation, such as the use of architectural features or steps in the building facade.	The fence steps down to follow the topography helping to mitigate dominance effects.

It is considered that the proposal is acceptable in terms of these matters of discretion.

The matters of discretion in respect of the proposal's non-compliance with Standards SIGN-S2, SIGN-S3.2 SIGN-S4.2 is provided below.

Matter of discretion	Assessment
The frequency and intensity of flashing and/or image change.	N/A – There is no flashing or image change.

The extent of illumination when visible from a public place or neighbouring property.	The illumination levels of the sign will comply with the PDP's light chapter.
Impact on surrounding activities.	Impacts will be minimal given the signs all face the state highway and away from most residential development. While signs from tenancies 3 and 4 will be visible from 190 Evans street, they will not face that property. Note, the applicant has a sale and purchase agreement to buy that property.
Impacts on the amenity and character of the surrounding environment.	Given the commercial zoning of the site, and the zoning of the area, impacts on amenity and character and amenity will be largely anticipated.
Whether the sign would result in any direct light spill onto a residential property or the road network.	As the illumination levels of the signs will comply with the PDP's light chapter, it is unlikely that direct light will spill onto adjoining properties. The only property with potential for that would be 190 Evans street. However, note, that the applicant has a sale and purchase agreement to buy that property.
Any adverse effects on traffic safety.	NZTA has approved the proposal.
Any positive effects of the sign.	The signs more clearly identify the premises and therefore support the financial viability of the proposed development.
Whether the sign is compatible with the built form on the site.	The signs are compatible with the built form of the site as the signs have been specifically designed for the buildings

Whether the sign contributes to visual clutter.	The proposed signage is relatively limited for a commercial activity.
Any adverse cumulative effects.	We consider signage in the area is anticipated in the PDP's zoning.

It is also considered that overall, the new fence will significantly improve the amenity of 6 and 6a Grants Road when compared to the existing fence.

The proposed landscaping will enhance the amenity of an existing site that has almost no landscaping. Large trees, as required PDP, are not proposed as they would inappropriately screen a commercial development which requires highly visible from the State Highway. Large trees would also potentially create traffic visibility issues. Suitable species are proposed to enhance the amenity of the site. The following table provides a brief assessment of the proposed landscaping against the relevant matters of discretion under Standard TRANS-S1.

Matter of discretion	Assessment
The extent of reduction in anticipated on-site and adjacent amenity values.	While trees would provide a high level of amenity, the landscaping proposed also will also provide a high level of amenity.
The extent to which the non-compliance is required for traffic safety reasons or due to impacts on underground services.	Trees along the frontage of the site would reduce visibility of the intersection and therefore the non-compliance (non-provision of trees) is required for safety reasons.
The landscaping design, type of species and height of landscaping.	The landscape design provides an appropriately high level of amenity for a commercial property.
The operational need and functional need requirements of the activity.	The activity has an operational and functional need to be visible from the State Highway, otherwise the businesses would not be commercially viable.

Overall, it is considered that the proposal is acceptable in terms of these matters of discretion.

With the above matters in mind, it is considered that the proposal's potential adverse visual and aesthetic effects on the environment are likely to be less than minor.

7.3.7 Overshadowing & access to sunlight

The proposed buildings are well set back from all adjoining residential boundaries and comply with the recession plane requirements of the ODP. The exception is the proposed western acoustic fence, which breaches the TDP's recession plane requirements. However, while the fence has the potential to create some overshadowing along the western boundary, the neighbours' side of the fence is used as an accessway to 6 and 6A Grants Road. Therefore, the fence will be unlikely to create overshadowing of private open space or windows. The adverse effect from the non-complying part of the fence will be worse in early morning just after sun rise. When the sun is higher in the sky there will be no loss of sunlight. However, given that this land is used an accessway and is only affected in the early morning, it is unlikely to affect how this area is used or its amenity.

Accordingly, it is considered that the proposal's adverse effects in terms of overshadowing and access to sunlight will likely be less than minor.

7.3.8 Effect on Infrastructure

Wastewater from the proposed development will discharge to the Council sewer that runs through the site. The water supply for the proposal will connect to the water main on Grants Road via a water lateral. Stormwater will be discharged to the Grants Road curb via an attenuation and treatment system designed to meet the conditions set out in **Appendix 10**. Council will confirm the details of these connections through a service application request.

We have had no negative feedback from Council in relation to the proposed infrastructure connections and therefore assume they comfortable with the proposed arrangements in principle. With this in mind, we have not considered the relevant matters of discretion. Ultimately, Council will not approve the service application request to connect to their services if they are not in full agreement with the service arrangements.

The proposal is now assessed in terms of the matters of discretion under Rule SW-R1.

Matter of discretion	Assessment
The extent of any potential flood risk from additional stormwater exceeding the capacity of the Council's reticulated stormwater network.	None as the proposal will be required to comply with Council's minimum standards.
The adverse effects of stormwater on a neighbouring property or road; and any relevant site or operational constraints.	
Whether there is an existing CRC consent for the discharge and the extent to which it addresses matters of stormwater quality and quantity.	There is no CRC consent.
Whether adequate compliance can be achieved by other means such as infiltration trenches, swales, ponds, drywells, permeable pavements or other collection and filtration devices as set out in the Timaru District Council Infrastructure Design Standards.	N/A the proposal will comply with Council's standards.
The effects of the discharge on the values of Kāti Huirapa.	AECL do not object to the proposal.

The extent to which the stormwater system proposed treats stormwater quality for trafficked hardstand areas prior to the water entering the wider reticulated stormwater network through the use of filter strips and rain gardens; constructed wetland treatment area or other in-situ treatment device.	The proposal will comply with Council's standards.
For regionally significant infrastructure, whether the stormwater is able to be adequately managed within the site.	N/A

We consider that the proposal is acceptable in terms of these assessments.

Accordingly, it is considered the proposal's actual potential adverse effects in relation to infrastructure will be less than minor.

7.3.9 Traffic and Access Effects

The Integrated Transport Assessment attached as **Appendix 5** establishes that the proposal is unlikely to have an adverse effect on the safety and functioning of the surrounding road network. The written approval of Waka Kotahi has been provided and is attached as **Appendix 11** and will likely be provided post lodgement of the application.

Any adverse effects of the activity on the availability of on-street parking can be disregarded as part of the permitted baseline as the PDP does not require any onsite parks to be provided. Further all road reserves are designated for the purposes of roads in the operative District Plan. This means that the public have a right to park anywhere on a public road where parking spaces are provided without the need for resource consent. Local

residents do not have priority to park on the road reserve in front of their house. Therefore to consider the impact of a commercial development on the availability on a publicly accessible car parks would be inconsistent with the District Plan which allows those effects to occur as of right without the need for resource consent.

We consider that any potential amenity adverse effects as a result of increased levels of on-street parking should also be disregarded as part of the permitted baseline. We consider the consideration of such adverse effects would be inconsistent with the NPS-UD that removed the ability of Council to have minimum parking standards in their district plan.

We now consider the proposal in the context of the relevant matters of discretion.

TRAN-S20 (High Trip Generating Activities)

Matter of discretion	Assessment
Safety and efficiency: - the extent to which the provision of access and on-site manoeuvring areas associated with the activity including vehicle loading and servicing deliveries and heavy vehicle movements, affects the safety, efficiency, and accessibility of the site (by all modes including for people whose mobility is restricted), and land transport infrastructure (including considering the road classification of the frontage road); and - any mitigation proposed.	The proposal largely complies with the PDP's access and manoeuvring standards and therefore we conclude the actual and potential adverse effects from the proposal in terms of the safety, efficiency, and accessibility are acceptable.
Design and layout:	Pedestrian access is provided from both Evans

▪ the extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes; and ▪ any mitigation proposed.	Street and Grants Road to each individual premises. Both short term and long term cycling parking facilities are provided, along with a staff travel plan. All these matters will encourage non-vehicle related movements.
Network impacts: ▪ having particular regard to the level of additional traffic generated by the activity and the extent to which measures are proposed to adequately mitigate the actual or potential effects on land transport infrastructure arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity; and ▪ any mitigation proposed.	The transport assessment considers that any potential adverse effects on the road network are acceptable
Financial contributions: ▪ where an increase in vehicle traffic by an activity has potential to generate adverse effects on the road network, any financial contributions provided in accordance with APP7-Financial Contribution.	A financial contribution is not payable under Appendix 7 of the PDP.

TRAN-R4 – Vehicle parking

Matter of discretion	Assessment
The ability for people with disabilities to safely and effectively park and enter and exit a vehicle and manoeuvre around it.	The transport report considers the parking and manoeuvring area to be acceptable.
The potential for adverse effects on the safety and efficiency of land transport infrastructure.	
The safety and efficiency of the vehicle parking and manoeuvring area, vehicle access and vehicle crossings.	

TRAN-S10 – Vehicle accessway

Matter of discretion	Assessment
Any adverse effects on the ease and safety of vehicle manoeuvres.	As the non-compliance with TRAN-S10 relates to the state highway access and as NZTA have provided their written approval, we consider actual and potential adverse effects on the state highway cannot be considered, which makes these assessment matters redundant.
The extent to which the safety and efficiency of road operations will be adversely affected.	
Any adverse effects on amenity values.	
Any impacts on public waste collection.	
The effect on on-street parking demand.	
Any characteristics of the proposed use that will make compliance unnecessary.	

We consider the proposal is acceptable in respect of the above matters of discretion.

Accordingly, it is considered the proposal's actual potential adverse effects in relation to traffic and access will be less than minor.

7.3.10 Hazardous Substances

The only hazardous substances that will be used at the site will be standard cleaning products. These hazardous substances do not breach the ODP standards and will be managed in accordance with the Hazardous Substances and New Organisms Act 1996 if applicable.

7.3.11 Contaminated Land

As stated, to the best of our knowledge, the site does not include any land that is contaminated. The property inquiry report from Environment Canterbury's listed land use which is attached as **Appendix 6** and does not indicate that the site is contaminated. Accordingly, it is considered that any adverse effects in relation to contaminated land is likely to be less than minor.

7.3.12 Natural Hazard Effects

The area around Te Taitarakihi Creek and its tributaries has been known to be subject to periodic inundation. The flood hazard assessment contained in **Appendix 9** from Environment Canterbury states that:

- The property is expected to see significant flooding across most of the site, with depths more than 1 metre.
- In the larger, 500-year flood, water depths will reach as much as 1.5 metres in parts.
- A small area is not expected to see flooding, even in a 500-year event.
- Outside of this small area, the flooding within this property can be described as high hazard. Environment Canterbury defines high hazard flooding as where the product of the depth and velocity of floodwater is expected to be greater than 1 or where the depth of floodwater is greater than 1m in the 500-year ARI flood event. In this case flood velocities are expected to be low, but flood depths will be approximately 1.5m.
- In high hazard areas egress away from the dwelling may not be possible during a flood and Environment Canterbury recommends against residential development.

- In addition to the above, given the frequency of shallow flooding and potential for very deep flooding in larger flood events, careful consideration should be given to what activities are undertaken on the property.
- Overall, flood risk to the property can be described as significant and high risk.

In response to this flood hazard assessment, the applicant has:

- Revised their original design which located the proposed buildings close to the boundary of Evans Street. Instead, the design now proposed, locates the buildings to the west of the site in the area of reduced flood depths.
- Raised the floor level of the buildings to RL 4.56, RL 4.36 and RL 4.26. The building at RL4.56 is above the 0.5% AEP event, while the two other building are above the 1% AEP but only 10cm and 20cm below the 0.5% AEP event.
- Ensured there is a gap between the buildings so that the overland flow path can continue.

Given the nature of the proposed commercial activity, no one will live at the site. Accordingly, in the event of a flood, the site could be quickly evacuated. People can simply drive or walk to higher ground. Accordingly, it is considered that it is unlikely to create a risk to human life or serious injury.

Further, the proposed elevated floor levels (0.5% AEP and 1% AEP) provide some mitigation of the potential flood risk. However, it is noted that the Canterbury Regional Policy Statement (CRPS) and Proposed Timaru District Plan require the floor level of buildings to be elevated above (0.5% AEP). To address the potential of the buildings being materially damaged in the event of a flood, the applicant has offered conditions that will require:

- A certificate from a suitably qualified engineer is submitted to Timaru District Council to certify that the proposed buildings will maintain their structural stability in the event of a flood.
- The proposed buildings are to be designed to either:
 - a. prevent flood water from entering the building in a 0.5% AEP (1 in 200 year) flood event; or

- b. minimise internal damage in the event of a 0.5% AEP (1 in 200 year) flood event.

With these conditions in mind, it is considered that it would be highly unlikely that the proposal would lead to requests to upgrade natural hazard mitigation works. Given that the site can be quickly evacuated, it would also be unlikely to increase the reliance on emergency services in the event of a hazard.

Raising the floor levels further has been considered. However, any higher elevation of floor levels has significant design implications for the remainder of the site and affects the gradient of the accessway, retaining walls and flood displacement onto adjoining properties.

We consulted Mr. Oliver Hermans, Hazard Officer, Environment Canterbury, about the flooding at the site. He confirmed that Environment Canterbury are only concerned about residential development in flood hazard areas and are not concerned about commercial development.

We have received the WSP report commissioned by Council that assesses the proposal's potential to displace flood waters onto adjoining and adjacent properties. That report indicates that the proposal will displace floodwaters onto adjoining properties and will raise the depth of that flooding. However, that report did not use the correct site elevations. Accordingly, the applicant has provided the correct elevations to WSP so that they can revise their model. The applicant has also amended the level of the carpark in the site's south-western corner to ensure it is at close to the site's existing level as possible. At the time of writing, further mitigation was being considered by the applicant including a fence with a flap to allow flood waters to pass through and other design options. We intend to address this matter in more detail in our evidence prior to the hearing. This will include a revised report from WDP and an assessment against the relevant matters of discretion. The applicant's intention is to ensure that any additional displacement of flood waters onto adjoining site as a result of the proposed development is minimal or nil.

The site is located in the PDP's liquefaction awareness area. The building consent process will address this potential risk and will require a specific engineering design for the foundations.

Accordingly, it is considered that any adverse effects in relation to natural hazards are likely to be less than minor.

7.3.13 Noise

A noise assessment was commissioned to understand actual and potential noise adverse effects. The noise assessment is attached as **Appendix 7** and was prepared by Marshal Day. The noise assessment considers three main noise sources, being:

- mechanical services
- drive-through activities
- carpark vehicle movements.

The noise assessment states that:

- Existing ambient noise is dominated by traffic on Evans Street (SH1).
- Current ambient noise levels are in the mid-50s to mid-60s dB LAeq, reducing to the low 50s dB LAeq at night. The existing noise levels exceed the TDP permitted activity noise limits at all times.
- Daytime noise emissions are anticipated to comply with the applicable TDP noise limits. While the TDP's night-time noise limits may be exceeded at times, predicted noise levels will remain below 45 dB LAeq. This level aligns with the World Health Organisation's guideline for the protection of residential sleep amenity, is below the existing ambient traffic noise levels, although slightly higher than the PDP's noise levels.
- Achievement of these predicted noise levels is contingent upon the construction of a 2-metre-high noise control fence along the residential boundary, including a 3.5-metre section adjacent to the food order station.

The noise assessment recommends a noise limit condition, a condition requiring the construction of an acoustic fence, and a condition that the

mechanical services plant design be reviewed prior to the issue of building consent. It concludes that the existing level of residential amenity will be maintained.

The acoustic fence will likely improve the overall noise environment for the residential properties located at 6, 6A and 8 Grants Road by shielding existing noise from the State Highway.

An assessment of the proposal against the matters of discretion under standard NOISE-S2 is provided below.

Matter of discretion	Assessment
The level, duration and characteristics of the noise.	Daytime noise emissions are anticipated to comply with the applicable PDP's noise limits. Nighttime noise levels will remain below 45 dB LAeq. The operating hours of parts of the activity extend to 1am and therefore mitigation is important.
Proximity and nature of nearby activities and the adverse effects they may experience from the noise.	Residential activities adjoining the site. The noise they may experience includes car noise; pedestrian noise; air conditioning noise; use of the customer service terminals etc.
The existing noise environment.	The existing noise environment is dominated by State Highway traffic and is louder than the proposed noise and the PDP limits.
Effects on amenity values and anticipated character of the receiving environment.	The proposed noise levels are very close and often under the PDP's anticipated maximum noise and below the ambient noise levels. Accordingly, effects will be less than minor.
Effects on health and wellbeing of people.	The noise assessment confirms compliance with the noise

	standards from world health organisation. This will ensure health and wellbeing.
Any noise reduction measures.	The main mitigation measure, an acoustic fence, is a permanent and effective mitigation measure which is practical.
The practicality of mitigating noise or utilising alternative sites.	

We consider the proposal is acceptable with regards to the matters of discretion.

Accordingly, it is considered that any adverse effects in relation to noise are likely to be less than minor.

7.3.14 Light, glare and quality of the night sky

The proposed development has the potential to create light effects on the adjoining residential property at 8 Grants Road when traffic is turning into the site during the hours of darkness. However, the proposed fence along the site’s western boundary, along with the difference in height between the car park and 8 Grants Road, will avoid any potential adverse light effects on this property. The site is not located in a light sensitive area identified by the PDP.

Accordingly, it is considered that any adverse effects in relation to light, glare and the quality of the night sky are likely to be less than minor.

7.3.15 Earthworks effects

Earthworks are principally proposed to create building platforms and to create a level car-parking area. The Site Management Plan in **Appendix 8** is proposed to manage any actual potential earthwork effects. The building consent process will manage any actual potential adverse effects relating to land stability from the proposed retaining wall.

We now turn to consider the matters of discretion under Standard EW-S1.

Matter of discretion	Assessment
Dust nuisance, sedimentation, land instability, erosion and contamination effects.	Managed by the earthworks management plan.
The impact on the road network, of heavy vehicle and other vehicular traffic generated as a result of earthworks.	
The impact on visual amenity and landscape character.	The site is not subject to any special landscape character classification. Any visual amenity impacts will be temporary as the proposed buildings, hard stand areas and landscaping will permanently cover any earthworks.
Where the earthworks are within a wāhi tūpuna, wāhi taoka or wāhi tapu overlay: - whether Te Rūnanga o Arowhenua has been consulted, the outcome of that consultation, and the extent to which the proposal responds to, or incorporates the outcomes of that consultation; and - the proposal's consistency with the values identified in SCHED6 — Schedule of Sites and Areas of Significance to Kāti Huirapa; and - the potential adverse effects, including on sensitive tangible	Te Rūnanga o Arowhenua have no objection to the proposal subject to an accidental discovery protocol.

and/or intangible cultural values; and ▪ whether there are alternative methods, locations or designs that would avoid or mitigate the impact of earthworks on the values associated with the SASM; and ▪ the appropriateness of any mitigation measures proposed, including the need for an accidental discovery protocol; and ▪ the extent to which the proposed activity provides an opportunity to recognise Kāti Huirapa culture, history and identity associated with the site/area, and any potential to: ▪ affirm the connection between mana whenua and place; or ▪ enhance the cultural values of the SASM; or ▪ provide for the relationship of Kāti Huirapa with their taoka; or ▪ maintain or enhance the ability of Kāti Huirapa to access and use the SASM commensurate with the scale and nature of the proposal; and	
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Where the earthworks will remove indigenous vegetation, the nature of any effects on mahika kai and other customary uses.	There is no indigenous vegetation on the site.
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It is considered that the proposed earthworks are acceptable in relation to the above matters of discretion.

Accordingly, it is considered that any adverse effects in relation to earthworks are likely to be less than minor.

7.3.16 Public Safety

Parts of the proposed development are open to the public and therefore the proposal has been designed with the principles of crime prevention through environmental design in mind. This includes ensuring that the public areas of the site are subject to passive surveillance and avoid hiding areas. The site will be subject to video surveillance and parts of the site excluded to the public will be secured.

Given the hours of operation, it is considered that the proposal will have a positive effect on public safety by improving passive surveillance of the area.

Health and Safety will be managed through the Health and Safety at Work Act 2015.

Accordingly, it is considered that any adverse effects in relation to safety are likely to be less than minor.

7.3.17 Cumulative Effects

There are no actual or potential adverse effects that are likely to combine with other adverse effects (existing or proposed) that will create a cumulative effect that will be more than minor.

7.3.18 Identification of persons affected by the activity

Taking into account the above assessment, it is considered that any actual or potential adverse effects on other persons will be less than minor.

7.3.19 Proposed Consent Conditions

The consent conditions in **Appendix 10** are proposed to ensure any actual and potential adverse effects on the environment will be appropriately avoided, remedied or mitigated.

7.3.21 Monitoring

Clause 6(1)(g) Schedule 4 RMA indicates when monitoring will be required stating that:

“if the scale and significance of the activity’s effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved”

The scale and significance of the activity’s effects are such that monitoring should be required by Timaru District Council once the development has been constructed and once it is operational.

7.7.22 Conclusion

Any actual or potential adverse effects of the proposal on the environment are less than minor. The proposal will likely have positive social, economic, visual, safety effects.

8.0 Assessment of Statutory Planning Documents

The relevant statutory planning documents under section 104(1)(b) RMA are considered below. There are no other documents under section 104(1)(b) RMA that are considered pertinent to the consideration of this application.

8.1 National Environmental Standard (NES)

There are no NES's relevant to the application.

8.2 Other Regulations

There are no other regulations relevant to the application.

8.3 National Policy Statements (NPS)

There are no NPSs that are pertinent to the consideration of the application.

8.4 New Zealand Coastal Policy Statement (NZCPS)

The site is not located within the coastal environment and therefore the NZCPS is not relevant to the application.

8.5 Regional Policy Statement or Proposed Regional Policy Statement (RPS)

The Canterbury regional policy statement (CRPS) is the operative regional policy statement for Canterbury. There is no proposed RPS.

The relevant policies of the CRPS seek in summary to:

- Encourage within urban areas business opportunities of a character and form that supports urban consolidation¹
- Promote energy efficiency in transport patterns²
- Maintain and enhance the sense of identity and character of the region's urban areas³
- Encourage high quality urban design, including the maintenance and enhancement of amenity values⁴

¹ 5.3.1.2

² 5.3.1.3

³ 5.3.1.4

⁴ 5.3.1.5

- Ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water⁵.

The proposal will be consistent with the above policies by:

- Developing a brownfield site and therefore supporting urban consolidation.
- Providing a cafe and restaurant in an area that does not have a cafe and has limited restaurant choices and therefore promoting energy efficient transport patterns.
- Providing a design that will maintain and enhance amenity values and a sense of identity and character to the area.
- Being adequately serviced with a sewer, water and stormwater.

The RPS policies in relation to natural hazards are relevant. Policy 11.3.1 relates to high hazard areas, which the site is located in, as stated in the natural hazard assessment contained in **Appendix 9**. Policy 11.3.1 states:

“To avoid new subdivision, use and development (except as provided for in Policy 11.3.4) of land in high hazard areas, unless the subdivision, use or development:

5. Outside of greater Christchurch, is proposed to be located in an area zoned or identified in a district plan for urban residential, industrial or commercial use, at the date of notification of the CRPS, in which case the effects of the natural hazard must be mitigated;

Subsection 5 of Policy 11.3.1 applies as the site is located outside of the Greater Christchurch area and is located in an area zoned for commercial or urban residential use at the notification of the CRPS. Subsection 5 of this policy is notable as it changes the avoidance policy in the first clause of Policy 11.3.1 to a mitigation policy. It is considered that mitigation is provided by raising the floor level of the proposed building to be above the 1% AEP flood, along with the proposed condition that seeks to minimise internal damage in the event of a 0.5% AEP (1 in 200 year) flood event.

⁵ 5.3.5

Policy 11.3.2 applies to those parts of the site not identified as a high hazard. It states that:

“In areas not subject to Policy 11.3.1 that are subject to inundation by a 0.5% AEP flood event; any new subdivision, use and development (excluding critical infrastructure) shall be avoided unless there is no increased risk to life, and the subdivision, use or development:

- 1. is of a type that is not likely to suffer material damage in an inundation event; or*
- 2. is ancillary or incidental to the main development; or*
- 3. meets all of the following criteria:*
 - a. new buildings have an appropriate floor level above the 0.5% AEP design flood level; and*
 - b. hazardous substances will not be inundated during a 0.5% AEP flood event;*
provided that a higher standard of management of inundation hazard events may be adopted where local catchment conditions warrant (as determined by a cost/benefit analysis)

While not all the proposed buildings comply with the minimum floor level requirement of Policy 11.3.2, the proposed conditions will ensure that the building is structurally sound in the event of a flood and designed to minimise internal damage in the event of a 0.5% AEP (1 in 200 year) flood event. Accordingly, it is considered that the proposal aligns with Policy 11.3.2 in that it will not suffer material damage in the event of a flood.

Accordingly, it is considered that the proposal is consistent with the CRPS.

8.6 Regional Plan or Proposed Regional Plan

The regional plan is not relevant to the consideration of the application.

8.7 Timaru Proposed District Plan

8.7.1 Zones and Overlays

The site is located in the PDP's Neighbourhood Centre Zone and is subject to the following overlays:

- Flood assessment area
- Overland flow path assessment area
- Liquefaction assessment area
- Wahi Tupuna.



Figure 6 – Zoning of the site under the PDP. Note the overlays are not shown on this image.

8.7.2 Neighbourhood Centre Zone

The purpose of the Neighbourhood Centre Zone is stated under NCZ-01 as:

NCZ-01 The purpose of the Neighbourhood Centre Zone

The Neighbourhood Centre Zone provides for small-scale commercial activities that serve the day-to-day convenience needs of the surrounding

residential neighbourhood and passers-by, and do not undermine the purpose, function and amenity values of the City Centre Zone and Local Centre Zones.

Both the café and restaurant are defined a commercial activity and subsequently are classified as a permitted activity under Rule NCZ-R1. Accordingly, the proposal is consistent with the purpose of that zone.

The other relevant objectives and policies of the Neighbourhood Centre Zone are set out below.

NCZ-O2 Character and qualities of the Neighbourhood Centre Zone	
The character and qualities of the Neighbourhood centre zone comprise: 1. activities that are compatible and complimentary to the use and amenity values of the surrounding Residential Zones and Open Space and Recreation Zones; and 2. compact buildings that are visually prominent along road frontages but do not detract from the character and amenity of the surrounding Residential Zones and Open Space and Recreation Zones; and 3. locations that are easily accessible by walking and cycling from the surrounding neighbourhood; and 4. well-designed parking areas that are easily accessible from and safely connected to, the road network, and integrate with the design of the site.	
Policies	
NCZ-P1 Commercial activities	
Enable a range of small-scale commercial activities that: 1. serve the needs of the surrounding neighbourhood; and 2. are consistent with the purpose, character and qualities of the Neighbourhood Centre Zone; and 3. are of a scale and nature that minimises any adverse effects on the use and amenity values of adjoining sites and the surrounding residential environment; and	

4. are of a scale that does not detract from the purpose, function and amenity values of the Local Centre Zone or City Centre Zone.

NCZ-P3**Scale and location of built form**

Maintain the amenity values of the surrounding residential area and adjoining sites by requiring:

1. buildings and structures to be of a height that ensures adjoining sites in the Residential Zones and Open Space and Recreation Zones:
 - a. have a reasonable standard of sunlight access; and
 - b. maintain privacy; and
 - c. are not unreasonably dominated by built form; and
2. buildings to be setback from the boundaries of Residential Zones and Open Space and Recreation Zones, to minimise the effects of the bulk of buildings within the zone on those adjoining sites; and
3. buildings to be of a length that does not dominate or present a blank façade to an adjoining site; and
4. screening of storage areas from adjoining sites and roads; and
5. buildings, parking and landscaping at the Mulcahy Park neighbourhood centre to be of a form, scale and design that integrates with and is complimentary to the park and surrounding streets.

It is considered that the proposal is consistent with the above objective and policies by:

- Having compact buildings that are visually prominent from the road front but do not detract from the character and amenity of the residential area.
- Being located an easy walking and cycling distance from the surrounding neighbourhood.
- Having a well-designed carpark that is easily accessible from the road network.
- Serving the needs of the local neighbourhood for a cafe and restaurant.
- Largely complying with the height, area, and setback requirements of the zone and therefore being consistent with the scale and qualities of development expected in the above objective and policies

- Screening storage areas from adjoining sites and roads.

8.7.3 Sites of Significance to Māori (SASM)

The two most relevant policies in the SASM chapter are SASM-P2 and SASM-P6. Policy SASM-P2 encourages consultation with Kāti Huirapa prior to the lodgement of resource consent applications. The applicant has consulted AECL and incorporated an accidental discovery protocol with the proposed conditions. Refer to **Appendix 3** for the letter from AECL.

SASM-P6 seeks to protect the cultural values in wāhi tūpuna areas by avoiding significant adverse effects of activities in, or in close proximity to, wāhi tupuna areas on the connections of Kāti Huirapa to these areas and the ability of the areas to support taoka species and mahika kai. In respect of SASM-P6, the consultation conducted with AECL confirms that they are not concerned about the proposal's potential effect on cultural values, other than requesting an accidental discovery protocol.

8.7.5 Transport

The key policy of the transport chapter is stated below:

TRAN-P8	Parking, loading and manoeuvring
Require land use activities to provide: 1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-site, including for emergency service vehicles; 2. accessible parking spaces on-site for non-residential activities with a large building footprint; 3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and 4. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values anticipated for the receiving environment.	

It is considered the proposal aligns with the above policy by:

- largely complying with the standards of the Transport chapter

- including accessible car parking spaces
- incorporating CPTED principles in the design
- incorporating landscaping in the design.

The written approval from NZTA confirm they approved of the development subject to conditions.

8.7.6 Natural Hazards

Policy NH-P10 applies to that part of the site identified as a high hazard and states:

NH-P10	High Hazard Areas
	Avoid subdivision, use and development (excluding Regionally Significant Infrastructure) in, mapped or identified High Hazard Areas, unless: 1. it is a building that is not a natural hazard sensitive building or is unlikely to suffer damage; or 2. it can be demonstrated that the risks of the natural hazard can be mitigated so that: a. in the event of a natural hazard, there is likely to be no loss of life or serious injury and any built development is not likely to suffer significant damage or loss; and b. it will not require new or upgraded public natural hazard mitigation works to mitigate the natural hazard; and c. it is not likely to exacerbate the potential effects of the natural hazard on adjoining or surrounding land in a hazard event; or 3. it is located within an existing urban zoned area and the risk of the natural hazard are avoided or mitigated.

The building is defined as a natural hazard sensitive building. However, the building is not likely to suffer material damage in the event of a flood and therefore the proposal complies with Policy NH-P10. It is also not likely to lead to any of the potential adverse effects addressed in clause 2a or 2 b. As stated above, our hearing evidence will provide more information regarding potential adverse effects on adjoining properties. Clause 3 of the above

policy provides an exemption to the strict avoidance approach for properties located in the urban area, with mitigation being acceptable. We consider the mitigation provided is acceptable.

Policy NP-P4 applies to those areas of the site not identified as high hazard and states:

NH-P4	Subdivision, use and development in Flood Assessment Areas, excluding high hazard areas and overland flow paths
	Enable subdivision, use and development (excluding regionally significant infrastructure) in areas subject to inundation by a 0.5% AEP flood event provided that: 1. it is not likely to suffer significant damage in a flood event; and 2. it will not significantly affect the functioning of the flood plain; and 3. it will not generate the need for new or upgraded public natural hazard mitigation works to mitigate or avoid the natural hazard; and 4. for natural hazard sensitive buildings, a minimum floor level above the 0.5% AEP design flood level can be achieved; and 5. for major hazard facilities, there is no risk of hazardous substances entering the environment; and 6. significant adverse effects on people and property are avoided; and 7. increased risk on other sites, including through floodwater displacement and diversion, is avoided as a priority and where this is not practicable, will be appropriately mitigated.

While not all the buildings will comply with the minimum floor level requirement of Policy NH- P4, the conditions of consent will mean that the buildings will not suffer significant damage in the event of a flood. Further, and as stated in this report’s assessment of potential natural hazard effects, the proposal will not offend any of the remaining matters addressed in policy NH-P4.

8.7.7 Summary

Overall, it is considered that the proposal is in general alignment with the key provisions of the PDP.

9.0 Part 2 RMA

This section of the report contains an assessment of the proposal against Part 2 RMA, which contains its purpose and principles. Section 5 sets out the purpose of the RMA, while Sections 6 to 8 provide guidance to decision-makers on a hierarchy of considerations including:

- Section 6 ‘matters of national importance’ that must be recognised and provided for;
- Section 7 ‘other matters’ that must be given particular regard;
- Section 8 ‘principles of the Treaty of Waitangi’ that must be taken into account.

The matters set out in sections 6 to 8, while important, are subordinate to the overall purpose of the RMA as set out in section 5.

9.1 Section 5 RMA (Purpose)

Section 5 RMA states the purpose of the act is to promote the sustainable management of natural and physical resources. Subsection 5(2) RMA states ‘sustainable management’ means:

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.”

It is considered the proposal is consistent with the purpose of the RMA by:

- enabling economic and social well-being
- avoiding and mitigating adverse effects on the environment
- not effecting the life supporting capacity of air, water, soil and ecosystems or the potential of natural physical resources.

9.2 Section 6 RMA (Matters of National Importance)

Section 6 RMA states that in achieving the purpose of the Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for several matters of national importance. These matters are provided in the table below, followed by a statement as to whether the proposal aligns with that matter or not.

SS	Provision	Proposal's Alignment
a.	the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:	The site is not located in the coastal environment.
b.	the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:	The site is not located in an outstanding natural landscape or feature.
c.	the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:	The site is not located in a significant natural area.
d.	the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:	The site is not located in the coastal marine area, or beside a lake or river.
e.	the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:	While the site is located in a site of significance to Māori, the accidental discovery protocol will mitigate any effects on that site.

f.	the protection of historic heritage from inappropriate subdivision, use, and development:	The site does not contain a listed heritage item.
g.	the protection of protected customary rights:	The site will not affect any customary rights.
h.	the management of significant risks from natural hazards.	The risk from natural hazards can be managed through design and consent conditions.

In summary, it is considered the proposal aligns with section 6 RMA.

9.3 Other Matters

Section 7 RMA states that in achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to several matters. These matters are provided in the table below, followed by a statement as to whether the proposal aligns with that matter or not.

SS	Provision	Proposal's Alignment
a. aa.	kaitiakitanga: the ethic of stewardship:	Mana whenua have been consulted and therefore the proposal implements Kaitiakitanga.
b.	the efficient use and development of natural and physical resources:	The proposal is an efficient development of a vacant brownfield site located centrally within an existing settlement.
ba.	the efficiency of the end use of energy:	Not relevant.
c.	the maintenance and enhancement of amenity values:	The proposal maintains and enhances amenity values.
d.	intrinsic values of ecosystems:	No ecosystems will be negatively effected as a result of the development.

f.	maintenance and enhancement of the quality of the environment:	The proposal will not effect the quality of the environment.
g.	any finite characteristics of natural and physical resources:	The proposal does not involve any finite characteristics of natural and physical resources.
h.	the protection of the habitat of trout and salmon:	The site does not contain, nor will it effect any water bodies.
i.	the effects of climate change:	Climate change has been considered in the natural hazard assessment. The site's central location means that it is accessible by walking and cycling and public transport.
j.	the benefits to be derived from the use and development of renewable energy.	Not relevant.

In summary, it is considered the proposal aligns with section 7 RMA.

9.4 Principles of the Treaty of Waitangi

Section 8 RMA requires decision makers to take into account the principles of the treaty of Waitangi. The principles of the treaty of Waitangi, as derived by the Court of Appeal in relation to cases brought under s 9 State-Owned Enterprises Act 1986, are summarised in the table below, followed by a statement as to whether the proposal aligns with that matter or not.

Treaty Principle	Proposal's Alignment
The two parties to the Treaty must act reasonably towards each other and in utmost good faith	This is a duty for the Crown not the applicant.
The Crown must make informed decisions (which will often require consultation, but not invariably so)	The applicant has consulted with Mana Whenua.

The Crown must not unreasonably impede its capacity to provide redress for proven grievances; and	This is a duty of the Crown.
The Crown must actively protect Māori interests.	The accidental discovery protocol will actively protect Māori interests.

In summary, it is considered the proposal aligns with the principles of the Treaty of Waitangi.

10.0 Other Matters

The restricted discretionary status of the activity means that the proposal is provided for by the PDP and therefore is unlikely to establish an undesirable precedent or effect integrity of the plan.

There are no other relevant matters.

11.0 Consultation

11.1 Consultation with Timaru District Council

A pre-application meeting was held with Mr. Alex Wakefield and Mr. William Ching of Timaru District Council on 30 October 2024. Mr. Ching noted the following at the meeting:

- There is a sewer that runs through the site.
- There is a planned upgrade of the water main that will be realigned to be close to the footpath.
- In terms of stormwater, ideally it will be connected to the manhole, or to the stormwater lateral. Treatment and attenuation should be to pre-development levels is required.
- A new design for the intersection is in the process of being finalised.

Mr. Wakefield comment that:

- A traffic report should be commissioned

- The application should address the potential adverse effects on neighbours.

11.2 Consultation with Mana Whenua

As stated above, a pre-application meeting was held with AECL. Their letter associated with this development is provided in **Appendix 3**.

11.3 Consultation with Environment Canterbury

The author of this report consulted Mr. Oliver Hermans of Environment Canterbury about the flood hazard report attached as **Appendix 9**. He confirmed that Environment Canterbury have traditionally only be concerned about residential development in flood hazard areas.

11.4 Consultation with the NZ Transport Agency Waka Kotahi

The applicant has consulted with NZ Transport Agency, who have now provided their written approval (Appendix 11).

12.0 Notification Assessment

The application should not be publicly notified on the basis that:

- the applicant has not requested public notification of the application
- public notification is not required following a request for further information
- the application has not been made jointly with an application to exchange reserve land
- the activity will not have adverse effects on the wider environment that are more than minor
- no special circumstances apply.

The application should not be limited notified on the basis that:

- there are no affected protected customary rights groups or customary marine title groups
- the activity is not on or adjacent to or may affect land that is subject to a statutory acknowledgement area and there are no affected persons to whom the statutory acknowledgement has been made

- the activity will not have adverse effects on person that are minor or more than minor
- no special circumstances apply.

Accordingly, the application should be processed on non-notified basis.

13.0 Adequacy of Information

Section 104(6) of the RMA states that a consent authority may decline an application for a resource consent on the grounds that it has inadequate information to determine the application. It is considered that the AEE and this accompanying information provides adequate information for the consent authority to determine the application.

14.0 Conclusion

The application proposes a café, a restaurant and two other commercial premises on a site located on the corner of Grants Road and Evans Street, Timaru. The site is zoned Neighbourhood Centre Zone under the PDP. The Neighbourhood Centre Zone anticipates commercial activities. Overall, the activity is considered a restricted discretionary activity.

This report's assessment found that:

- any adverse effects of allowing the activity are likely to be less than minor
- the proposal is not contrary to relevant statutory planning documents
- there are no other relevant matters relevant to determine the application
- the proposal aligns with relevant matters of Part 2 RMA
- there is adequate information to determine the application
- the application should be processed on a non-notified basis.

Accordingly, it is considered that the application passes the gateway test provided by Section 104D RMA and can be granted under Section 104 RMA subject to conditions under Section 108 and 108A RMA. Consequently, it is considered that resource consent should be granted subject to conditions.

We request that draft conditions are provided to Perspective Consulting Ltd for comment before the consent is issued.

Appendix 1 – Record of Title



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

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**




R.W. Muir
Registrar-General
of Land

Identifier **CB10B/256**
Land Registration District **Canterbury**
Date Issued 20 November 1970

Prior References

CB329/248

Estate Fee Simple
Area 766 square metres more or less
Legal Description Lot 1 Deposited Plan 15285

Registered Owners

Home Centre Properties Limited

Interests

Subject to Part IV A Conservation Act 1987

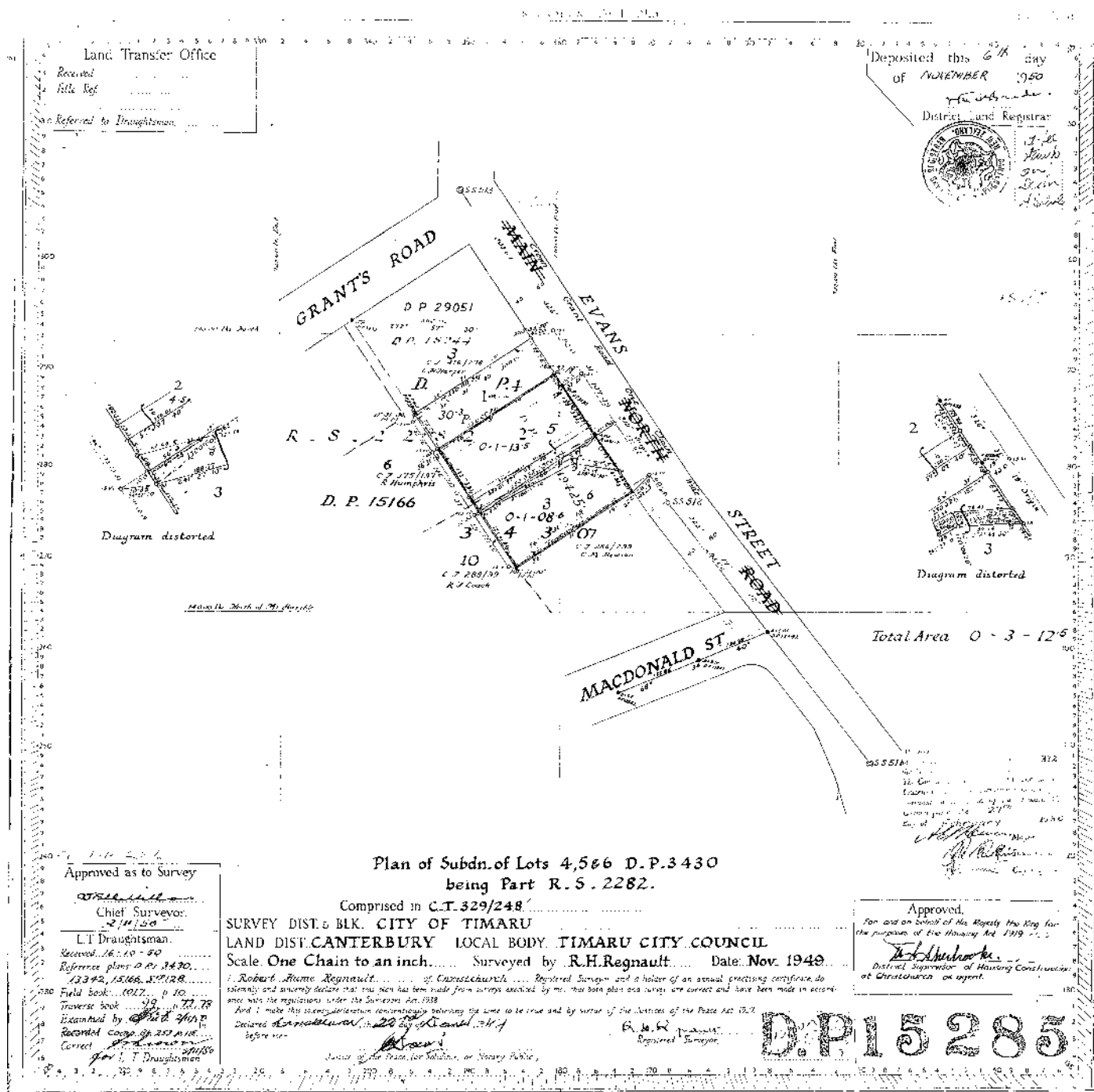
Subject to Section 11 Crown Minerals Act 1991

481645 Pipeline Certificate

Fencing Provision in Transfer 815099 - 20.11.1970

Fencing Covenant in Transfer A243258.1 - 18.6.1996 at 2.12 pm

12692660.5 Mortgage to ANZ Bank New Zealand Limited - 4.4.2023 at 10:41 am





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

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**




R.W. Muir
Registrar-General
of Land

Identifier **CB10B/257**
Land Registration District **Canterbury**
Date Issued 20 November 1970

Prior References

CB329/248

Estate Fee Simple
Area 1373 square metres more or less
Legal Description Lot 1 Deposited Plan 19425
Registered Owners
Home Centre Properties Limited

Interests

334996 Transfer creating the following easements in gross

Type	Servient Tenement	Easement Area	Grantee	Statutory Restriction
Stormwater and sewage drainage	Lot 1 Deposited Plan 19425 - herein	Part herein	The Timaru City Council	

Subject to Section 37(1) of the Housing Act 1955

481645 Pipeline Certificate under s26 Housing Act 1955 - 17.6.1958 at 12.12 pm

Fencing Covenant in Transfer A444610.1 - 4.2.2000 at 1.30 pm

12692660.5 Mortgage to ANZ Bank New Zealand Limited - 4.4.2023 at 10:41 am

Guaranteed Search Copy Dated 15/04/25 11:47 am, Page 2 of 2
Register Only



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

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**




R.W. Muir
Registrar-General
of Land

Identifier **CB11A/47**
Land Registration District **Canterbury**
Date Issued 27 August 1971

Prior References

CB2A/286 CB2A/287

Estate Fee Simple
Area 2051 square metres more or less
Legal Description Lot 1 Deposited Plan 29051
Registered Owners
Home Centre Properties Limited

Interests

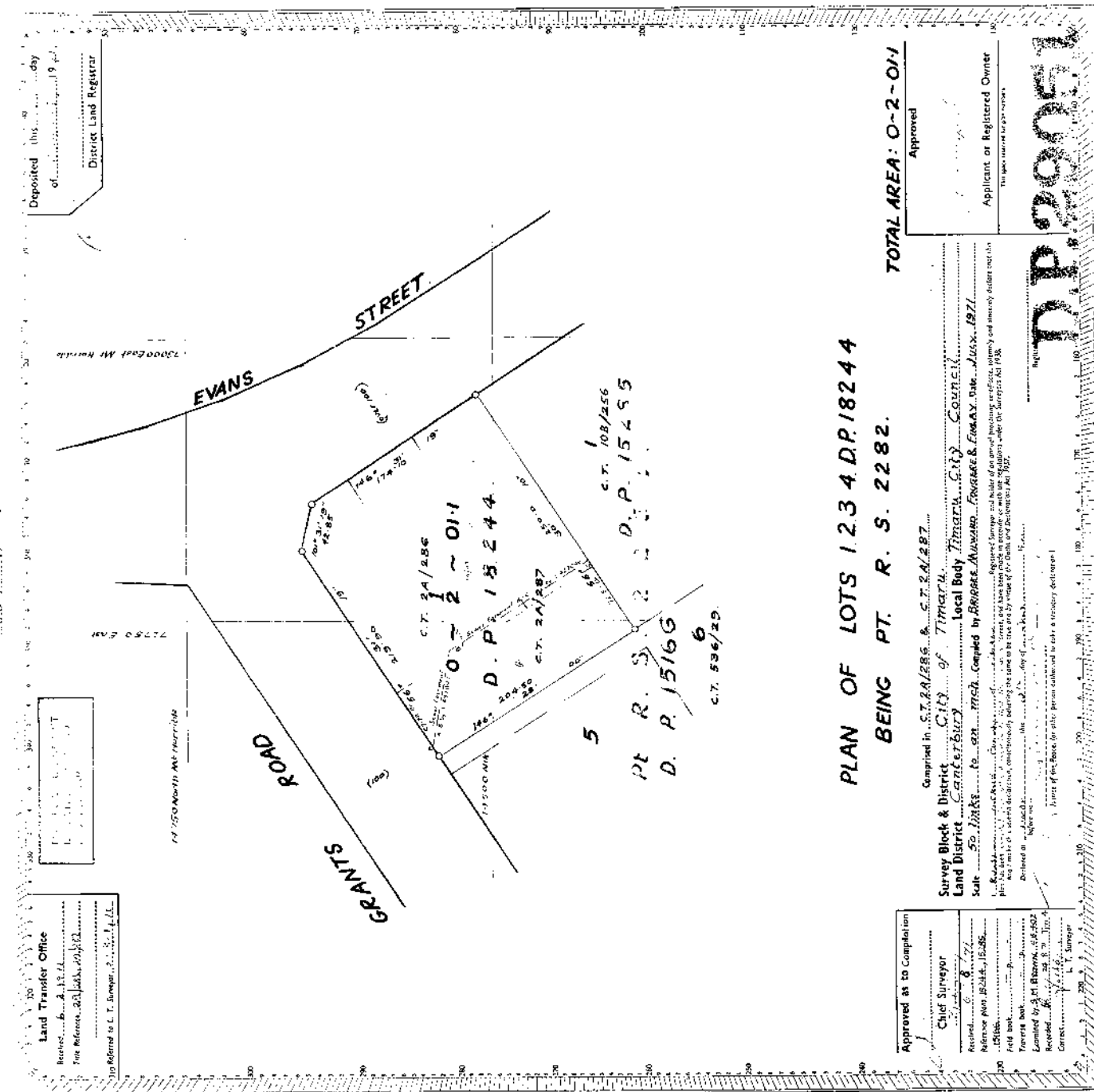
427096 Transfer creating the following easement in gross

Type	Servient Tenement	Easement Area	Grantee	Statutory Restriction
Sewer	Lot 1 Deposited Plan 29051 - herein	Part herein	The Timaru City Council	

497807 Transfer creating the following easement in gross - 18.3.1959 at 3.00 pm

Type	Servient Tenement	Easement Area	Grantee	Statutory Restriction
Sewer	Lot 1 Deposited Plan 29051 - herein	Part	The Timaru City Council	

12692660.5 Mortgage to ANZ Bank New Zealand Limited - 4.4.2023 at 10:41 am



PLAN OF LOTS 1, 2, 3, 4, 5, 6

BEING PT. R. S. 2282.

TOTAL AREA: 0-2-01

Approved as to Completion
Chief Surveyor
Witnessed by: J. M. Brown, 658/502
L. T. Surveyor

Approved
Applicant or Registered Owner
Witnessed by: J. M. Brown, 658/502
L. T. Surveyor

Comprising in S.T. 22/286 & S.T. 22/287
Survey Block & District of Timor-Leste
Land District of Dili
Scale 50 Meters to 1 inch. Compiled by B. S. Brown, 658/502
Registered Surveyor and holder of an approved licence under the Survey Act 1986.
This plan is a true and correct copy of the original plan as deposited in the office of the District Surveyor, Dili, Timor-Leste.

DP 220651

Approved by the Registrar-General
of Land as No. 2511

481645 HCEC

PIPE LINE CERTIFICATE

Under Section 26 of the Housing Act 1955.

THE STATE ADVANCES CORPORATION OF NEW ZEALAND acting under Section 26 of the Housing Act 1955 (extracts from which are for convenience of reference printed on the back hereof) **HEREBY CERTIFIES** that a pipe line for the passage of (1) A Sewage, B Stormwater passes over or through and serves, the several parcels of land specified in the Schedule hereto as more particularly appears in the diagram (1) endorsed on the plan annexed hereto, showing the several parcels of land served by the pipe line and the land over or through which the pipe line has been constructed.

D26 481645 PIPELINE CERTIFICATE
CPY-01/01-PGS-010.08/11/01.18:19



DocID: 210417826

SCHEDULE

Registered proprietor of fee simple.	Dominant Tenement(s): official description of the parcels of land served by the pipe line.	Registered Agreement or Licence to Occupy affecting any dominant tenement, and names of purchasers or licensees.	Servient Tenement(s): official description of the parcels of land over or through which the pipe line passes.	Registered Agreement or Licence to Occupy affecting any servient tenement, official description and names of purchasers or licensees.
Her Majesty the Queen for the purposes of the Housing Act 1955.		'A' SEWAGE		
G/T 504/34 ✓	Lot 1 DP 19230 ✓ Lot 5 DP 13342 ✓		Lot 2 DP 19230 ✓ Lot 1 DP 2458 ✓	C/T 480/69 D.W. Smith Consent attached.
G/T 448/71 ✓ 448/70 ✓	Lot 1 DP 16446 ✓		Lot 2 DP 16446 ✓	
495/228 ✓	Lot 3 DP 13408 ✓		Lots 2 & 1 DP 19305 ✓	
329/248 ✓	Lot 2 DP 19305 ✓ Lot 1 DP 15285 ✓		Lot 1 DP 19305 ✓	
	Lot 1 DP 19425 ✓		Lots 1 & 2 DP 19425 ✓ Lot 2 DP 19425 ✓	
		'B' STORMWATER		
504/34	Lot 1 DP 13342 ✓		Lots 1, 2 & 3 DP 19230 ✓	
	Lot 1 DP 19230 ✓		Lots 2 and 3 DP 19230 ✓	
	Lot 2 DP 19230 ✓		Lot 3 DP 19230 ✓	
	Lot 3 DP 19230 ✓		Lot 4 DP 19230 ✓	
	Lot 4 DP 19230 ✓		& Lot 5 DP 13342 ✓	
	Lot 5 DP 13342 ✓		Lot 5 DP 13342 ✓	
276/257 ✓	Lot 18 DP 16446 ✓		Lot 1 DP 2458 ✓	C/T 480/69 D.W. Smith Consent attached.
	Lot 17 DP 16446 ✓		Lots 17 & 16 DP 16446 ✓	
	Lot 15 DP 16446 ✓		Lot 16 DP 16446 ✓	
	Lot 14 DP 16446 ✓		Lot 16 DP 16446 ✓	
	Lot 13 DP 16446 ✓		Lots 15 & 16 DP 16446 ✓	
	Lot 13 DP 16446 ✓		Lots 14, 15 & 16 DP 16446 ✓	
	Lot 12 DP 16446 ✓		Lot 12 DP 16446 ✓	
	Lot 12 DP 16446 ✓		Lot 11 DP 16446 ✓	
	Lot 5 DP 16446 ✓		Lot 6 DP 16446 ✓ & Lot 1 DP 19079 ✓	

[Over]

DIAGRAM

191 STORMWATER (Continued)

C/T 276/257 Lot 6 DP 16446
 Lot 10 DP 16446

448/70 } Lot 2 DP 16446
 448/71 }

276/257 Lot 4 DP 16446

487/59 Lot 25 DP 10699

494/64 Lot 1 DP 19304

463/86 Lot 9 DP 4783

Lot 8 DP 4783

~~Lot 8 DP 4783~~

Lot 7 DP 4783

495/228 Lot 3 DP 13408

Lot 2 DP 19305

Lot 2 DP 19305

Lot 1 DP 19305

Lot 1 DP 19079

Lot 1 DP 19079

Lot 3 DP 16446

Lot 3 DP 16446

Lot 24 DP 10699

Lot 2 DP 19304

Lots 8 & 7
 DP 4783 and
 Lots 6 & 5
 DP 6286

Lots 9 & 7
 DP 4783 and
 Lots 6 & 5
 DP 6286

~~Lot 7 DP 4783~~
~~and Lots 6 & 5~~
~~DP 6286~~

Lot 8 DP 4783
 and Lots 6 & 5
 DP 6286

Lot 2 DP 19305

Lot 3 DP 13408

Lot 1 DP 19305

Lot 2 DP 19305

Agreement for Sale & Purchase
 630/57 J.W. & I.M. Schedel.

Agreement for Sale & Purchase
 630/57 J.W. & I.M. Schedel.

Licence to Occupy 747/73
 Licensees now W.R. & K.W.
 Saunders.

Lots 5 and 6, DP 6286 are
 included in C/T 701/45 in
 name of Mayor, Councillors
 and Citizens of the City of
 Timaru - consent attached.

CONSENT TO PIPELINE CERTIFICATE

PURSUANT TO SECTION 26(2) (a) OF THE HOUSING ACT 1955

THE MAYOR COUNCILLORS AND CITIZENS of Timaru being the registered proprietors of Lots 5 and 6 on Deposited Plan No. 6286 being part of the land comprised and described in Certificate of Title Volume 704 Folio 45 (Canterbury Registry) HEREBY CONSENT to the annexed Pipeline Certificate creating a stormwater drainage easement over the said Lots 5 and 6 on Deposited Plan No. 6286 appurtenant to Lots 7, 8 and 9 on Deposited Plan No. 4783 of which Her Majesty the Queen is registered as proprietor for State Housing purposes under the Housing Act 1955

DATED at TIMARU this 30th day of May 1958

THE COMMON SEAL of the MAYOR COUNCILLORS AND CITIZENS OF THE CITY OF TIMARU was hereunto affixed pursuant to a resolution of the Timaru City Council passed on the 26th day of May 1958 in the presence of:



A. E. O'Brien Deputy Mayor

J. A. Goddard Town Clerk

CONSENT TO PIPELINE CERTIFICATE
PURSUANT TO SECTION 26(2) OF THE HOUSING ACT 1955

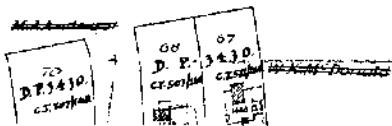
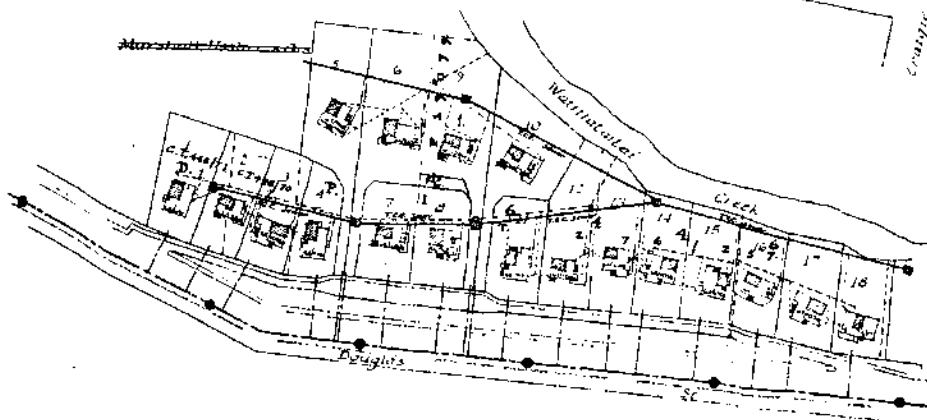
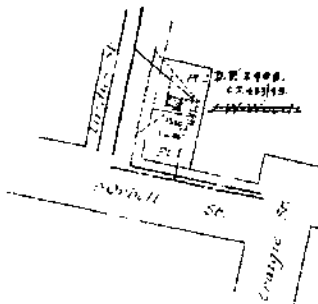
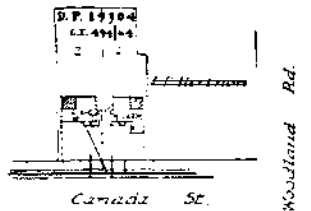
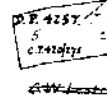
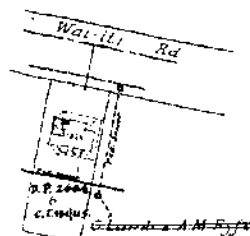
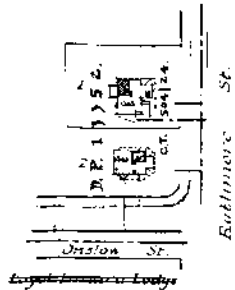
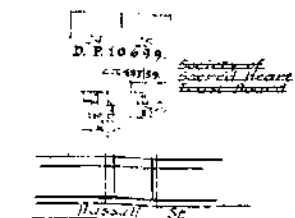
I DOUGLAS WILLIAM SMITH Timaru Warehouseman being the registered proprietor of all that piece of land comprising 1 rood 31.8 perches being parts Lots 1 and 2 on Deposited Plan 2458 comprised in Certificate of Title Volume 480 Folio 69 HEREBY CONSENT to the annexed Pipeline Certificate creating sewer and stormwater drainage easements affecting the said parts Lots 1 and 2 on Deposited Plan 2458 appurtenant to Lot 5 on Deposited Plan 13342 of which Her Majesty the Queen is registered as proprietor for State Housing purposes under the Housing Act 1955

DATED at TIMARU this 16 day of March 1957

SIGNED by the said)
DOUGLAS WILLIAM SMITH)
in the presence of:)

Douglas W. Smith

Witness: R. Smith
Occupation: Agent
Address: 43 Ardmore Lane



DATED at Christchurch this 12th day of June

19 58

SIGNED on behalf of the State Advances Corporation of New Zealand by authority of the Board of Management under the common seal of the Corporation with the written consent of the Minister of Finance and pursuant to section 9 of the Finance Act 1948 by

Macdonald Boyd

an officer of the Corporation in the presence of:-

For and on behalf of the
State Advances Corporation
of New Zealand.

Macdonald Boyd

Attest
Solicitor

Christchurch

481645

PIPE LINE CERTIFICATE
given by the State Advances Corporation
of New Zealand

Correct for the purposes of the
Land Transfer Act

Solicitor for the State Advances Corporation of New Zealand.

Particulars entered in the Register Book

Vol. *as per Deed of Endowment* Folio

the *17th* day of *June* 19*58*

at *12.12 pm* o'clock



Ref. No. 1
District Land Registrar
Assistant

of the

Vol *Folio*

504 34

448 70

448 71

445 228

349 248

500 *500*

276 *57* *6A/521 - 13A/110*

487 59

494 64

463 86

480 69

704 45

Agreement S.P.

630 57

Permit to Occupy

747/73

P.P.L. 17A/620

Section 26(4) of the Housing Act 1955 is as follows:—

(4) While any pipe line certificate remains registered in accordance with section twenty-nine of this Act against the titles to the land to which the certificate relates, unless the certificate otherwise provides, the following provisions shall apply:—

(a) The owner for the time being of every parcel of land specified in the certificate as being served or intended to be served by the pipe line shall have a right to the free and uninterrupted use of the pipe line; and a right, for himself and his servants and agents, after giving reasonable notice, to enter upon any land shown in the certificate as land over or through which the pipe line passes and (so far as is reasonably necessary for the purpose) on other land to which the certificate relates for the purpose of relaying or effecting necessary repairs to the pipe line, subject to the restoration as nearly as is reasonably possible of the surface of the land to its former condition:

(b) The owner for the time being of any land specified in the certificate as being land over or through which the pipe line passes shall afford to the persons specified in paragraph (a) of this section the full and free exercise of the rights specified in that paragraph in respect of that land:

(c) The owner for the time being of each parcel of land specified in the certificate as being served or intended to be served by the pipe line may require and enforce reasonable contribution from all or any other such owners in respect of the cost of executing, providing, and doing all necessary relaying of or repairs to the pipe line and all things required in respect of the pipe line by any local authority having statutory powers in respect thereof:

Provided that, where relaying or repairs are rendered necessary by the act or default of any one or more of the owners, he or they shall bear the whole cost thereof.

LA
Signature: *John H. S.A.C.*
Time: *12.12.58*
Address: *2453*

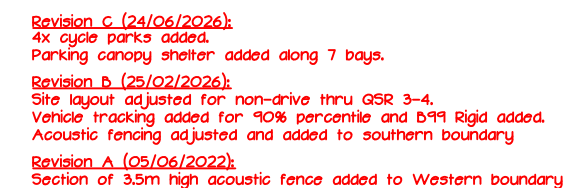
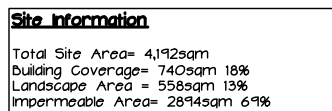
State Advances Corporation of
New Zealand

Appendix 2 – Plans

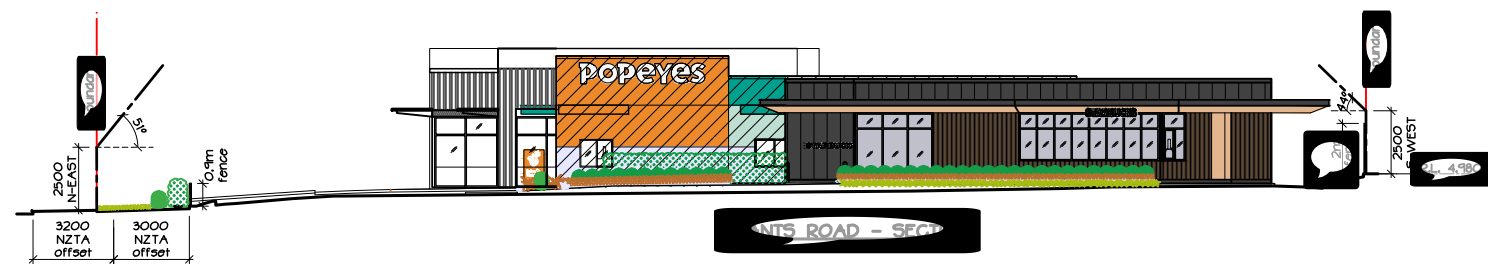
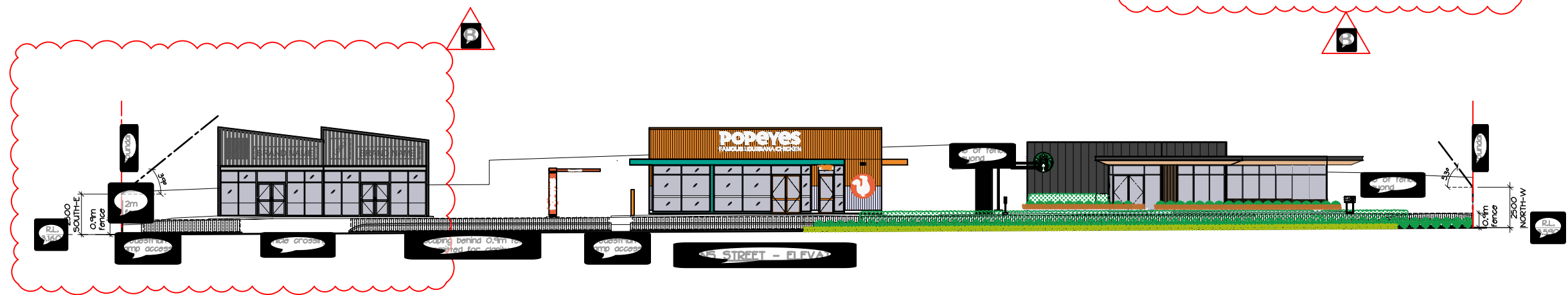
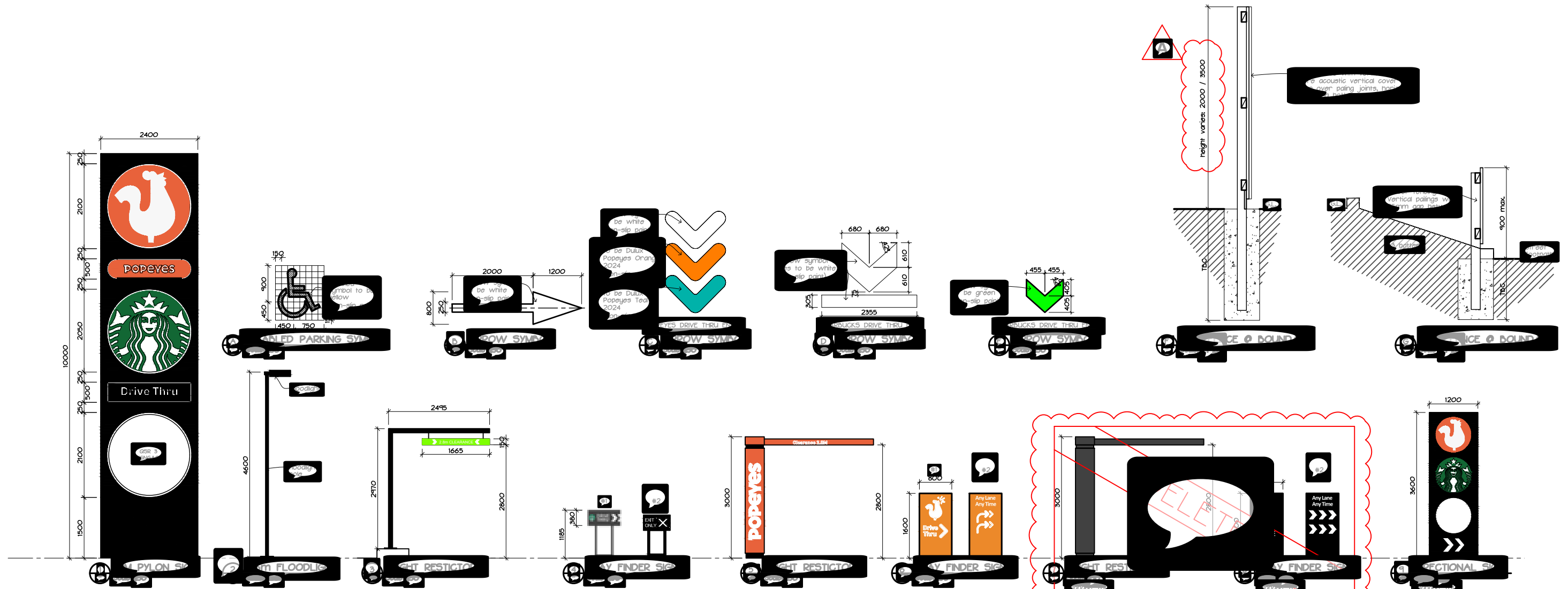


DRAWING REGISTER		Revisions	
Sheet No.	Drawing Name	05.2	06.02.2
01	Cover Sheet		
02	Existing Site Plan		
03	Site Plan		
04	Signage		
05	Landscaping		
06	Tree Mitigation Plan		
07	1 - Starbucks Floor Plan		
08	1 - Starbucks Elevation		
09			
10			
11			
12			
13	Popeyes 3D Render		
14	14 - Floor Plan		
15	14 - Elevation		
16	14 - 3D Render		





Sheet
SK1
Rev C



Rev. B (25/02/2026):
Building revised to non-drive
thru for 3.5m high acoustic
barriers

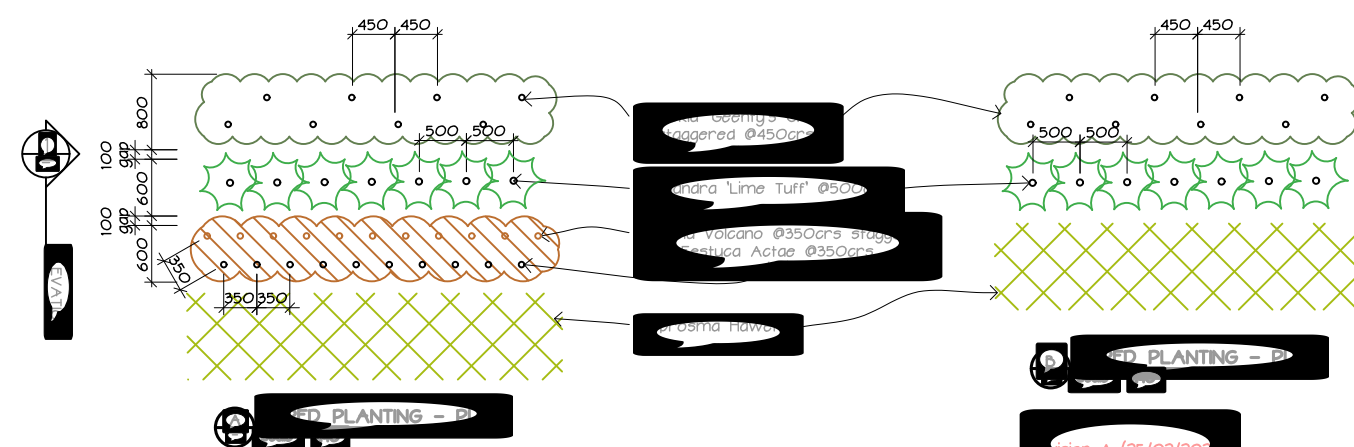
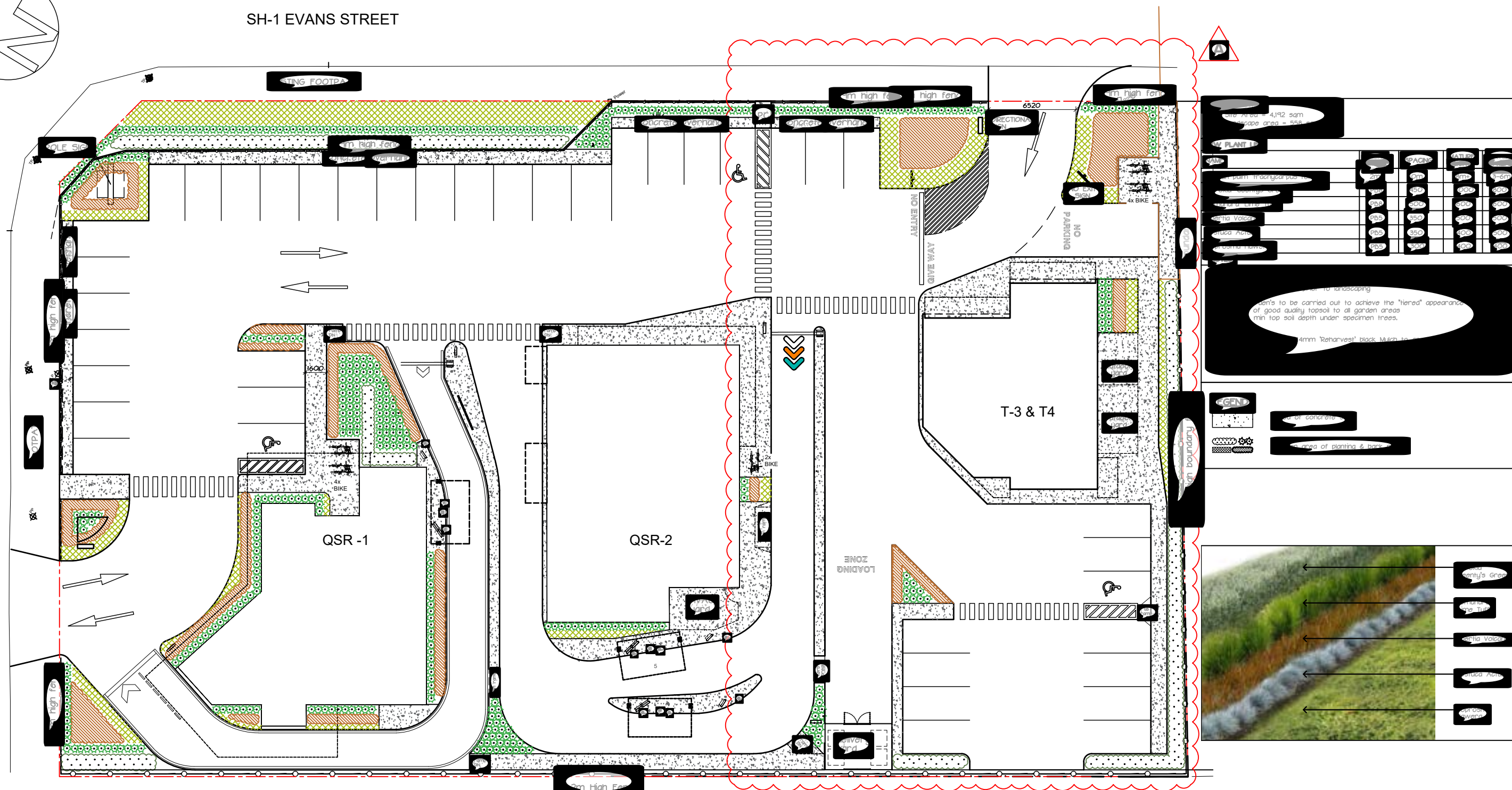
GRANTS ROAD & EVANS STREET

GRANTS ROAD - SECTIONAL SIGN

GRANTS ROAD - SECTIONAL SIGN



GRANTS ROAD



Division A (25/02/2020)

N [REDACTED] TRAINED QSR DEVELOPMENT FOR TAHUA PART 1
 ([REDACTED] A GRANTS ROAD & EVANS STREET)

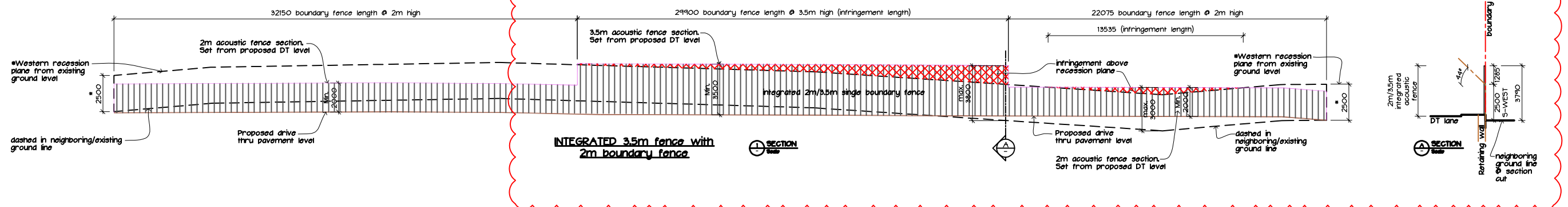
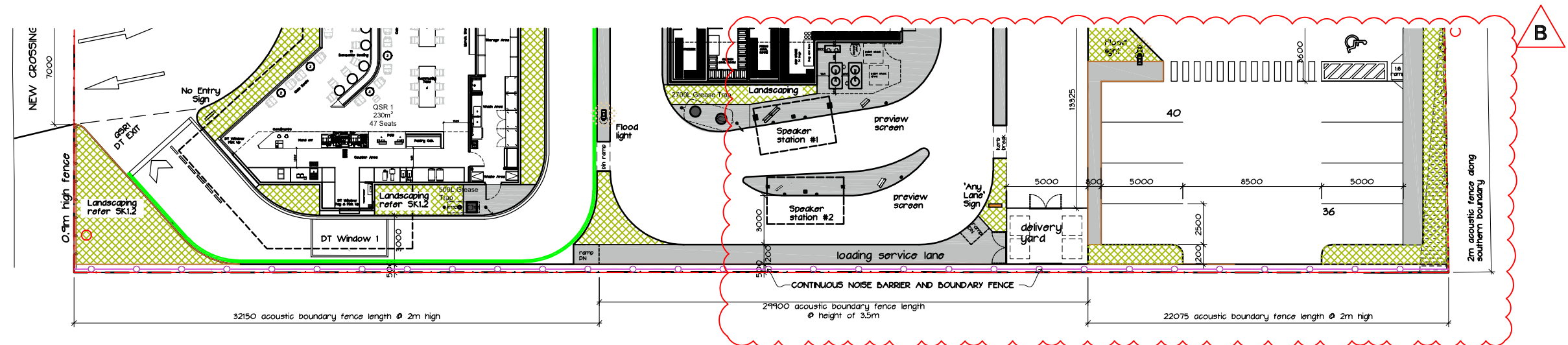
drawing

OPPOSITE

LANDSCAPE PICTURE

for 55A Remuera Rd, Newmarket.

che
K1
ev



Revision B (11/03/2026):
QSR 3 building revised to non-drive thru, repositioned away from boundary
Acoustic fencing adjusted, and added to southern boundary

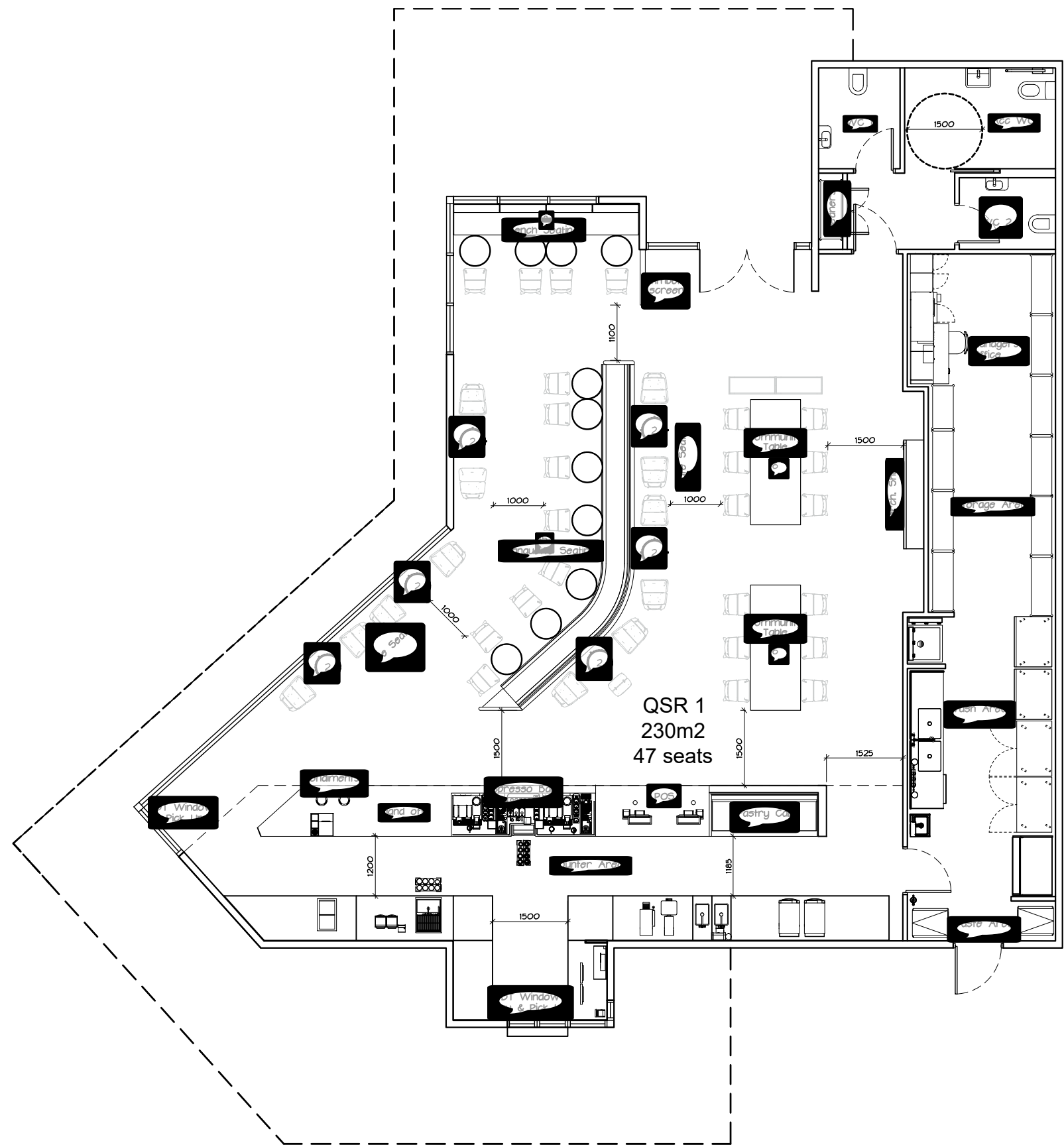
Revision A (18/06/2025):
Sheet added.

NEW COMBINED QSR DEVELOPMENT FOR TAHUA PARTNERS LTD
CORNER GRANTS ROAD & EVANS STREET, TIMARU

Drawing
NOISE MITIGATION PLAN

MORTLOCK
McELROY
architects
First Floor 55A Remuera Rd, Newmarket, Auckland
Date 27/05/2025 Scale 1:150 @ A1

Sheet
SK1.3
Rev B





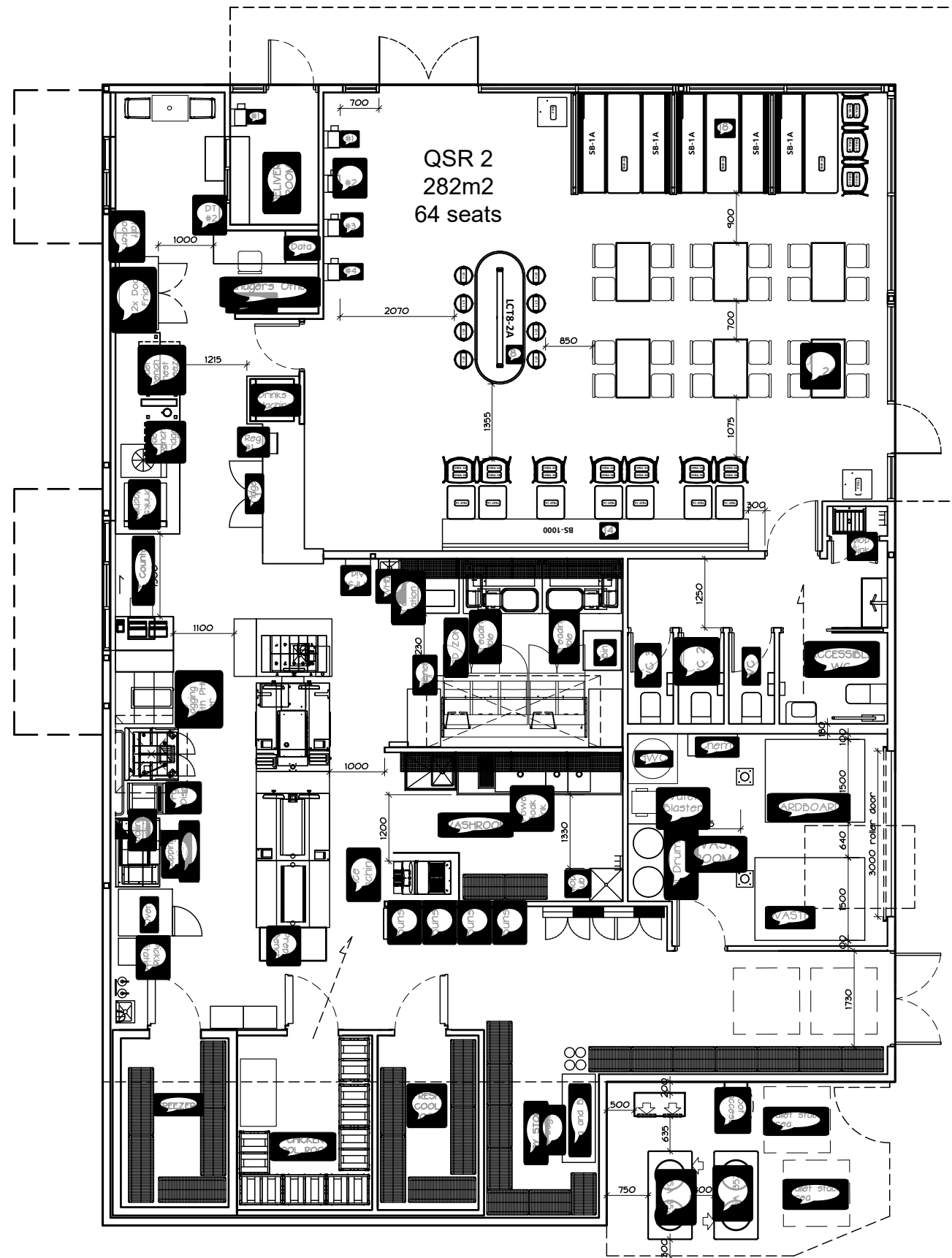
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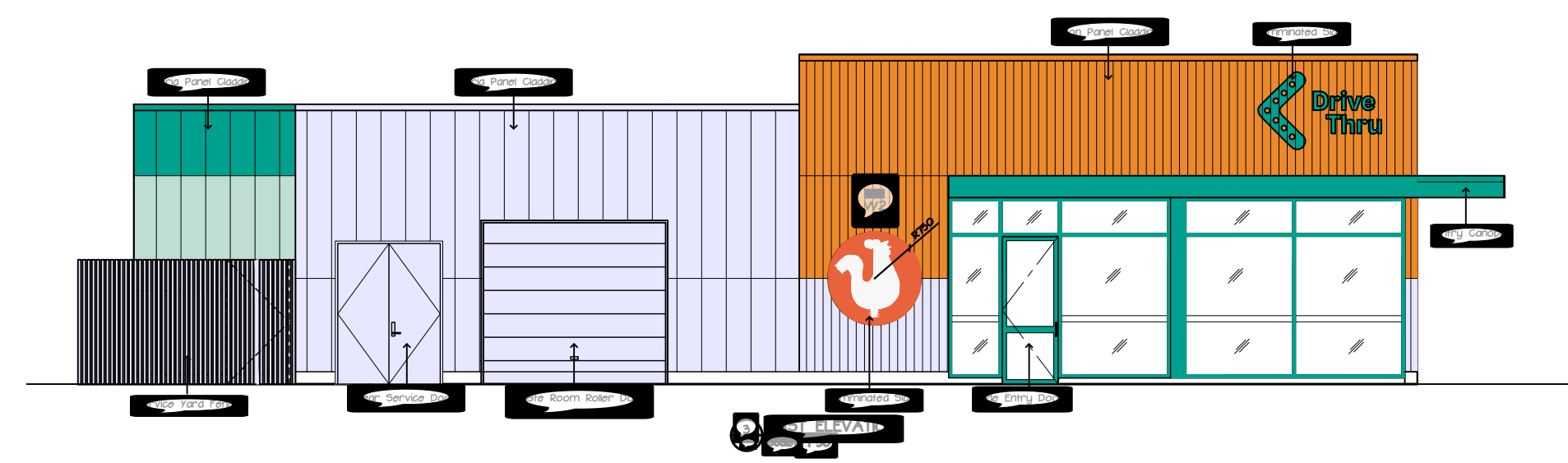
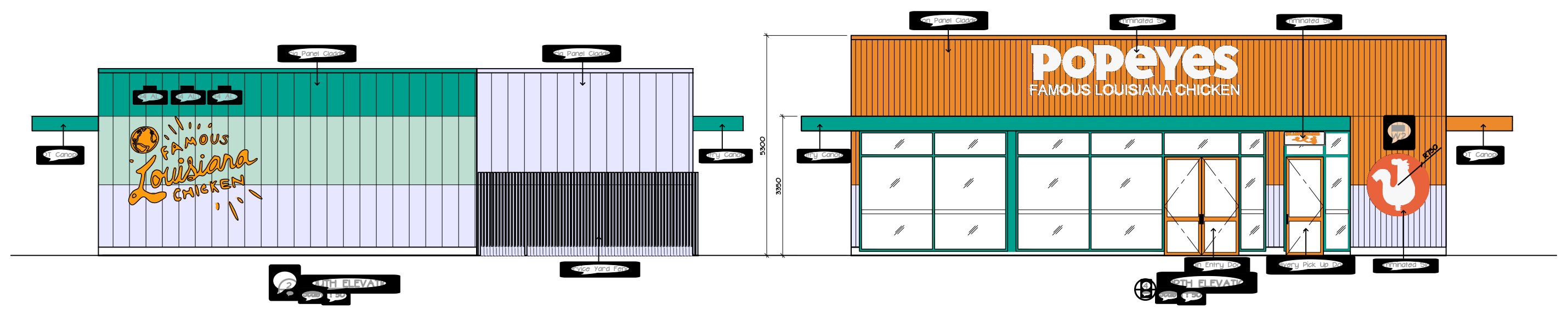
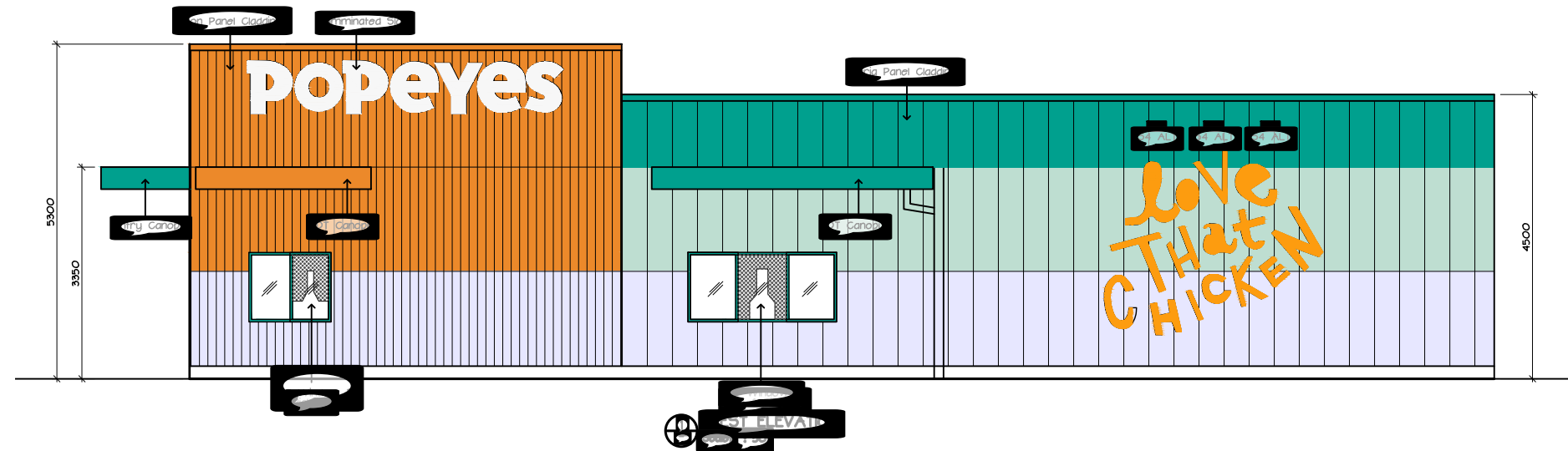


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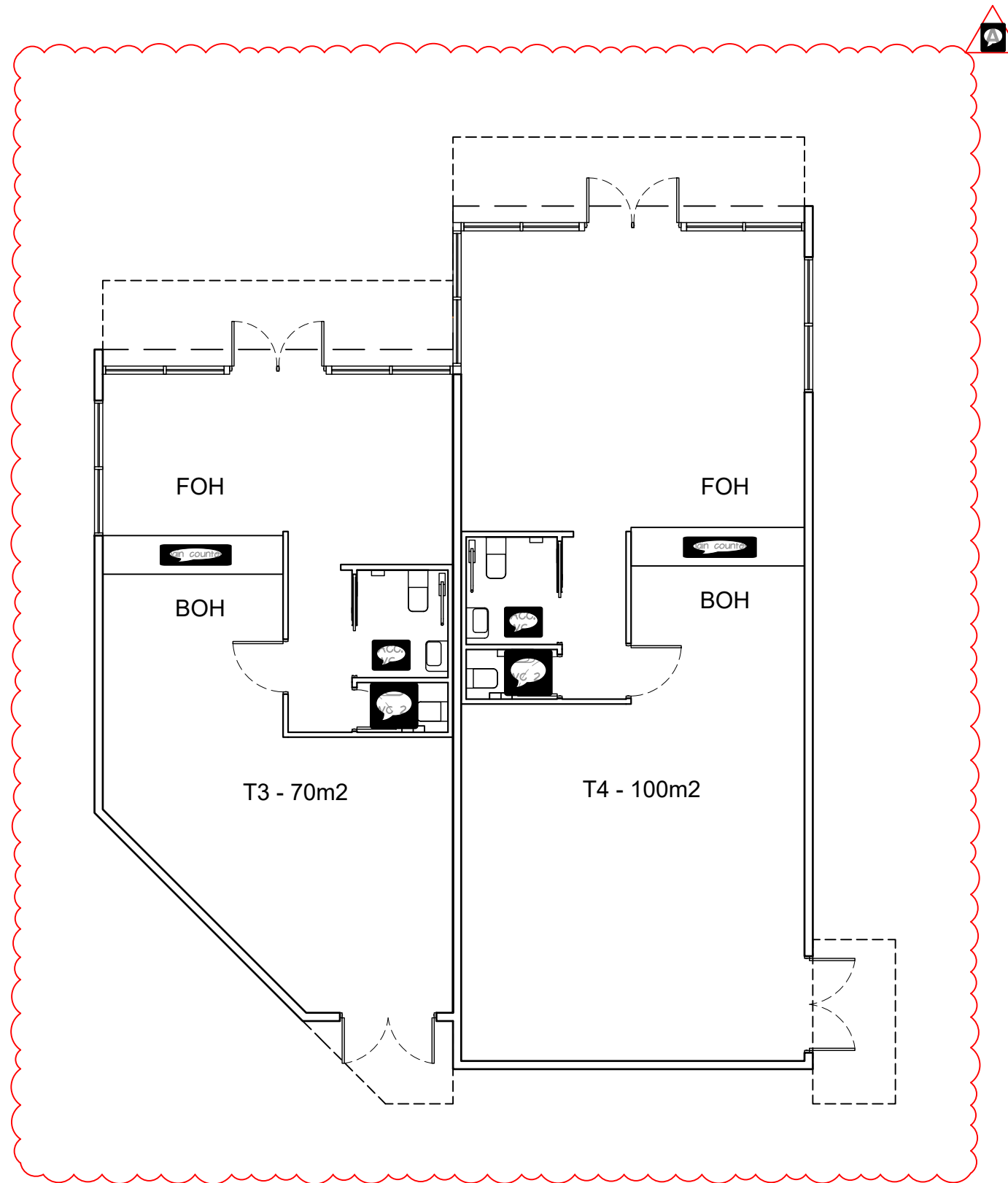


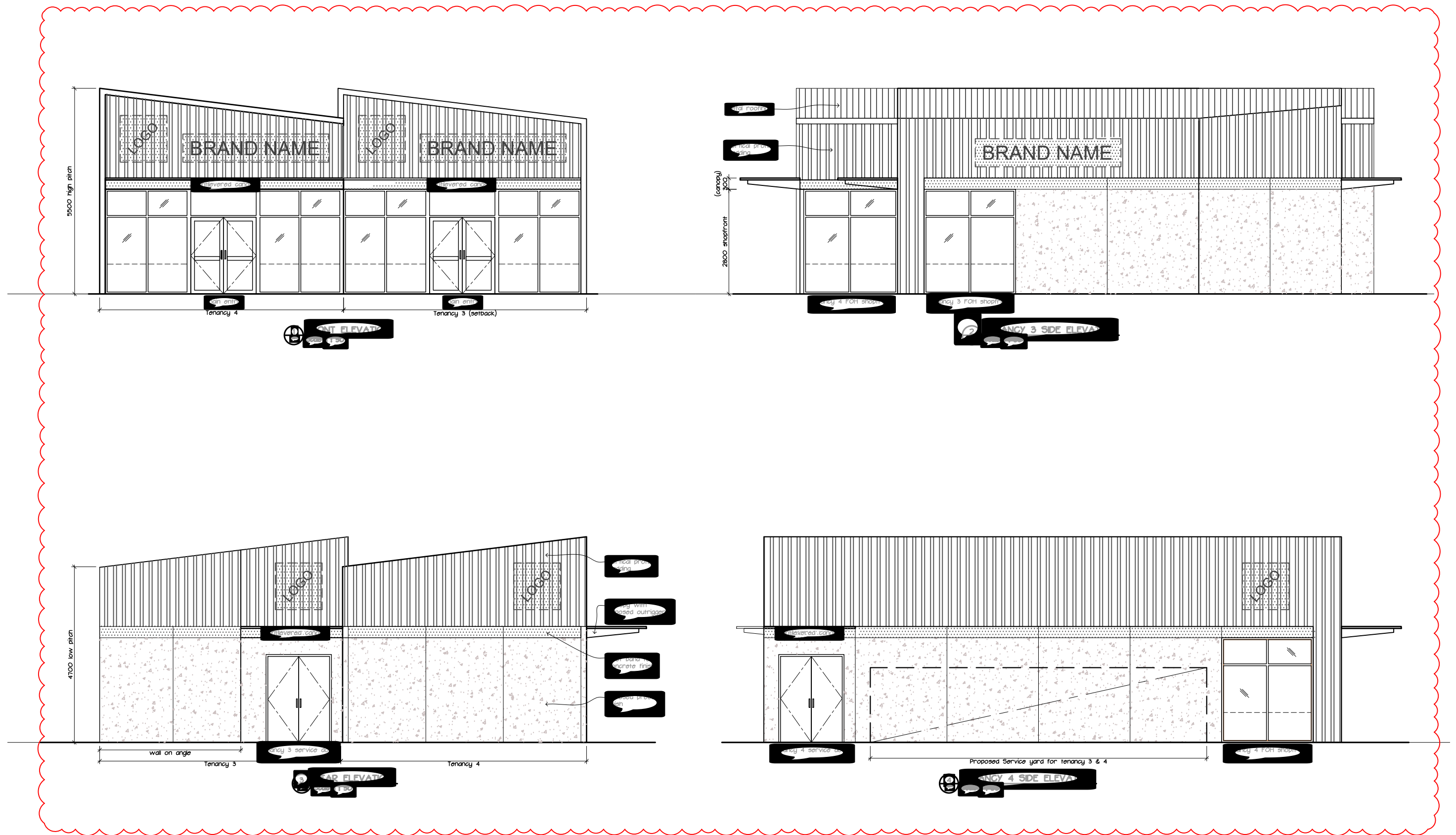
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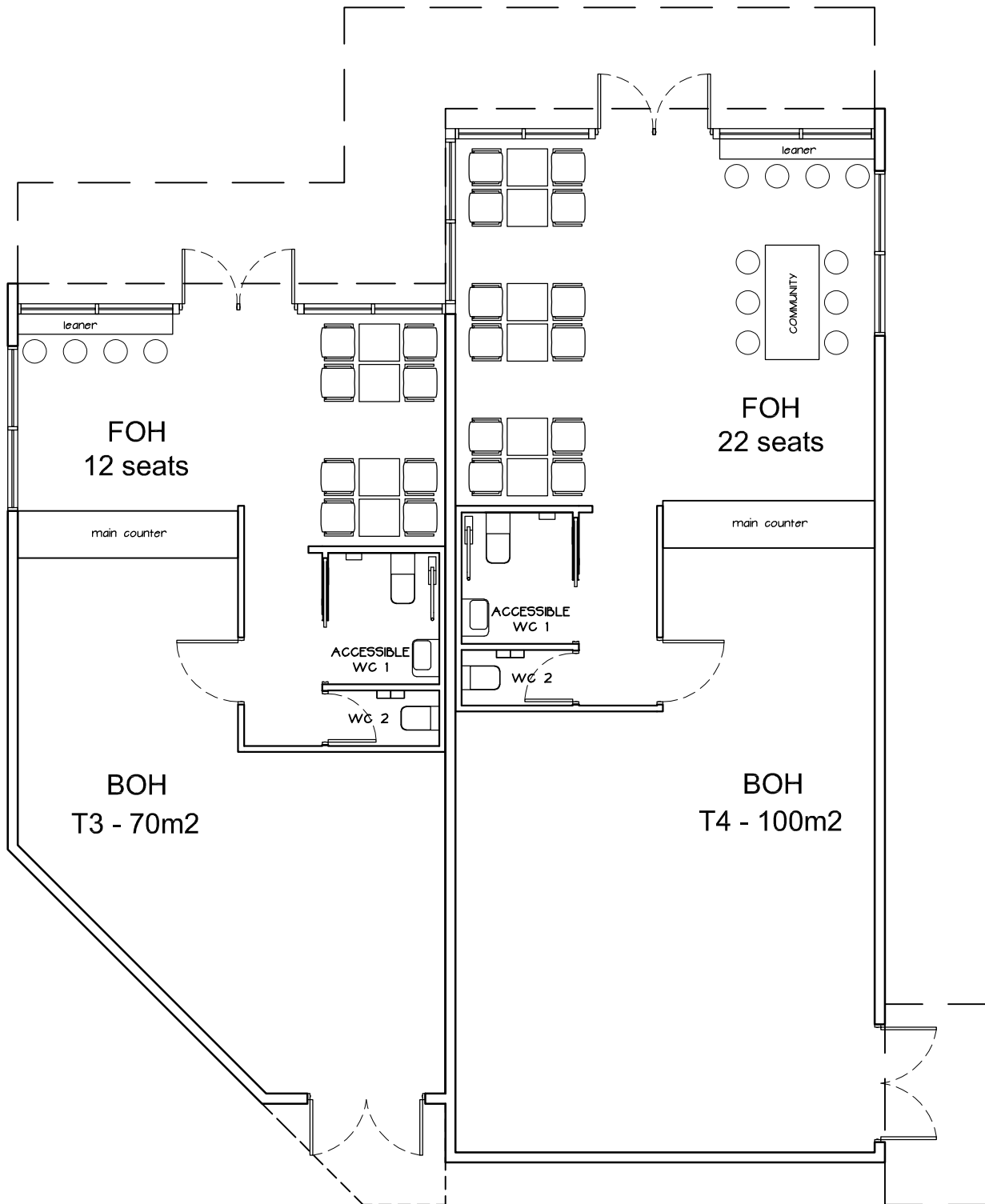












Appendix 3 – Letter from Aoraki Environmental Consultancy

28 April 2025

Mr Mark Geddes
Director
Perspective Consulting
15 Church Street
TIMARU 7910

[delivered to: mark@perspective.net.nz]

Tēnā koe Mark,

REDEVELOPMENT OF 192 – 208 EVANS STREET AND 4 GRANTS ROAD, MARCHWIEL, TIMARU

Te Rūnanga o Arowhenua (Arowhenua) and Aoraki Environmental Consultancy Limited (AECL) thank you for the opportunity to meet with yourself and your client to discuss a proposal to redevelop the commercial premises located at 192 – 208 Evans Street and 4 Grants Street, Marchwiel, Timaru.

Arowhenua and AECL have reviewed the limited information provided and understand your client is looking to demolish the existing residential dwellings at 192 and 194 Evans Street and the commercial premises located on the southwest corner of 196 – 208 Evans Street (State Highway 1) and 4 Grants Street (Lot 1 DP 15285 and Lot 1 DP 29051), which have a combined area of 2,817m² in order to construct a new café, separate restaurant and associated carparking.

The application site is identified as a Wahi Tupuna (SASM3 - Caroline Bay -Te Ahi Tarakihi - Smithfield - Washdyke (including creeks feeding this area)) under the Proposed Timaru District Plan. Caroline Bay is known to Arowhenua as Waimātaitai. Waimātaitai was historically a hāpua (lagoon) situated close to the Timaru foreshore in what is now known as Waimātaitai Beach, Ashbury Park, Māori Park and Caroline Bay Park. The lagoon was renowned as an important source of mahinga kai. In 1880, Arowhenua described Waimātaitai as “e rauiri” (an eel weir) where tuna (eel) and īnaka (whitebait) were gathered in large quantities. This saltwater lagoon was eventually lost in 1933 due to changes in sediment drift caused by the creation of the Port of Timaru.

Arowhenua and AECL do not oppose the proposed redevelopment of the commercial site; however, given the significance of the site as set out above, Arowhenua ask that an Accidental Discovery Protocol Condition be imposed on the land use consent to ensure that the appropriate protocols are followed if artefacts and/or bones are found whilst undertaking earthworks.

Please contact our Principal Planner, Kylie Hall by phone on 027 622 3460 or by email kyliehall@aecltd.co.nz if you have any questions or require further clarification.

Ngā mihi,



Ally Crane
General Manager
Mobile: 027 622 3460 | Office: 03 684 8723

Appendix 4 - Accidental Discovery Protocol

In the event of an accidental discovery of any archaeological material (evidence of archaeological material can include oven stones, charcoal, shell middens, ditches, banks and pits, building foundations, artefacts of Māori and Non-Māori origin or human burials) during the undertaking of earthworks the following steps will be taken:

1. All work on the site will cease immediately. The contractor/works supervisor will shut down all equipment and activity.
2. The contractor/works supervisor/landowner will take immediate steps to secure the site (tape it off) to ensure the archaeological material is left undisturbed and the site is safe in terms of health and safety requirements.
3. The contractor/works supervisor/landowner will notify Heritage New Zealand, Te Rūnanga o Arowhenua, Te Rūnanga o Moeraki and Te Rūnanga o Waihoa, and any required statutory agencies if this has not already occurred.
4. Site access will be provided to Heritage New Zealand and Te Rūnanga o Arowhenua, Te Rūnanga o Moeraki and Te Rūnanga o Waihoa, to enable appropriate procedures and tikanga to be undertaken.
5. If the material is confirmed by Heritage New Zealand as being archaeological, under the terms of the Heritage New Zealand Pouhere Taonga Act, the landowner will ensure that an archaeological assessment is carried out by a qualified archaeologist, and if appropriate, an archaeological authority is obtained from Heritage New Zealand before work resumes.
6. If evidence of burials or human remains/kōiwi tangata are uncovered, following steps 1 to 2 being taken, Heritage New Zealand, the New Zealand Police, Te Rūnanga o Arowhenua, Te Rūnanga o Moeraki and Te Rūnanga o Waihoa, will be contacted immediately. The

area must be treated with discretion and respect and the kōiwi tangata/human remains dealt with according to law and tikanga.

7. Works at the site area will not recommence until an archaeological assessment has been made, all archaeological material has been dealt with appropriately, and approval to recommence has been given by Heritage New Zealand and, if human remains are involved, the New Zealand Police. All parties will work towards work being recommenced in the shortest possible timeframe while ensuring that archaeological and cultural requirements are complied with. I/we confirm that I/we have read and understood the information above and make a commitment to adhere to the Accidental Discovery Protocol as set out above when undertaking earthworks.



Appendix 5 – Integrated Transport Assessment

INTEGRATED TRANSPORT ASSESSMENT

SH1/Grants Road, Timaru

For Home Centre Properties Ltd
February 2026

Prepared By: Antoni Facey, Traffic Engineer and Director
antoni@avanzar.co.nz
www.avanzar.co.nz

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Integrated Transport Assessment

Fast food outlet development

SH1/Grants Road, Timaru

1. Introduction

1. This report addresses the traffic and transport issues associated with the proposed redevelopment of 192 to 208 Evans Street and 4 Grants Road, Timaru. The currently proposed site plan for the subdivision is shown in Figure 1 below.
2. This report is cognisant of the guidance specified in the NZTA's "Integrated Transport Assessment Guidelines" and although primarily travel by private vehicles is addressed within this report, the importance of alternative forms of transport including public transport and active transport are also recognised.
3. The site is currently vacant.
4. 196 to 208 Evans Street is zoned as Commercial 3 and 192 and 194 Evans Street is zoned as Residential 1 in the Operative District Plan. The Proposed District Plan lists 196 to 208 Evans Street as Neighbourhood Centre Zone while 192 and 194 Evans Street are zoned General Residential.
5. Note that there is currently a road widening designation on 196-208 Evans Street. Discussions have begun with NZTA to define the appropriate extent of the designation to ensure the development can be maximised while retaining sufficient space for a left turn slip lane and shared path to be constructed by NZTA in the future.
6. NZTA affected party approval has been sought and has been provided. A copy of the approval is included in the AEE. This identifies the entry only from SH1 is agreed and that the proposed allowance in the plans for the road widening designation on the SH1 frontage is appropriate. It further notes that the road widening will not be required to be constructed as part of this application.

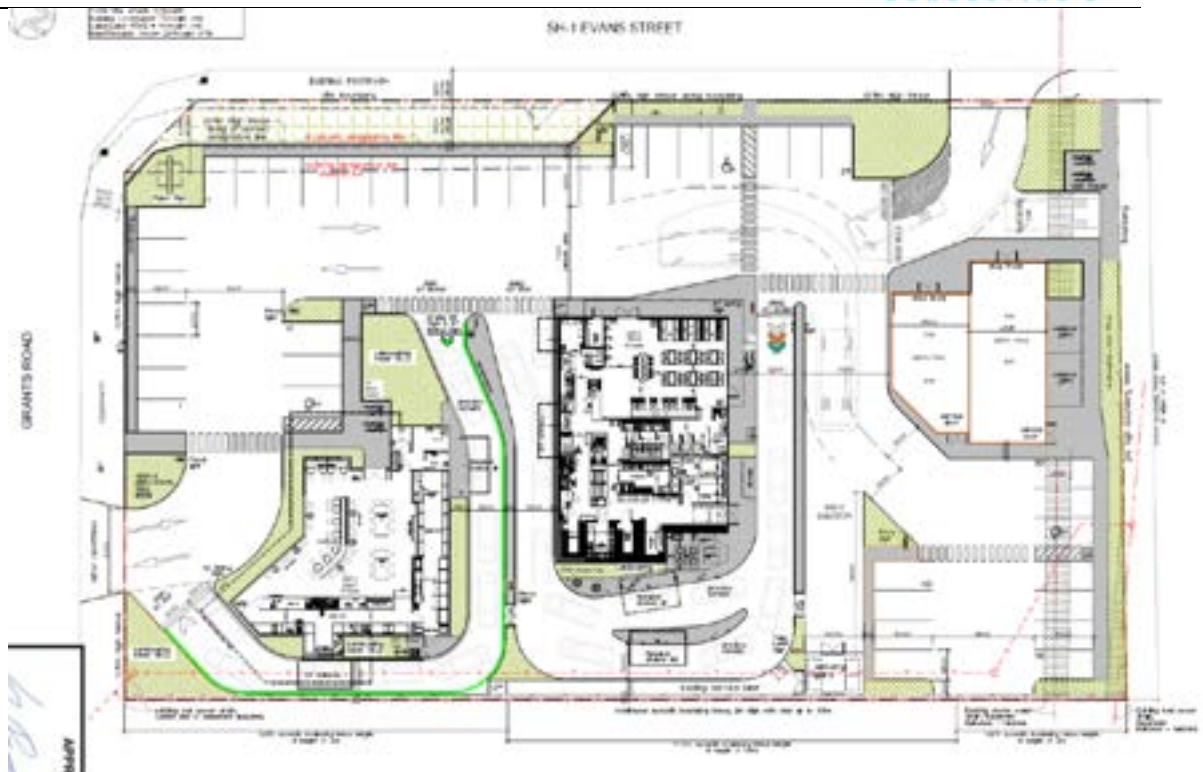


Figure 1: Proposed redevelopment.

2. Proposal

7. The proposal for the development is to construct two separate buildings on site, each containing a different fast food outlet with a separate drive through. Allowance will be made for a third activity, potentially a fast food outlet without a drive through. It is proposed that the northern building will be occupied by a Starbucks franchise while the central building will be occupied by a Popeyes franchise. Negotiations for the southern building occupants have not yet been concluded. An allowance has been made in the plans for a potential occupant, but these are indicative only and are subject to change.
8. The drive through facilities will be accessed from a common carparking and access aisle.
9. Two accesses to the site are proposed. A two way entry/exit access will be from Grants Road. A second access will be directly from SH 1. This will have entry only with no exit onto SH1.
10. 40 carparking spaces are proposed on site. These will be available for customers who prefer to dine on site or order their takeaway products in store.
11. Mobility parking is provided with one space for each building.
12. 6 cycle parking spaces will be provided on site.

13. It should be noted that the development will be staged with the Popeyes opening first and the Starbucks opening second several months later. The third activity is expected to open at least a year after the Starbucks. This is done to allow for the excitement generated by each new franchise to be managed so that the effect of the initial traffic generation does not create queuing onto the road and operational teething issues can be managed. The Popeyes is expected to generate the greatest excitement since it is the first of its type in Timaru so will open first and will have the whole of the on site access aisle and on site parking to manage the anticipated demand. A traffic management plan will be prepared prior to opening to manage the anticipated demand and the effects this creates on site.

3. Road environment

14. The proposed development occupies the southwestern quadrant of the SH 1/Grants Road intersection. The intersection is currently in a temporary arrangement awaiting future upgrades to accommodate future stages of the Showgrounds commercial development. It is understood that the proposal for the new intersection has now been concluded but has not been made available.
15. Traffic signals control the intersection and have done since 2020. It is understood the future stages of the Showgrounds development require additional capacity for southbound traffic with an additional approach lane being constructed. The final design of the intersection has not been completed and further commercial development of the Showgrounds site is anticipated so the future traffic environment will be significantly different from the current environment. The timing of these developments is unknown.
16. Mobileroads provides traffic counts for SH 1 of about 18,800 vpd from December 2023. Grants Road has a traffic count of 1,420 vpd from November 2024.
17. The vehicle access to the site on Grants Road will be some 30 metres from the property boundary. There are currently 3 separate vehicle crossings on the Grants Road frontage and these will be consolidated into a single crossing.



Figure 2: Existing vehicle crossings on Grants Road.

18. On SH1, there are currently 3 vehicle crossings, one to the commercial property and two to residential properties. The development proposes to create a single entry only access point at the southern end of the development as far from the traffic signals as practical.



Figure 3: Existing vehicle crossings on SH1.

19. Grants Road between the vehicle access and the traffic signals has a single traffic lane westbound on the same side as the applicants site. Two lanes eastbound towards the traffic signals are provided with one for right turn vehicles only and one for left turn and straight through movements. The total width of the Grants Road carriageway is 12.5 metres.
20. Footpaths are constructed on both sides of Grants Road. To the east of the Grants Road access, the footpath is 3.5 m wide while to the west the footpath is 2.0 metres wide with a berm.
21. Opposite Grants Road is the 4th leg of the traffic signals and this is for access to the Showgrounds development only.
22. SH 1 is defined as a National Route through Timaru in the roading hierarchy of the Timaru District Plan. Grants Road is defined as a Collector Road.
23. Grantlea Downs School is located some 400 metres to the west of the site.
24. The current speed limit on both SH 1 and Grants Road is 50 km/hr.

4. Road widening designation

25. NZTA has a road widening designation on the SH1 frontage of the commercial zoned site only. Discussions with the NZTA staff have resulted in the designation being redefined to a more appropriate dimension for the potential future works. It is agreed and accepted that NZTA may choose to construct a left turn slip lane at some time in the future and a shared path adjacent to the slip lane.
26. The plans have been designed to show an agreed 3.2 metre wide left turn slip lane from the existing kerb face and a 3.0 metre wide shared path. The design of the site has allowed for this new boundary based on the agreed designation requirements and confirmed in the NZTA APA.
27. It is anticipated that the designation in the District Plan will be updated to reflect the agreed designation.

5. Traffic generation

28. Trip generation rates for the proposed development have been derived using the NSW "Guide to Transport Impact Assessment" V1.1. This a recent rewrite of the original document with updated information and data.
29. The Guide presents surveys from McDonalds, Hungry Jacks and KFC outlets with drive throughs in Sydney and the regions. They also present coffee shop data. Timaru could be considered to be similar to a region in the Guide.
30. The product range for a Popeyes is similar to a KFC and they are considered to be competing in the same market so comparisons to a KFC is appropriate. The second fast food outlet is unconfirmed but is more likely to be similar to a Hungry Jacks (the Australian version of a Burger King) than a McDonalds. The Starbucks is clearly captured in the coffee shop category. Hence, data for use in this analysis will be for the KFC, Hungry Jacks and the coffee shop.
31. The NSW guide contains the following traffic generation rates for the various fast food outlets described above. Note that vehicle trips are defined as a one way trip so each customer generates two vehicle trips, one in and one out.

Table 5.47. Fast food sample summary – KFC

	Sydney	Regional	Combined
Weekday vehicle trips (vehicle trips/outlet)			
Site AM peak hour	Outside of opening hours		
Network AM peak			
Site PM peak hour	106	135	118
Network PM peak	78	67	73
Daily	468	615	531
Weekend vehicle trips (vehicle trips/outlet)			
Site peak hour	112	121	116
Daily	522	693	595

Table 5.48. Fast food sample summary – Hungry Jacks

	Sydney	Regional	Combined
Weekday vehicle trips (vehicle trips/outlet)			
Site AM Peak hour	42	66	54
Network AM Peak	18	45	31
Site PM Peak hour	105	113	109
Network PM Peak	72	63	68
Daily	606	668	637
Weekend vehicle trips (vehicle trips/outlet)			
Site Peak hour	114	110	112
Daily	717	626	672

Table 5.49. Drive through coffee outlets sample summary

Weekday rates	Sydney	Regional
Person trips (person trips/outlet)		
Site AM peak	102	151
Network AM peak	107	130
Site PM peak	38	34
Network PM peak	33	31
Daily	298	398
Vehicle trips (vehicle trips/outlet)		
Site AM peak	91	128
Network AM peak	86	110
Site PM peak	28	23
Network PM peak	23	17
Daily	246	326

32. An important point to note is that these tables are based on the outlet itself and do not factor in the floor area of the outlet. This is considered to be a reasonable assumption. The outlets are more focussed on the drive through and takeaway functions rather than the in store dining option. The existence of the store itself appears to be what drives the traffic generation rather than the floor area.

33. For Timaru, it is considered that the Regional data are the appropriate data to use.
34. The data is the long term traffic generation and does not account for the potential excitement and extra traffic generation experienced in the opening of a new outlet.
35. A document that appears to be the source data for the NSW traffic generation rates has been located. Appendix A from "Trip Generation and Parking Demand Surveys of Fast Food Outlets Analysis Report" provides the survey data for the Hungry Jacks restaurants. The data shows that the traffic generation of a hungry Jacks drive through is about 2/3 of the total traffic generation in the peak hours while the traffic generation of the park and walk ins was about 1/3 of the total. Since there is no drive through proposed for the third site, the traffic generation of the park and walk ins would likely increase as some of the drive through traffic changes to park and walk in. Hence, it is estimated that the traffic generation of the third unit would be about half of what is expected if a drive through was provided.
36. Although the third activity is unknown, it is considered that a potential fast food outlets are likely to generate more traffic than most other potential retail sites that could establish on the vacant site, this is considered to be a conservative assessment.
37. Based on the NSW Regional data, it can be concluded that a reasonable traffic generation in the Network PM peak traffic hour is $67+32+17=118$ **vehicle trips**. The site peak hour in the tables is different to the network peak hour and is expected to be later than the network peak hour. The site peak hour is when the outlet is operating at its peak whereas the network peak hour is when the traffic volumes are at their peak, typically the commuter evening peak hour. The site evening peak is expected to be after the commuter peak.
38. Traffic generated by the site has been distributed using the intersection survey. All traffic using the traffic signals to access or exit the Showgrounds development was recorded. It is known that a small amount of traffic from the north also enters the Showgrounds from the Bridge Street access but this was not recorded. It has been assumed that customers using the fast food shops will be sourced from the same areas and in the same proportions as the Showgrounds retail area. The survey showed that in a Thursday PM peak hour, the following traffic percentages were observed and converted to the number of expected traffic movements for the fast food development.

Direction	%age in and out of Showgrounds	Number of movements for fast food development
North	19%	22 (11 in, 11 out)
Grants Rd	31%	36 (18 in, 18 out)
South	50%	59 (30 in, 30 out)

Figure 4: Traffic distribution from the fast food outlets.

39. Graphically, the number of movements to and from the fast food development in the PM peak hour on this basis are shown below.

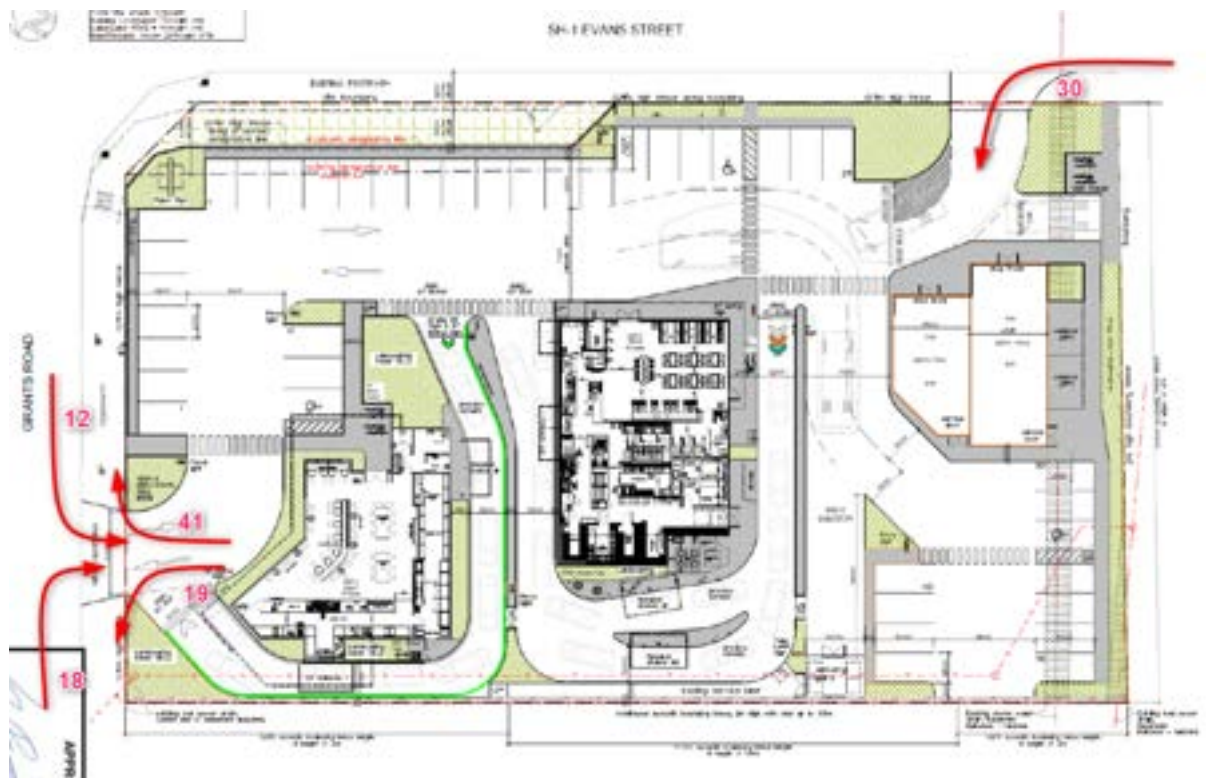


Figure 5: Graphical representation of the traffic distribution

6. Parking

40. The plans show 40 carparking spaces for customers including three mobility spaces. The spaces will be used by customers who choose to either dine on site or do not want to use the drive through.
41. It is considered that this number of parking spaces is sufficient to meet the typical customer parking demand. Note that the 3 outlets are likely to have a different demand profile through the day.
42. The parking spaces (including the mobility spaces) meet or exceed the dimensions required by the Operative and Proposed District Plans.
43. Staff parking will not be accommodated on site. Staff will park on the street or use alternative forms of transport to access their worksite.

-
44. It is estimated that there would be up to 29 staff across the 3 outlets at the peak time.
 45. Between the new roundabout at the Grants Road Bouverie Street intersection some 250 metres from the site, there are a total of 31 parking spaces available on street. Within 400 metres of the site, there are further on street parking spaces available on Bouverie Street and on MacDonald Street. 400 metres is considered to be a reasonable distance for people to walk and is based on the maximum distance bus passengers are expected to walk between their destination and a bus stop.
 46. Parking demand on street was surveyed on Wednesday 2 April 2025 at 11.30am, 1.30 and 6.00pm. There was parking demand of no more than 4 vehicles on the section of Grants Road between the site and Bouverie Street.
 47. Public Transport in Timaru is attractive for staff being reasonably priced and on demand. The bus can take staff more or less door to door directly which makes it easy and convenient for staff to use. There are at 6 cycle spaces proposed on site that staff can use and more can be provided if demand requires. The development is on the edge of a residential area and staff living close will be within easy walking distance of work.
 48. While it cannot be known until the development is open, some staff would use alternative methods of transport to access the worksite and not require parking. If an estimate of 15% of staff use alternative transport, that would reduce staff parking demand to 25 parking spaces.
 49. On its own, Grant Street on street parking could accommodate the expected staff parking demand with Bouverie Street and MacDonald Street being available to accommodate any unforeseen staff parking demand.
 50. A loading space is provided on site that will meet the needs of the whole development. Due to its location, the loading space will be used before 10 am when the Popeyes opens. This will ensure there is minimal activity on site when accessing or leaving the loading bay. A condition to that effect is recommended.
 51. It is our opinion that the parking supplied on site meets the typical needs of the development and the on street parking available will accommodate typical staff parking demand.

7. Vehicle access

52. Two vehicle accesses are proposed to replace the current six vehicle crossings. One vehicle crossing is proposed for each SH1 and Grants Road. The SH1 access will be for access to the site only and no exit with the Grants Road access being for entry and exit. This has been agreed by NZTA in their APA.

53. The centre of the Grants Road access will be some 35 metres from the edge of the new designation. The Operative District Plan requires a vehicle access to be at least 10 metres from the boundary.
54. SIDRA analysis was based on three fast food outlets with drive throughs and shows that the 95%ile queue length on Grants Road will be no more than 35 metres and this queue length includes the traffic that has exited the development by turning right onto Grants Road.
55. Sight distance from the vehicle crossing is good with about 120 metres clear sight distance to the left (west).
56. The width of the vehicle crossing is proposed to be 7 metres. This width is necessary to allow for the turning movements immediately after entering the site and the greater tracking widths this entails.
57. MobileRoads uses RAMM data provided by Road Controlling Authorities and has an estimated ADT traffic volume of 1420 vpd on Grants Road. Typically, 10% of the daily traffic volume occurs in the peak hour. The vehicle access is estimated to have a peak hour traffic generation in and out of 90 vehicles in the peak hour. The AUSTROADS Guide to Traffic Management Part 3 "Traffic Studies and Analysis" 2009 Table 6.1 is reproduced below. With the vehicle access being the crossroad and Grants Road being the major road, the table suggests further analysis of the performance of the intersection is unnecessary and the access will operate under free flow conditions.

Table 6.1: Intersection volumes below which capacity analysis is unnecessary

Type of road	Light cross and turning volumes maximum design hour volumes vehicles per hour (two way)		
	400	500	650
Two-lane major road			
Cross road	250	200	100
Four-lane major road			
Cross road	100	50	25

Figure 6: AUSTROADS GTTM Part 3 Table 6.1 reproduced

58. The vehicle crossing on SH1 is intended for use only by vehicles from the south turning left into the site before they reach the traffic signals. The crossing will be near the southern boundary of the development approximately 70 metres from the Grants Road boundary.
59. Access from SH1 will allow vehicles to enter the site without driving through the traffic signals. Vehicles intending to enter the site will be able to turn left in from behind a queue (the 95%ile queue is 66 metres but increases to 72 metres if the left turn access is not provided) when the signals are red improving the overall efficiency of the traffic signals and especially the southern approach reducing delay to these vehicles.

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60. The improved efficiency for the left turn directly from SH1 will result in reduced carbon emissions from the vehicles accessing the fast food development compared to vehicles that turn left into Grants Road at the traffic signals.
 61. The angled design of the crossing will allow for drivers to turn left from the left hand lane without encroaching on the adjacent through lane. Similar angled vehicle crossings have been constructed on SH1/Sophia Street for the Z Caroline Bay/Burger King site and on Church Street at the previous Countdown supermarket site. These have worked well and safely.
 62. The angle will also discourage drivers travelling from the north on SH1 attempting to turn right into the site. Although there is a flush median that could allow for right turns in, the amount of traffic competing for access to other sites on SH1 opposite the fast food developments means it could be congested (this has been observed with queues for both the Showgrounds development and the service station) and difficult for other drivers to share the median.
 63. It is our expectation that drivers from the north wanting to access the fast food development will turn right into Grants Road at the traffic signals to avoid the congestion and competing demands for the median. However, it is not possible to physically prevent the right turn in while other developments also require access to the median but signs will be erected on the entrance advising drivers that there is no right turn into the site from the median to discourage that movement.
 64. We consider that both the vehicle crossings are appropriate for this activity and will function safely for all users.

8. SH1/Grants Road intersection

65. NZTA have requested an analysis of the SH1/Grants Road/Showgrounds traffic signal controlled intersection with and without the development and the SH1 access. Because the intersection is incomplete and the Showgrounds development has various resource consent conditions attached to upgrading the intersection making the future impacts impossible to assess, it is considered that only the current layout and traffic volumes should be analysed. SIDRA has been used to do this analysis using a survey carried out on a Thursday PM peak hour.
66. SIDRA was set to provide the most efficient signal operation for the traffic volumes.
67. Three scenarios were tested:
 - Existing signals layout with existing traffic volumes
 - Existing signals layout with the development as proposed (access on SH1)

- Existing signals layout with the development but all development traffic entering through Grants Road.
68. As expected, the SIDRA model showed that under current traffic demands the northern approach on SH1 was the worst performing movement due to the single lane which reduces capacity for the intersection but it still had level of service B and C. Grants Road and Showgrounds have level of service D due to the share of cycle time given to the SH.

69. The AUSTROADS Guide To Traffic Management Part 2; Traffic Theory Concepts defines levels of service as:

- Level of service A Free flow operations
- Level of service B Reasonably free flow operations
- Level of service C Stable operations
- Level of service D Bordering on unstable operations
- Level of service E Extremely unstable flow operations

MOVEMENT SUMMARY

Site: 101 [PM peak Thu (Site Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) isolated Cycle Time = 85 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Des. Vol. (v)	Avail. Delay (s)	Level of Service	95% BACK OF QUEUE (m)		Prop. Del.	Effective Stop Rate	Avail. No. Cycles	Avail. Speed (km/h)
		Total veh/s	HV %	Total veh/s	HV %									
South: SH1 South														
1	L2	7	1.0	7	1.0	0.368	15.4	LOS B	8.8	66.8	0.57	0.51	0.57	46.8
2	T1	749	8.8	738	8.8	0.368	18.3	LOS B	8.8	66.8	0.57	0.51	0.57	47.8
3	R2	106	1.0	162	1.0	-0.411	23.5	LOS C	2.9	29.5	0.81	0.78	0.81	48.8
Approach		862	7.6	887	7.6	0.431	12.9	LOS B	8.8	66.8	0.62	0.54	0.62	46.5
East: Shingunee														
4	L2	142	1.0	149	1.0	0.881	54.2	LOS D	11.4	88.2	1.00	1.05	1.42	35.5
5	T1	81	1.0	85	1.0	-0.881	48.1	LOS D	11.4	88.2	1.00	1.05	1.42	36.8
6	R2	91	1.0	96	1.0	0.590	48.9	LOS D	4.1	25.9	1.00	0.80	1.05	31.8
Approach		314	1.0	331	1.0	0.881	51.1	LOS D	11.4	88.2	1.00	0.90	1.32	36.9
North: SH1 North														
7	L2	28	1.0	21	1.0	0.899	36.9	LOS C	42.6	319.8	0.93	1.01	1.12	37.4
8	T1	867	8.8	813	8.8	-0.899	29.9	LOS C	42.6	319.8	0.93	1.01	1.12	37.9
9	R2	48	1.0	42	1.0	0.882	18.7	LOS B	8.8	3.8	0.98	0.88	0.98	48.8
Approach		883	8.1	876	8.1	0.888	29.2	LOS C	42.6	319.8	0.91	0.88	1.10	38.2
West: Grants Road														
10	L2	25	1.0	28	1.0	0.382	42.2	LOS D	4.1	26.8	0.96	0.75	0.96	34.5
11	T1	74	1.0	78	1.0	0.382	37.1	LOS D	4.1	26.8	0.96	0.75	0.96	34.8
12	R2	13	1.0	14	1.0	0.382	52.9	LOS D	8.8	4.3	1.00	0.88	1.00	38.5
Approach		112	1.0	118	1.0	0.382	48.1	LOS D	4.1	26.8	0.96	0.78	0.96	34.2
All Vehicles		2215	8.5	2332	8.5	0.888	26.1	LOS C	42.6	319.8	0.81	0.88	0.93	38.4

Figure 7: SIDRA output for existing traffic demands

70. When the development traffic is added and the SH1 access remains, there are minor increases in delay and queue length for some of the movements increases while some have reduced. Note that the cycle time has increased and may be responsible for some of these changes.
71. Delays on Grants Road traffic increase by an average of 6 seconds for the approach due to the increased traffic volumes. Note that the total average delay for all vehicles using the intersection does not change since the higher volume approach from the north on SH1 reduces in delay with the increased cycle time.
72. The level of service on Grants Road reduces to E for the right turn due to the average delay for this movement increasing.

MOVEMENT SUMMARY

Site: 101 [PM peak plus dev no LT (Site Folder: Generat)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS): Isolated Cycle Time = 90 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Line ID	Turn	SUPPLY VOLUMES		DEMAND FLOWS		Req. Cycle	Avail. Delay	Level of Service	95% BACK OF QUEUE		Prog. Que	Effective Stop Rate	Avail. Max. Cycles	Avail. Speed (mph)
		(Total veh/s)	(HV) %	(Total veh/s)	(HV) %	sec	sec		(Veh/s)	(ft)				
South: SH1 South														
1	L2	7	1.8	7	1.8	0.358	15.3	LOS B	9.8	87.8	0.58	0.48	0.58	46.8
2	T1	749	8.8	788	8.8	0.358	18.3	LOS B	9.8	87.7	0.58	0.48	0.58	47.8
3	R2	106	1.8	112	1.8	+ 0.436	23.7	LOS C	3.8	21.3	0.98	0.78	0.90	39.9
Approach		862	7.8	867	7.8	0.436	12.8	LOS B	9.8	87.7	0.60	0.53	0.60	46.5
East: Showgrounds														
4	L2	142	1.8	148	1.8	0.861	54.5	LOS D	11.7	82.4	1.00	1.02	1.35	30.4
5	T1	81	1.8	85	1.8	+ 0.861	48.4	LOS D	11.7	82.4	1.00	1.02	1.35	30.7
6	R2	91	1.8	96	1.8	0.825	51.2	LOS D	4.4	31.8	1.00	0.81	1.00	30.7
Approach		314	1.8	331	1.8	0.861	52.3	LOS D	11.7	82.4	1.00	0.96	1.27	30.8
North: SH1 North														
7	L2	26	1.8	21	1.8	0.890	32.8	LOS C	42.2	317.8	0.98	0.96	1.06	38.2
8	T1	887	8.8	913	8.8	+ 0.890	27.7	LOS C	42.2	317.8	0.98	0.96	1.06	38.7
9	R2	54	1.8	57	1.8	0.125	10.8	LOS B	8.8	5.4	0.48	0.88	0.48	46.7
Approach		941	8.8	991	8.8	0.890	26.8	LOS C	42.2	317.8	0.88	0.84	1.03	38.1
West: Grants Road														
10	L2	39	1.8	41	1.8	0.438	44.4	LOS D	5.8	35.8	0.96	0.77	0.96	33.8
11	T1	74	1.8	78	1.8	0.438	39.3	LOS D	5.8	35.8	0.96	0.77	0.96	34.8
12	R2	50	1.8	53	1.8	0.890	57.4	LOS E	2.8	18.2	1.00	0.80	1.23	28.4
Approach		163	1.8	172	1.8	0.890	46.1	LOS D	5.8	35.8	0.97	0.78	1.04	32.4
All Vehicles		2280	8.4	2400	8.4	0.890	26.1	LOS C	42.2	317.8	0.88	0.77	0.98	38.4

Figure 8: SIDRA output for development with access on SH1.

73. In the third scenario, the SH1 access has been removed and the traffic from the south enters the site on Grants Road. In this case, a similar result is seen as for the previous run with the development traffic included.

MOVEMENT SUMMARY

Site: 101 [PM peak plus dev plus LT (Site Folder: Generat)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS): Isolated Cycle Time = 90 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Line ID	Turn	SUPPLY VOLUMES		DEMAND FLOWS		Req. Cycle	Avail. Delay	Level of Service	95% BACK OF QUEUE		Prog. Que	Effective Stop Rate	Avail. Max. Cycles	Avail. Speed
		(Total veh/s)	(HV) %	(Total veh/s)	(HV) %	sec	sec		(Veh/s)	(ft)				mph
South: SH1 South														
1	L2	44	1.8	46	1.8	0.378	15.3	LOS B	9.8	71.5	0.57	0.33	0.57	46.4
2	T1	749	8.8	788	8.8	0.378	18.4	LOS B	9.8	72.8	0.57	0.33	0.57	47.4
3	R2	106	1.8	112	1.8	= 0.436	23.7	LOS C	3.8	21.3	0.98	0.78	0.90	39.9
Approach		899	7.3	946	7.3	0.436	12.2	LOS B	9.8	72.8	0.61	0.54	0.61	46.3
East: Showgrounds														
4	L2	142	1.8	148	1.8	0.861	54.5	LOS D	11.7	82.4	1.00	1.02	1.35	30.4
5	T1	81	1.8	85	1.8	= 0.861	48.4	LOS D	11.7	82.4	1.00	1.02	1.35	30.7
6	R2	91	1.8	96	1.8	0.825	51.2	LOS D	4.4	31.8	1.00	0.81	1.00	30.7
Approach		314	1.8	331	1.8	0.861	52.3	LOS D	11.7	82.4	1.00	0.96	1.27	30.8
North: SH1 North														
7	L2	26	1.8	21	1.8	0.890	32.8	LOS C	42.2	317.8	0.98	0.96	1.06	38.2
8	T1	887	8.8	913	8.8	= 0.890	27.7	LOS C	42.2	317.8	0.98	0.96	1.06	38.7
9	R2	54	1.8	57	1.8	0.125	10.8	LOS B	8.8	5.4	0.48	0.88	0.48	46.6
Approach		941	8.8	991	8.8	0.890	26.8	LOS C	42.2	317.8	0.88	0.84	1.03	38.1
West: Grants Road														
10	L2	39	1.8	41	1.8	0.438	44.4	LOS D	5.8	35.8	0.96	0.77	0.96	33.8
11	T1	74	1.8	78	1.8	0.438	39.3	LOS D	5.8	35.8	0.96	0.77	0.96	34.8
12	R2	50	1.8	53	1.8	0.890	57.4	LOS E	2.8	18.2	1.00	0.80	1.23	28.4
Approach		163	1.8	172	1.8	0.890	46.1	LOS D	5.8	35.8	0.97	0.78	1.04	32.4
All Vehicles		2317	8.3	2438	8.3	0.890	26.8	LOS C	42.2	317.8	0.88	0.78	0.98	38.4

Figure 9: SIDRA output for development with no access on SH1. All access on Grants Road.

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74. To conclude, the changes between the existing intersection control and the development traffic added will be small and imperceptible in the real world to drivers with or without the SH1 access. It is our opinion that the additional traffic from the development is insufficient to justify any changes to the intersection layout. Providing the access to the site on SH1 does not adversely affect the intersection performance.

9. Non vehicle modes of transport

75. Timaru operates an on demand public transport system. This enables any staff member or customer to access the site easily and conveniently from anywhere within Timaru providing choice of mode. The hours of operation of the on demand service covers the hours of operation for the outlets.
76. Grants Road provides access from the site to any western suburb without needing to use SH 1. Grants Road is a relatively quiet road and provides a good opportunity for cycling. As the Showgrounds development progresses and becomes the main shopping centre for Timaru, it is expected that the Council will upgrade the cycling facilities to access the area from all parts of the urban area further increasing the likelihood of cyclists riding to the development.
77. Cycle parking is provided on site for staff and customers.
78. Pedestrians are provided with footpaths in all directions on all roads around the development.
79. Note that the development is on the edge of a populous residential area. This provides a good catchment of both staff and customers who are close enough to consider alternative modes of transport such as walking, scootering or cycling.

10. Road safety

80. CAS data was retrieved for the intersection of SH1/Grants Road for the area shown in blue below. The period was for 2019 to 2024 inclusive. The data showed 8 non injury and one minor injury crash in the area being assessed.
81. The non injury crashes on Grants Road were due to behavioural issues with the drivers of the vehicles. None of the crashes on or near the intersection were associated with access on Grants Road.

Integrated Transport Assessment, SH1/Grants Road-e24042-February 2026

82. It is considered that the number and type of crashes reported in the area indicate that there is no underlying road safety concerns associated with accesses located on Grants Road or the traffic signal controlled intersection. Regardless, it is understood that the traffic signals will be upgraded by NZTA within the next 2 years and any potential issues will be dealt with through that upgrade.

11. District Plan assessment

83. The Timaru Operative and Proposed District Plans set out a number of transportation related rules with which any development is expected to comply. An assessment of the Transportation Rules has been undertaken and is summarised below.

Operative District Plan

Clause/Rule	Assessment	Comment
6.7.2(1) Size of and Access to Parking and Loading Spaces.	All parking spaces meet or exceed the required dimensions and manoeuvring.	Complies
6.7.2(2) Spaces shall be located on the same site as the activity.	All parking spaces are on the same site. The loading space is on the same site.	Complies
6.7.2(3) Loading space shall be of useable shape.	The space has been specifically designed to accommodate the 8m rigid truck.	Complies
6.7.2(4) Formation and Availability of parking and Loading Spaces	The parking and loading area shall be formed and sealed to an appropriate and approved standard.	Will comply
6.7.2(5) Parking areas must be kept clear and available	Parking spaces shall be kept free of obstructions.	Will comply
6.7.2(6) Grades	The site is generally flat and will comply	Will comply
6.7.2(8) Kerbs	There will be a kerbed landscaped area between the parking aisle and the roads.	Will comply
6.7.2(9) Road widening designation	The parking will not overhang the agreed limit of the designation	Complies
6.7.2(11) Every parking and loading space shall have an approved vehicle access	The existing 6 vehicle accesses will be consolidated into 2 accesses.	Will comply
6.7.2(12) Ensure no reverse manoeuvring is required to the National Road.	Tracking shows no reverse manoeuvring is required to or from the site.	Will Comply
6.7.3(1) Reverse manoeuvring	No reverse manoeuvring to or from the site is required.	Will comply
6.7.3(2) Driveway width	The driveways are of suitable width and will be formed and sealed.	Complies

6.7.3(6) Gradient of access	Shallow gradients can be achieved.	Will comply
6.7.3(9) Vehicle accesses to provide for two way traffic.	Grants Road vehicle crossing will allow for two way traffic. The SH1 access is designed for entry only therefore does not comply.	Does not comply
6.7.3(10) Location of vehicle crossing	No safety concerns are expected at the vehicle accesses.	Complies
6.7.3(11) Distance from intersections	The vehicle crossings are more than 10 metres from the intersection and are as close to the boundary as possible.	Will comply
6.7.3(12) Minimum distance between crossings	The crossings are on different road frontages	NA
6.7.3(13) Corner sites fronting National Roads shall have access from the secondary road.	The site requires access from SH1 to operate efficiently. NZTA have been consulted on this issue and have provided an APA.	Does not comply and is therefore a discretionary activity.
6.8 Parking	Parking is provided on site and complies with General Rule 6.7.	Complies

Proposed District Plan

Note that most of these Rules do not yet have legal effect but are included to demonstrate compliance with the future anticipated Rules. It is understood that the following rules have legal effect in the PDP:

Rule TRAN-R5 as it relates to TRAN-S7

Rule TRAN-R6 as it relates to TRAN-S4

Site Standard	Assessment	Comment
TRAN-R3 New vehicle accessway	The site fronts SH1 but requires an access on SH1 to operate effectively.	Does not comply but has no legal effect
TRAN-R4 New vehicle crossings	The site fronts SH1 but requires an access on SH1 to operate efficiently.	Does not Comply but has no legal effect
TRAN-R5 Loading and manoeuvring areas for all new activities	The loading space is designed for the 8m rigid truck and is available at all times. A	Complies

	condition is proposed to require loading via the loading space to be carried out before 10am.	
TRAN-R6 Vehicle parking areas	Landscaping is discussed by others Parking spaces are consistent or exceed the required dimensions. Queuing space is provided. The number of mobility spaces exceeds Table 11 requirements. Cycle parking spaces are provided.	Complies
TRAN-R10 High Trip generating activities	The activity is a high trip generator	Complies

12. Summary

84. The proposed fast food development of two fast food outlets and potentially a third on the corner of Grants Road/SH1 will rationalise 3 individual titles with a total of 6 vehicle crossings into a single development with two vehicle accesses.
85. The third activity has not been confirmed so has been assessed as a fast food outlet without a drive through to be conservative.
86. The development will be staged to allow customer excitement and demand for the new offerings to be managed and reduce before the subsequent outlets are added.
87. The proposed development will contain their typical customer parking demand on site. There is ample on street parking available on Grants Road in particular and within easy walking distance for the staff to park.
88. The site is ideally located to allow for alternative modes of transport to bring staff to site.
89. Traffic generated by the development will not have a significant impact on the functioning of the Grants Road/SH1 traffic signals. Efficiency of the traffic signals is determined by the single laned southbound approach with spare capacity available on the movements that are used by the traffic generated by the development.
90. Access to the development from SH1 improves the overall efficiency of the traffic signals and reduces the carbon footprint of the development compared to if the traffic from the south was required to enter through the Grants Road access. The SH1 access will be for left turn into the development only with no exit and the right turn into the site discouraged. NZTA has provided APA for this arrangement.
91. NZTA have confirmed that the left turn slip lane into Grants Road is not required at this stage.

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92. The traffic signals currently operate relatively safely considering the amount of traffic passing through the intersection.

13. Conclusion

93. The proposed development of the three fast food outlets on the corner of Grants Road/SH1 is generally compliant with the items in the Operative Timaru District Plan and the rules of the Proposed District Plan that have current legal effect. Where non compliance is identified, the non compliances are considered to be insignificant.
94. It is concluded that granting this application will have **effects that are less than minor.**

Memo

To: Alison Devlin
From: Antoni Facey
CC:
Date: 27 February 2026
Re: **Grants Road Fast Food RFI Response-Transport**

An RFI was received from Timaru District Council on 7 August 2025. My response follows.

ITA paragraph 12 – noted that the timing of the opening of each of the three restaurants is staged “so that the effect of the initial traffic generation does not create queuing onto the road and operational teething issues can be managed”. Please confirm this is addressed through a condition of consent.

It is intended that there will be a significant gap between the first two outlets opening. It is anticipated that the Popeyes excitement will have settled down within the first month. Hence, a condition that 2 months elapse between the opening of the first and second and second and third outlets will be acceptable. Note that the third site has not yet been leased and may be separated into 2 outlets at this stage.

ITA paragraph 12 – note that a TMP will be prepared prior to opening “to manage the anticipated demand and the effects this creates on site”. Please confirm this is addressed through a condition of consent.

This is a standard requirement for works on a State Highway and is required as part of the NZTA APA.

ITA paragraph 14 – the current temporary status of the SH1 / Grants Road signals is acknowledged. Please advise whether the proposal is reliant on the final design of the intersection being identified and operational

The site does not rely on the final design of the traffic signals.

ITA paragraphs 24-26 – relating to the NZTA designation. Please provide a copy of NZTA approval once received including confirmation that the design of the site integrates with SH1 future plans.

Attached.

ITA Tables 5.47-5.49 – the traffic generation source is considered appropriate. Noting the higher site peak hour rates both on weekdays and weekends, can an assessment of the operation of the Grants Road access (such as that in paragraph 54) be undertaken based on the higher rates. This should also include any known or likely growth in Grants Road traffic relating to the Showgrounds development.

NZTA is the Road Controlling Authority and has provided their APA. We have no details on what future traffic is expected to be generated by the Showgrounds development and have relied on NZTA's knowledge of the Showgrounds commercial issues to assess the effects of the fast food outlets.

Our SIDRA analysis shows the 95%ile back of queue is 35 metres when the 3 developments are all open. This is approximately the distance of the vehicle access from traffic signals limit line. Therefore, it is possible that there will occasionally be the potential for the access to be blocked for vehicles exiting the development for a short time during the peak hours. However, additional capacity is expected on SH 1 for southbound traffic through the intersection that will improve the efficiency of the intersection and will likely reduce the queue lengths on the side roads.

ITA paragraphs 37-38 – please provide an assessment of parking demand based on standard industry rates for similar activities. It is noted that the same source as used for traffic generation rates provides a parking rate of 1 space per two or three seats (refer section 8.5.6) whereas only 1 space per 4.2 spaces is provided. Should there be a shortfall please provide commentary as to likely alternative parking locations in terms of manoeuvring within the site to exit, and how parking spillover can be addressed, noting that much of the length of Grants Road (from SH1 – Bouverie St) is anticipated to be taken up with staff parking.

40 on site parking spaces are proposed in new plans. The seating capacity of the 3 outlets combined has been shown by the architect to be about 145 seats or 3.6 seats per parking space. This is unlikely to create overflow customer parking demand due to the 3 outlets having customer peaks at different times of the day. Popeyes has seating capacity of 64 seats and will have a peak demand period between 5 and 7 PM and little parking demand during the day whereas Starbucks outlets have their peak customer demand during the work day and typically close between 5 and 6.30 PM. Therefore, most parking will be available to Popeyes in the evening peak and most parking during the day will be available for Starbucks.

It is unknown how the third site will affect parking demand through the day.

If we assume that the Popeyes with 64 seats has 100% demand at peak while the other 2 sites are at 50% demand at the same time, the total seating demand will be 104 seats. This is 1 parking space per 2.6 seats.

ITA paragraphs 47 – stated that “the loading space will be used before 10am when the Popeyes opens. This will ensure that there is minimal activity on site when accessing or leaving the loading bay. A condition to that effect is recommended”. We agree with this statement. Please include a condition of consent to address this such that all deliveries and rubbish collection will take place prior to 10am

Two loading zones are now proposed. A condition will be included.

ITA paragraphs 52 - Will parking need to be removed along Grants Road to achieve the sight distance stated to the southwest? Similarly is any parking proposed to be removed to provide sufficiently visibility to the northeast (SH1) side of the vehicle crossing?

Since the applicant cannot control the parking on street, the applicant will discuss the possibility of removing parking between the vehicle access and the traffic signals.

We note that there is a vehicle crossing to 6 Grants Rd west of the site access with insufficient space for a carpark between the accesses. TDC will be asked to include a No Stopping restriction between the accesses to reinforce that there is insufficient space.

ITA section 8 – Please provide details to demonstrate that the SIDRA model has been appropriately calibrated based on observed delays and/or queuing at the intersection. Noting the higher traffic generation of the site on weekends, can an assessment of weekend peak also be undertaken including calibration as appropriate

NZTA is the RCA for the traffic signals and have provided their APA.

Please undertake vehicle tracking of the drive through lanes to confirm they are appropriately designed in accordance with rule 6.7.2(1)c

The architect has included tracking curves on the new plans.

Can more details be provided as to how deliveries and other servicing of the site will operate including rubbish collection? How are conflicts going to be managed if the service lane is in use and another service vehicle arrives

Deliveries will enter from SH1 and reverse into the loading spaces. Loading will occur before 10 AM when activity on site is low.

Will all service vehicles enter via the SH1 vehicle crossing? Noting they will exit via Grants Road can vehicle tracking be provided to demonstrate that customer vehicles and an 8m rigid truck can safely pass each other in the carpark including negotiating the corner adjacent to the Grants Road access

The architect has included tracking curves on the new plans.

If vehicles are unable to find a park, please provide an assessment that demonstrates (via vehicle tracking) they can safely and efficiently manoeuvre at the southern end of site, noting potential conflicts with traffic entering via the vehicle crossing and service lane (and associated potential queueing effects on SH1).

This is tracking for the 99%ile car.



Please assess the likelihood that a service vehicle, drive thru vehicle or parking manoeuvring (associated with spaces 31 and 32) may impede vehicles entering the site via SH1 vehicle crossing including potential safety and operational effects on SH1 northbound traffic.

NZTA are the RCA for SH1 and have assessed the vehicle crossing operation. NZTA have provided their APA.

The design includes two drive thru exits and entries immediately adjacent to one another. Please provide an assessment of the conflicting vehicle movements into and out of the adjacent drive-thrus

There is good intervisibility between the vehicles/drivers and speeds are very low. Drivers will have time to avoid collisions.

A limit line and give way control can be marked on the exit to remind drivers they must give way to other vehicles and pedestrians using the pedestrian crossing.



Antoni Facey

BE (Civil), CMEngNZ, IntPE(NZ), APEC Engineer

Appendix 6 – Listed Land Use Register Property Inquiry Report



Customer Services
P. 03 353 9007 or 0800 324 636

PO Box 345
Christchurch 8140

P. 03 365 3828
F. 03 365 3194
E. ecinfo@ecan.govt.nz

www.ecan.govt.nz

Dear Sir/Madam

Thank you for submitting your property enquiry from our Listed Land Use Register (LLUR). The LLUR holds information about sites that have been used or are currently used for activities which have the potential to cause contamination.

The LLUR statement shows the land parcel(s) you enquired about and provides information regarding any potential LLUR sites within a specified radius.

Please note that if a property is not currently registered on the LLUR, it does not mean that an activity with the potential to cause contamination has never occurred, or is not currently occurring there. The LLUR database is not complete, and new sites are regularly being added as we receive information and conduct our own investigations into current and historic land uses.

The LLUR only contains information held by Environment Canterbury in relation to contaminated or potentially contaminated land; additional relevant information may be held in other files (for example consent and enforcement files).

Please contact Environment Canterbury if you wish to discuss the contents of this property statement.

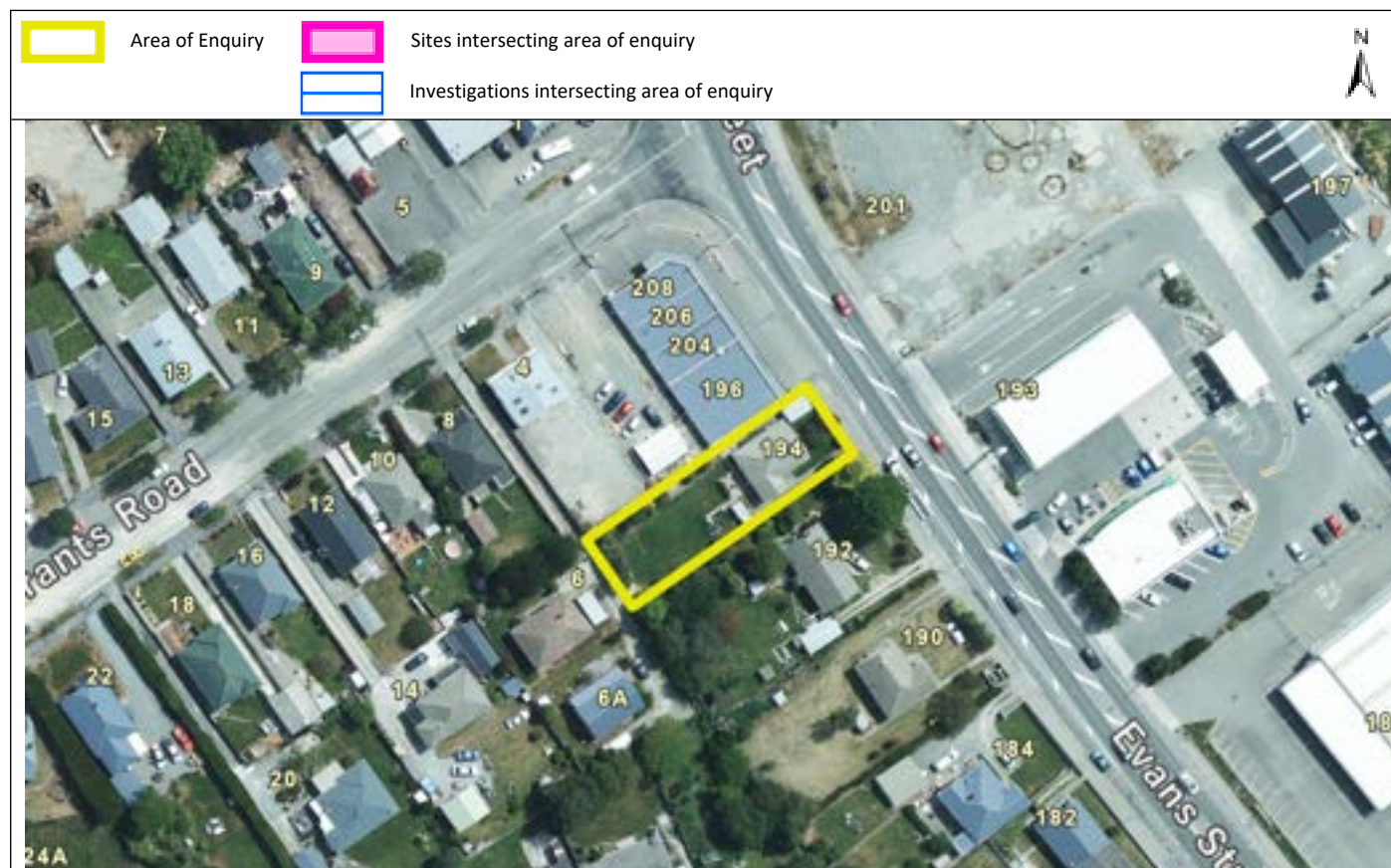
Yours sincerely

Contaminated Sites Team

Property Statement from the Listed Land Use Register

Visit ecan.govt.nz/HAIL for more information or
contact Customer Services at ecan.govt.nz/contact/ and quote ENQ394652

Date generated: 20 October 2024
Land parcels: Lot 1 DP 15285



The information presented in this map is specific to the property you have selected. Information on nearby properties may not be shown on this map, even if the property is visible.

Sites at a glance

 Sites within enquiry area

There are no sites associated with the area of enquiry.

More detail about the sites

There are no sites associated with the area of enquiry.

Disclaimer

The enclosed information is derived from Environment Canterbury's Listed Land Use Register and is made available to you under the Local Government Official Information and Meetings Act 1987.

The information contained in this report reflects the current records held by Environment Canterbury regarding the activities undertaken on the site, its possible contamination and based on that information, the categorisation of the site. Environment Canterbury has not verified the

accuracy or completeness of this information. It is released only as a copy of Environment Canterbury's records and is not intended to provide a full, complete or totally accurate assessment of the site. It is provided on the basis that Environment Canterbury makes no warranty or representation regarding the reliability, accuracy or completeness of the information provided or the level of contamination (if any) at the relevant site or that the site is suitable or otherwise for any particular purpose. Environment Canterbury accepts no responsibility for any loss, cost, damage or expense any person may incur as a result of the use, reference to or reliance on the information contained in this report.

Any person receiving and using this information is bound by the provisions of the Privacy Act 1993.

Listed Land Use Register

What you need to know

What is the Listed Land Use Register (LLUR)?

The LLUR is a database that Environment Canterbury uses to manage information about land that is, or has been, associated with the use, storage or disposal of hazardous substances.

Why do we need the LLUR?

Some activities and industries are hazardous and can potentially contaminate land or water. We need the LLUR to help us manage information about land which could pose a risk to your health and the environment because of its current or former land use.

Section 30 of the Resource Management Act (RMA, 1991) requires Environment Canterbury to investigate, identify and monitor contaminated land. To do this we follow national guidelines and use the LLUR to help us manage the information.

The information we collect also helps your local district or city council to fulfil its functions under the RMA. One of these is implementing the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil, which came into effect on 1 January 2012.

For information on the NES, contact your city or district council.

How does Environment Canterbury identify sites to be included on the LLUR?

We identify sites to be included on the LLUR based on a list of land uses produced by the Ministry for the Environment (MfE). This is called the Hazardous Activities and Industries List (HAIL)¹. The HAIL has 53 different activities, and includes land uses such as fuel storage sites, orchards, timber treatment yards, landfills, sheep dips and any other activities where hazardous substances could cause land and water contamination.

We have two main ways of identifying HAIL sites:

- We are actively identifying sites in each district using historic records and aerial photographs. This project started in 2008 and is ongoing.
- We also receive information from other sources, such as environmental site investigation reports submitted to us as a requirement of the Regional Plan, and in resource consent applications.

¹ The Hazardous Activities and Industries List (HAIL) can be downloaded from MfE's website www.mfe.govt.nz, keyword search HAIL

How does Environment Canterbury classify sites on the LLUR?

Where we have identified a HAIL land use, we review all the available information, which may include investigation reports if we have them. We then assign the site a category on the LLUR. The category is intended to best describe what we know about the land use and potential contamination at the site and is signed off by a senior staff member.

Please refer to the Site Categories and Definitions factsheet for further information.

What does Environment Canterbury do with the information on the LLUR?

The LLUR is available online at www.llur.ecan.govt.nz. We mainly receive enquiries from potential property buyers and environmental consultants or engineers working on sites. An inquirer would typically receive a summary of any information we hold, including the category assigned to the site and a list of any investigation reports.

We may also use the information to prioritise sites for further investigation, remediation and management, to aid with planning, and to help assess resource consent applications. These are some of our other responsibilities under the RMA.

If you are conducting an environmental investigation or removing an underground storage tank at your property, you will need to comply with the rules in the Regional Plan and send us a copy of the report. This means we can keep our records accurate and up-to-date, and we can assign your property an appropriate category on the LLUR. To find out more, visit www.ecan.govt.nz/HAIL.



My land is on the LLUR – what should I do now?

IMPORTANT! Just because your property has a land use that is deemed hazardous or is on the LLUR, it doesn't necessarily mean it's contaminated. The only way to know if land is contaminated is by carrying out a detailed site investigation, which involves collecting and testing soil samples.

You do not need to do anything if your land is on the LLUR and you have no plans to alter it in any way. It is important that you let a tenant or buyer know your land is on the Listed Land Use Register if you intend to rent or sell your property. If you are not sure what you need to tell the other party, you should seek legal advice.

You may choose to have your property further investigated for your own peace of mind, or because you want to do one of the activities covered by the National Environmental Standard for Assessing and Managing Contaminants in Soil. Your district or city council will provide further information.

If you wish to engage a suitably qualified experienced practitioner to undertake a detailed site investigation, there are criteria for choosing a practitioner on www.ecan.govt.nz/HAIL.



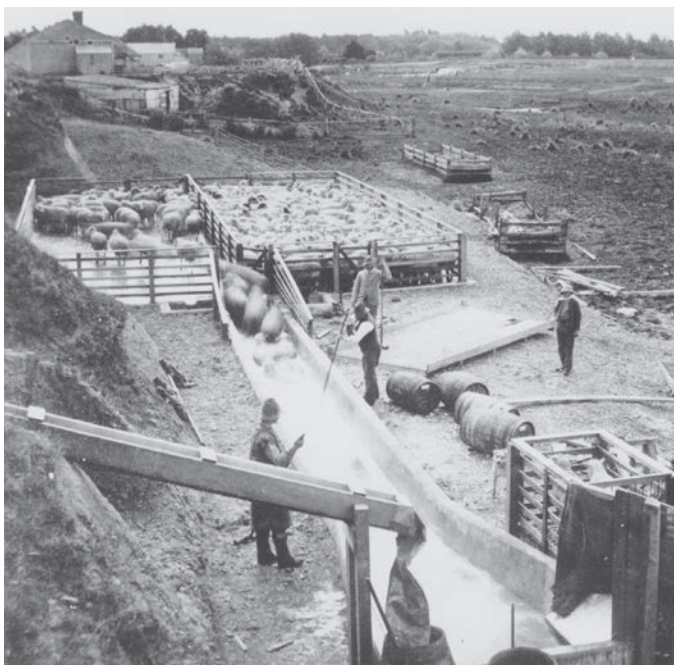
I think my site category is incorrect – how can I change it?

If you have an environmental investigation undertaken at your site, you must send us the report and we will review the LLUR category based on the information you provide. Similarly, if you have information that clearly shows your site has not been associated with HAIL activities (eg. a preliminary site investigation), or if other HAIL activities have occurred which we have not listed, we need to know about it so that our records are accurate.

If we have incorrectly identified that a HAIL activity has occurred at a site, it will be not be removed from the LLUR but categorised as Verified Non-HAIL. This helps us to ensure that the same site is not re-identified in the future.

IMPORTANT!

The LLUR is an online database which we are continually updating. A property may not currently be registered on the LLUR, but this does not necessarily mean that it hasn't had a HAIL use in the past.



Sheep dipping (ABOVE) and gas works (TOP) are among the former land uses that have been identified as potentially hazardous. (Photo above by Wheeler & Son in 1987, courtesy of Canterbury Museum.)

Contact us

Property owners have the right to look at all the information Environment Canterbury holds about their properties.

It is free to check the information on the LLUR, online at www.llur.ecan.govt.nz.

If you don't have access to the internet, you can enquire about a specific site by phoning us on (03) 353 9007 or toll free on 0800 EC INFO (32 4636) during business hours.

Contact Environment Canterbury:

Email: ecinfo@ecan.govt.nz

Phone:

Calling from Christchurch: (03) 353 9007

Calling from any other area: 0800 EC INFO (32 4636)



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E13/101

Listed Land Use Register

Site categories and definitions

When Environment Canterbury identifies a Hazardous Activities and Industries List (HAIL) land use, we review the available information and assign the site a category on the Listed Land Use Register. The category is intended to best describe what we know about the land use.

If a site is categorised as **Unverified** it means it has been reported or identified as one that appears on the HAIL, but the land use has not been confirmed with the property owner.

If the land use has been confirmed but analytical information from the collection of samples is not available, and the presence or absence of contamination has therefore not been determined, the site is registered as:

Not investigated:

- A site whose past or present use has been reported and verified as one that appears on the HAIL.
- The site has not been investigated, which might typically include sampling and analysis of site soil, water and/or ambient air, and assessment of the associated analytical data.
- There is insufficient information to characterise any risks to human health or the environment from those activities undertaken on the site. Contamination may have occurred, but should not be assumed to have occurred.

If analytical information from the collection of samples is available, the site can be registered in one of six ways:

At or below background concentrations:

The site has been investigated or remediated. The investigation or post remediation validation results confirm there are no hazardous substances above local background concentrations other than those that occur naturally in the area. The investigation or validation sampling has been sufficiently detailed to characterise the site.

Below guideline values for:

The site has been investigated. Results show that there are hazardous substances present at the site but indicate that any adverse effects or risks to people and/or the environment are considered to be so low as to be acceptable. The site may have been remediated to reduce contamination to this level, and samples taken after remediation confirm this.

Managed for:

The site has been investigated. Results show that there are hazardous substances present at the site in concentrations that have the potential to cause adverse effects or risks to people and/or the environment. However, those risks are considered managed because:

- the nature of the use of the site prevents human and/or ecological exposure to the risks; and/or
- the land has been altered in some way and/or restrictions have been placed on the way it is used which prevent human and/or ecological exposure to the risks.

Partially investigated:

The site has been partially investigated. Results:

- demonstrate there are hazardous substances present at the site; however, there is insufficient information to quantify any adverse effects or risks to people or the environment; or
- do not adequately verify the presence or absence of contamination associated with all HAIL activities that are and/or have been undertaken on the site.

Significant adverse environmental effects:

The site has been investigated. Results show that sediment, groundwater or surface water contains hazardous substances that:

- have significant adverse effects on the environment; or
- are reasonably likely to have significant adverse effects on the environment.

Contaminated:

The site has been investigated. Results show that the land has a hazardous substance in or on it that:

- has significant adverse effects on human health and/or the environment; and/or
- is reasonably likely to have significant adverse effects on human health and/or the environment.

If a site has been included incorrectly on the Listed Land Use Register as having a HAIL, it will not be removed but will be registered as:

Verified non-HAIL:

Information shows that this site has never been associated with any of the specific activities or industries on the HAIL.

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Yours sincerely

Contaminated Sites Team

Property Statement from the Listed Land Use Register

Visit ecan.govt.nz/HAIL for more information or
contact Customer Services at ecan.govt.nz/contact/ and quote ENQ394651

Date generated: 20 October 2024
Land parcels: Lot 1 DP 29051



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Sites at a glance

 **Sites within enquiry area**

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More detail about the sites

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The information we collect also helps your local district or city council to fulfil its functions under the RMA. One of these is implementing the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil, which came into effect on 1 January 2012.

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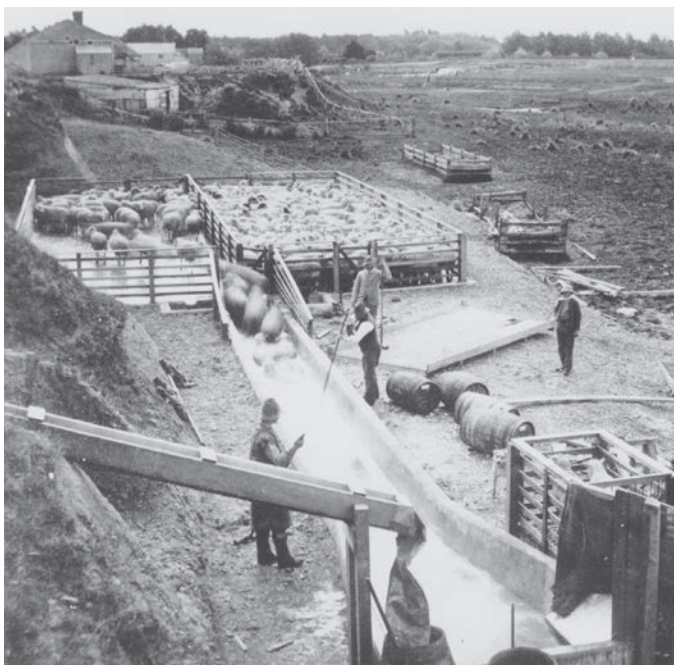
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Listed Land Use Register

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- There is insufficient information to characterise any risks to human health or the environment from those activities undertaken on the site. Contamination may have occurred, but should not be assumed to have occurred.

If analytical information from the collection of samples is available, the site can be registered in one of six ways:

At or below background concentrations:

The site has been investigated or remediated. The investigation or post remediation validation results confirm there are no hazardous substances above local background concentrations other than those that occur naturally in the area. The investigation or validation sampling has been sufficiently detailed to characterise the site.

Below guideline values for:

The site has been investigated. Results show that there are hazardous substances present at the site but indicate that any adverse effects or risks to people and/or the environment are considered to be so low as to be acceptable. The site may have been remediated to reduce contamination to this level, and samples taken after remediation confirm this.

Managed for:

The site has been investigated. Results show that there are hazardous substances present at the site in concentrations that have the potential to cause adverse effects or risks to people and/or the environment. However, those risks are considered managed because:

- the nature of the use of the site prevents human and/or ecological exposure to the risks; and/or
- the land has been altered in some way and/or restrictions have been placed on the way it is used which prevent human and/or ecological exposure to the risks.

Partially investigated:

The site has been partially investigated. Results:

- demonstrate there are hazardous substances present at the site; however, there is insufficient information to quantify any adverse effects or risks to people or the environment; or
- do not adequately verify the presence or absence of contamination associated with all HAIL activities that are and/or have been undertaken on the site.

Significant adverse environmental effects:

The site has been investigated. Results show that sediment, groundwater or surface water contains hazardous substances that:

- have significant adverse effects on the environment; or
- are reasonably likely to have significant adverse effects on the environment.

Contaminated:

The site has been investigated. Results show that the land has a hazardous substance in or on it that:

- has significant adverse effects on human health and/or the environment; and/or
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If a site has been included incorrectly on the Listed Land Use Register as having a HAIL, it will not be removed but will be registered as:

Verified non-HAIL:

Information shows that this site has never been associated with any of the specific activities or industries on the HAIL.

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email ecinfo@ecan.govt.nz

Appendix 7 – Noise Assessment



Project: **QUICK SERVE RESTAURANTS, EVANS STREET TIMARU**

Prepared for: **Home Centre Properties Ltd**
Unit 6b, 1 Sir Tim Wallis Drive
Wanaka 9382

Attention: **Alison Devlin**

Report No.: **Rp 001 20250396**

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Approved			13 June 2025	E Salmond	J Farren

SUMMARY

Three drive-through restaurants are proposed, with on-site carparking

We have considered three main noise sources from the three proposed drive-throughs:

- Mechanical services
- Drive-through activities
- Carpark vehicle movements

The existing ambient noise is dominated by traffic on Evans Street (SH1)

To establish current ambient noise levels, measurements were taken at the closest residential site boundaries. During the day, noise levels were approximately in the mid-50s to mid-60s dB L_{Aeq} , reducing to the low 50s dB L_{Aeq} at night. It is noted that existing noise levels currently exceed the District Plan's permitted activity noise limits at all times.

The activity will result in minimal noise effects

Daytime noise emissions are anticipated to comply with the applicable District Plan noise limits. While the District Plan's night-time noise limits may be exceeded at times, predicted noise levels will remain below 45 dB L_{Aeq} . This level aligns with the World Health Organisation's guideline for the protection of residential sleep amenity. Furthermore, the activity's noise levels will consistently remain below the existing ambient traffic noise levels.

Achievement of these predicted noise levels is contingent upon the construction of a 2-metre-high noise control fence along the residential boundary, including a 3.5-metre section adjacent to the food order station. It is recommended that this requirement be included as a condition of consent. A further condition is recommended, requiring the mechanical services plant design to be reviewed prior to the issue of building consent.

On this basis, we consider the proposed activity will have minimal effect on residential amenity of surrounding noise-sensitive sites, and the existing level of residential amenity will be maintained.

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1.0 INTRODUCTION

We have assessed the expected noise emissions from the proposed new Starbucks, Popeyes and a third drive through restaurant on Evans Street (State Highway 1) in Timaru. The site address is 192-208 Evans Street.

We have considered three main noise sources

- Patron ordering and payment
- Drive-through and carpark vehicle movements
- Mechanical services

Appendix A contains a glossary of acoustic terminology.

2.0 PROJECT OVERVIEW

2.1 Three single story buildings with drive-throughs and on-site carparking are proposed

The proposed site layout plan, including the location of the drive throughs, is shown in Figure 1. The site boundary is highlighted in red. All three drive throughs run along the southwest boundary.

Figure 1: Proposed Development map and zoning



As shown in Figure 1 the site is located on both Neighbourhood Commercial and Residential Zoned land, with the General Industrial Zone to the north and east. The closest noise sensitive dwellings are located in the residential zone to the east and south of the proposed development.

3.0 EXISTING NOISE ENVIRONMENT

3.1 The ambient noise is dominated by traffic noise from Evans Street (SH1)

Both attended and unattended noise monitoring was conducted at positions that represent the existing residential noise environment of the adjacent dwellings. Full survey details are provided in Appendix B. The measurement locations are shown in Figure 1 and described as follows:

- MP 1 An unattended noise monitor was set up at this location to capture the noise environment experienced by dwellings that face onto Evans St. Data was collected over 15 hours between 1500 hrs on Friday 2 May to 0600 Saturday 3 May 2025.
- MP 2 Measurements recorded equivalent levels of traffic noise from Evans Street as 190 Evans Street would experience at the façade of the dwelling.
- MP 3 Measurements at this location captured noise levels similar to what 8 Grants Road would experience. Measurements were taken both during daytime and night-time at this location to capture traffic noise during multiple of the operating scenarios.

A summary of the results is shown in Table 1.

Table 1: Summary of results from the noise survey

Measurement position	0500 – 0700		0700 – 2200		2200 – 0100	
	dB LAeq	dB LAmax	dB LAeq	dB LAmax	dB LAeq	dB LAmax
MP1	53	77	57	78	52	73
MP2	-	-	65	82	-	-
MP3	-	-	66	84	62	79

The measured noise levels indicate that 190 Evans Street experience ambient noise levels of 62dB LAeq (15min) during the day and 58 dB LAeq (15min) at night. The dwellings on Grants Road experience ambient noise levels of 60 dB LAeq (15min) during the day and in the range of 52 – 57 dB LAeq (15min) overnight.

State Highway 1 traffic was the dominant noise source at all locations during both the day and night. During the noise survey on Friday the carwash with on the other side of Evans Road, was audible at a low level between lulls in traffic, with occasional low-level sound from self-serve carwash hose and dryer.

4.0 NOISE PERFORMANCE STANDARDS

4.1 Operative Timaru District Plan Noise Rules

The nearest dwellings are zoned Residential 1 in the operative Timaru District Plan (TDP). The applicable noise limits provided in Table 2 as stated in Rule 3.5.1.A.10, apply at the nearest residential boundary.

Table 2: Timaru District Plan Noise limits

Time period (hrs)	dB LA10	dB LAmax
0700 - 2200	50	-
2200 - 0700	40	70

The District Plan also specifies that noise shall be measured in accordance with New Zealand Standards NZS 6801:1991 “Measurement of Sound” and NZS 6802:1991 “Assessment of Environmental Sound”.

We note that the proposed Timaru District Plan has similar noise limits for day and night and introduces an evening shoulder period between 1900 and 2200 hrs with a noise limit of 45 dB L_{Aeq} . In keeping with current best practice, the parameter L_{Aeq} has been adopted instead of L_{A10} .

4.2 World Health Organization

World Health Organisation (WHO) Guideline Values for Community Noise (Berglund and Lindvall, 1999) give guidelines for environmental noise exposure. For community or environmental noise, the critical health effects (those effects which occur at the lowest exposure levels) are:

- Sleep disturbance - The prevention of sleep disturbance is essential for good physiological and mental functioning of healthy people;
- Annoyance (slight, moderate, high) - Annoyance may, in turn, induce behavioural effects that decrease the quality of life and increase anti-social behaviour;
- Speech interference/communication disturbance. - This may lead to social isolation, particularly in vulnerable groups, that is contrary to Government policy on social inclusion.

The WHO Guideline Values for these three critical health effects for community or environmental noise are presented in Table 4. These Guideline Values are the exposure levels that represent the onset of the effect for the general population. That is, at these noise levels, critical health effects only begin to appear in a small number of vulnerable or sensitive groups.

Table 3: WHO Guidelines values for the critical health effects of community or environmental noise

Specific environment	Critical health effect(s)	dB L_{Aeq}	Time base (hours)	dB L_{Amax}
Outdoor Living area	Serious annoyance, daytime & evening	55	16	
Dwellings indoors inside bedrooms	Speech Intelligibility and moderate annoyance, daytime & evening sleep disturbance, night-time	35 30	16 7	45
Outside bedrooms	Sleep disturbance, window open (outdoor values) night-time	45	8	60

4.3 NZ 6802:2008 Acoustics – Environmental Noise

The 2008 version of NZS 6802 (N.B. the District Plan refers to the 1991 version) makes reference to the following desirable upper limits of sound exposure at or within the boundary of any residential land use:

- Night-time (2200 to 0700 hours): 45 dB L_{Aeq} and 75dB L_{Amax}
- Daytime (0700 to 2200 hours): 55 dB L_{Aeq}

4.4 Discussion of Noise Assessment Criteria

With reference to the existing noise environment in Section 3.0, existing daytime and night-time noise levels are considerably above the applicable District Plan noise limits of 50 and 40 dB L_{A10} respectively. For example, the lowest measured night-time noise level is 52 dB L_{Aeq} at approximately 36m from the road which is 12 dB above the District Plan permitted activity residential zone noise limit. The current noise environment is such that an activity could exceed the District Plan permitted standards and have minimal impact on the existing noise effects experienced by residents in this receiving environment. Please note that for the purposes of our analysis in this report, we have assumed that L_{Aeq} and L_{A10} are numerically equivalent.

Both the WHO guidance and NZS 6802:2008 indicate that day and night noise emissions up to 55 and 45 dB L_{Aeq} respectively are appropriate for the protection of residential amenity, and we consider these limits to be appropriate for the dwellings to the east of the site that are set back further from

the traffic noise generated on Evans Street. If the proposed developed is granted consent, the traffic noise environment at these dwellings will reduce but not to noise levels below the District Plan permitted activity standard.

On this basis, we propose the following noise limits are adopted for the project to ensure that noise effects are acceptable in the context of the existing noise environment and for maintaining an appropriate residential amenity.

- 0700 to 2200 hrs 55 dB L_{Aeq}
- 2200 to 0700 hrs 45 dB L_{Aeq} and 75 L_{Amax} .

5.0 SITE NOISE SOURCES

5.1 Proposed noise sources and operational hours

The primary noise sources affecting the adjacent dwellings are described below and identified in Figure 2:

1. Vehicle movements in the car park and drive through
2. Ordering station with loudspeaker
3. Payment window
4. Mechanical plant

We have assumed that noise from patrons dining and food preparation within each restaurant will be adequately controlled by the building envelope such that its contribution will be negligible at the site boundary.

Figure 2: Location of primary noise sources



The proposed trading hours for the site are provided in Table 4 and span the day and night-time periods as defined in the TDP.

Table 4: Proposed Trading hours

Title	Opening Time (hrs)	Closing Time (hrs)
Starbucks	0500	2200
Popeyes and Restaurant 3	0700	0000 (Sunday – Wednesday) 0100 (Thursday – Saturday)

5.2 We have based our assessment on noise levels measured at similar facilities

We have used noise data for the activities from measurements we have made at similar drive-through facilities during busy periods. The noise levels are summarised in Table 5.

Table 5: Source Noise Levels

Noise source	Measurement distance (m)	Noise levels
Vehicles moving in car park	3	70 dB L _{AE}
Ordering station with loudspeaker	1	72 dB L _{Aeq}
Payment window	1	66 dB L _{Aeq}

We consider that the ordering station will have Special Audible Characteristics (SAC) when assessed in accordance with Section 6.3 of NZS 6802:2008 and have included a +5 dB penalty in the predicted noise levels discussed in Section 6.

5.3 Mechanical plant noise

At this early stage of the project, details of the mechanical plant are not available but are likely to include chillers and condenser units in a plant enclosure at ground level, and extract fans on the roof. We have assumed a nominal individual sound power of 66 dB L_{WA} for chillers and 69 dB L_{WA} for the cooker extract fan. Mechanical plant with higher noise levels can be specified, provided that appropriate noise mitigation is included into the design. We have proposed a consent condition requiring the mechanical plant noise emissions to be assessed by a suitably qualified and experienced acoustic engineer prior to the issue of building consent.

5.4 Vehicle noise on-site and in the drive throughs was considered based on the provided ITA

The Integrated Traffic Assessment (ITA) from Avanzar provided a PM peak on site vehicle information for the expected entry and exits from the car park in an hour. There were tables included in the ITA which were originally sourced from the NSW “Guide to Transport Impact Assessment” which provided more details as to the number of vehicles in and out of these kinds of restaurants during morning and evening peak hours.

Based on the ITA, we have determined the following traffic movements through each of the three separate drive throughs for the three scenarios described in Table 6.

Table 6: Predicted Timaru traffic generation

Scenario	Time period	Restaurant(s) operating	Site Vehicle Movements (per 15 minutes)
Morning	0500 – 0700	Starbucks	18
Daytime	0700 – 2200	Starbucks, Popeyes and Restaurant 3	37
Night	2200 – 0100	Popeyes and Restaurant 3	18

Our calculations adopt the conservative assumption that every car entering the car park will go through the drive through. In practice, this is unlikely as they are also operating walk in restaurants, so the resulting noise generation from drive through cars is likely to be lower than predicted.

6.0 PREDICTED NOISE LEVELS

6.1 Operational scenarios

As Table 6 shows, three different operating scenarios have been assessed:

- 'Morning' when Starbucks is operating,
- 'Daytime' when all three restaurants are operating and
- 'Night' when Popeyes and Restaurant 3 are operating.

Both 'Morning' and 'Night' scenarios are subject to the TDP noise limit of 40 dB L_{A10} at the residential boundary.

6.2 Four neighbouring dwellings were assessed

The closest dwellings to the proposed site that were included in the assessment are indicated in Figure 3. By managing the noise emissions to these sites, the noise to other neighbouring properties will also be controlled.

Figure 3: Closest receivers to the proposed operation



As shown in Figure 3, a 2-metre high noise control fence will be needed around the boundary with these residential dwellings. As shown in Figure 3, a section of this fence opposite the order stations is required to be 3.5 metres high, to reduce the noise from the order stations that are close to the south-west residential boundary. Indicated construction details of the fence are included in Appendix D.

6.3 Noise Prediction Methodology

We have predicted operational noise levels in general accordance with ISO 9613-2:1996 which considers a range of frequency dependent attenuation factors including spherical spreading, atmospheric absorption, and ground absorption.

To accurately predict noise levels, noise modelling based on ISO 9613-2:1996 “Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation” was conducted. This method has the scope to consider a range of factors affecting the sound propagation including:

- The magnitude of the noise source in terms of sound power;
- The distance between source and receiver;
- The presence of obstacles such as screens or barriers in the propagation path;
- The presence of reflecting surfaces;
- The hardness of the ground between the source and receiver;
- Attenuation due to atmospheric absorption; and
- Meteorological effects such as wind gradient, temperature gradient and humidity.

In ISO 9613, the effect of meteorological conditions is significantly simplified by calculating the average downwind sound pressure level. The Standard adopts the conservative approach of assuming that wind is always blowing from the noise sources to the receiver locations. The equations and calculations also hold for average propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs on clear, calm nights.

The noise contour plot included in Appendix E shows the calculated night-time noise levels as described in Table 8 based on the operation of Popeyes and Restaurant between the hours of 2200 and 0100.

6.4 Daytime operation will comply with the District Plan noise limit

The noise emissions from daytime operation will comply with the applicable TDP limit of 50 dB L_{A10} at all the neighbouring dwellings as summarised in Table 7, and are below our proposed project noise limit of 55 dB L_{Aeq} discussed in Section 4.4. Noise emissions are also substantially below the existing ambient traffic noise environment.

Table 7: Daytime noise emission levels at each neighbouring dwelling

		Noise level	TDP Noise limit	Existing ambient noise level
#	Receiver location	dB L_{Aeq}	dB L_{A10}	dB L_{Aeq}
1	8 Grants Road	45	50	60
2	6 Grants Road	43	50	59
3	6a Grants Road	43	50	59
4	190 Evans Street	42	50	62

6.5 At night the closest noise sensitive receivers will experience an exceedance of 5dB or less

Table 8 shows that night-time operation, both between 0500 to 0700 and 2200 to 0100, will exceed the applicable TDC noise limit of 40 dB L_{A10} but remain below 45 dB L_{Aeq} at all locations which will ensure an appropriate level of night-time noise amenity is achieved.

Table 8: Night-time noise emission levels at each neighbouring dwelling

		Noise level	TDP Noise limit	Existing ambient noise level
#	Receiver location	dB L _{Aeq}	dB L _{A10}	dB L _{Aeq}
Morning				
1	8 Grants Road	45	40	56
2	6 Grants Road	34	40	52
3	6a Grants Road	34	40	52
4	190 Evans Street	40	40	58
Night				
1	8 Grants Road	44	40	57
2	6 Grants Road	43	40	53
3	6a Grants Road	42	40	53
4	190 Evans Street	41	40	58

The 5dB penalty for Special Audible Character (SAC) was included in the calculated levels.

7.0 ASSESSMENT OF NOISE EFFECTS AND RECOMMENDATIONS

Our predicted noise levels show that the proposed activity can operate and comply with the TDP permitted activity daytime noise limit of 50 dB L_{A10}. However, the TDP night-time noise limit of 40 dB L_{A10} has the potential to be breached at the following times:

- 0500 to 0700 hrs; and
- 2200 to 0000 hrs (Sunday – Wednesday) and 2200 and 0100 hrs (Thursday – Saturday)

During these times, noise from the proposed activity will remain below 45 dB L_{Aeq} and therefore noise effects will be appropriate for the protection residential night-time noise amenity.

Moreover, dwellings to the west of the site at 8, 6 and 6A Grants Road experience an existing ambient noise environment of 50 – 57 dB L_{Aeq(15min)} during the time of the predicted TDP noise limit breach. Noise levels at 190 Evans Street are higher with an existing ambient noise environment of 58 – 63 dB L_{Aeq(15min)}. The existing noise levels are substantially above the levels that will be generated by the proposed activity.

Based on the above, we consider the proposed activity will have minimal effect on residential amenity of surrounding noise-sensitive sites, and the existing level of residential amenity will be maintained.

8.0 RECOMMENDED CONDITIONS OF CONSENT

Should consent be granted, we recommend that the following text should be drafted into appropriate conditions

- The consent holder shall ensure that all activities on the site shall not exceed the following noise limits at any point within any residential site during the following time frames:
 - 0700 to 2200 hrs 55 dB L_{Aeq}
 - 2200 to 0700 hrs 45 dB L_{Aeq} and 75 L_{Amax}

2. Noise shall be measured in accordance with NZS 6801:2008 *Acoustics – Measurement of environmental sound* and assessed in accordance with NZS 6802:2008 *Acoustics - Environmental Noise*.
3. A noise control fence shall be constructed along the boundary of the site to the height and extent shown in Appendix C. The fence shall have a minimum surface mass of 9 kg/m² and shall be maintained to be free of gaps or crack that reduce its sound transmission loss.

Advice note: Option for the noise control fence construction is provided in Appendix D

4. Prior to the issue of building consent, a design report prepared by a suitably qualified and experienced acoustic engineer, shall be submitted to [appropriate person] that confirms cumulative noise emissions from all mechanical plant on site does not exceed the noise limits in Condition 1.

APPENDIX A GLOSSARY OF TERMINOLOGY

SPL or L_p	<u>Sound Pressure Level</u> . A logarithmic ratio of a sound pressure measured at distance, relative to the threshold of hearing (20 μ Pa RMS) and expressed in decibels.
SWL or L_w	<u>Sound Power Level</u> . A logarithmic ratio of the acoustic power output of a source relative to 10^{-12} watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels and represents the level of total sound power radiated by a sound source.
dB	Decibel - The unit of sound level. Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of $P_r=20 \mu\text{Pa}$, i.e. $\text{dB} = 20 \times \log(P/P_r)$
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
dBA	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) so as to more closely approximate the frequency bias of the human ear.
$L_{\text{Aeq}}(t)$	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
L_{A90}	The A-weighted sound level which is equalled or exceed for 90% of the measurement period. L_{A90} is an indicator of the mean minimum noise level and is used as a descriptor for background noise.
L_{A10}	The A-weighted sound level which is equalled or exceeded for 10% of the measurement period. L_{A10} is an indicator of the mean maximum noise level and is used in New Zealand as the descriptor for intrusive noise.
L_{Amax}	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
NZS 6801:2008	New Zealand Standard NZS 6801:2008 <i>"Acoustics – Measurement of environmental sound"</i>
NZS 6802:2008	New Zealand Standard NZS 6802:2008 <i>"Acoustics – Environmental Noise"</i>
NZS 6803:1999	New Zealand Standard NZS 6803: 1999 <i>"Acoustics - Construction Noise"</i>
Noise	A sound that is unwanted by, or distracting to, the receiver.
Ambient Noise	Ambient Noise is the all-encompassing noise associated with any given environment and is usually a composite of sounds from many sources near and far.
Prescribed time frame	'Daytime', 'night-time', 'evening', or any other relevant period specified in any rule or national environmental standard
Rating Level	A derived level used for comparison with a noise limit. Takes into account any and all corrections described in NZS 6801 and NZS 6802, e.g. duration, special audible character, residual sound etc.
Reference time interval	The time interval over which the time average A-weighted sound pressure levels is determined. Typically 15 minutes

APPENDIX B NOISE SURVEY DETAILS

The key details of the noise survey are as follows:

Date: 02/05/2025 1500 - 0700 hrs

Personnel: Elena Salmond, Marshall Day Acoustics

Weather: Average temperature 13°C, 0% cloud coverage, calm south westerly wind less than 4m/s

Instrumentation:

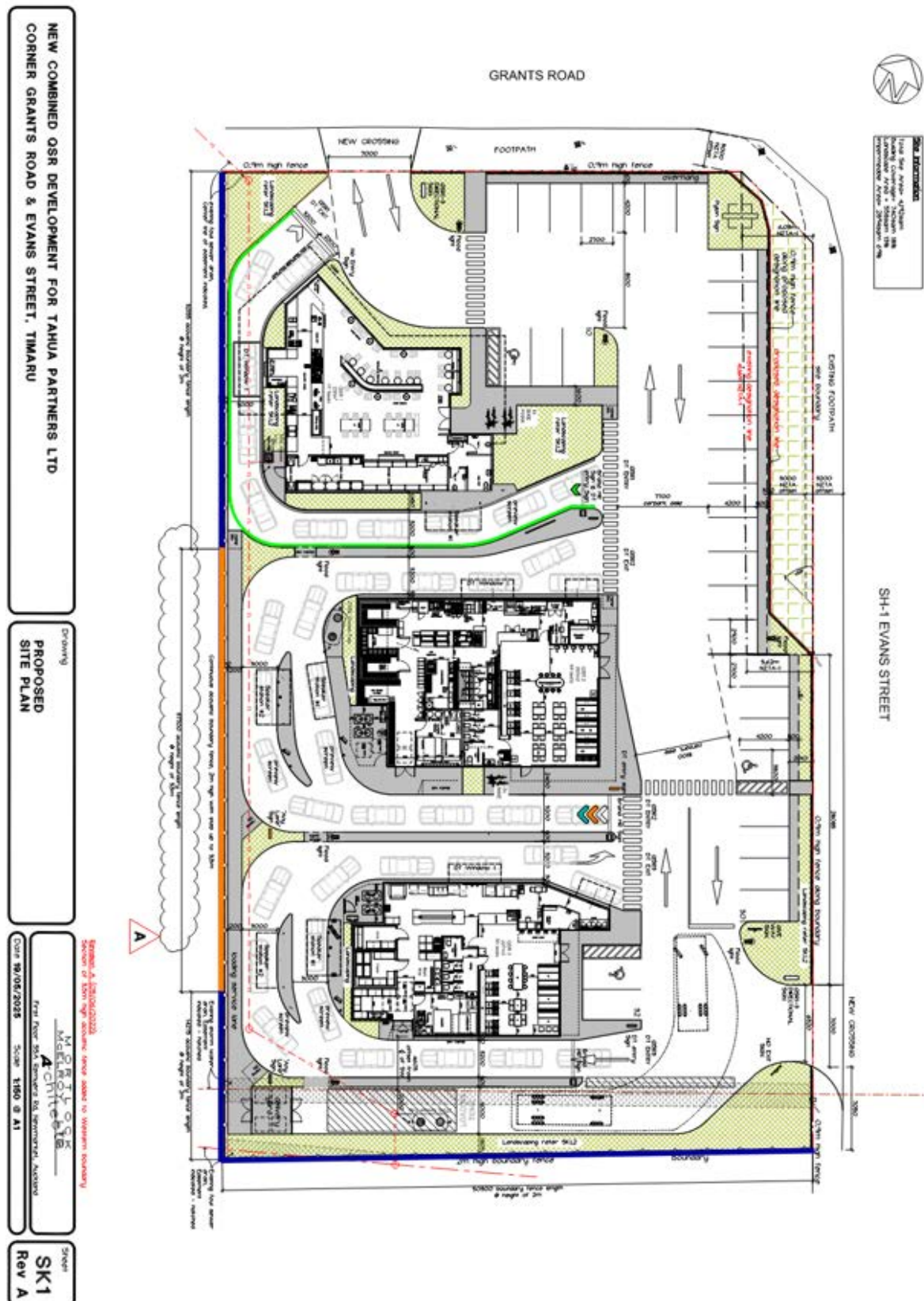
Sound Level Meter: NTI XL2 SN A2A-2046-E0 Calibration due 04/04/2026

Calibrator: Brüel & Kjær Type 4231 SN 1882775 Calibration due 22/02/2026

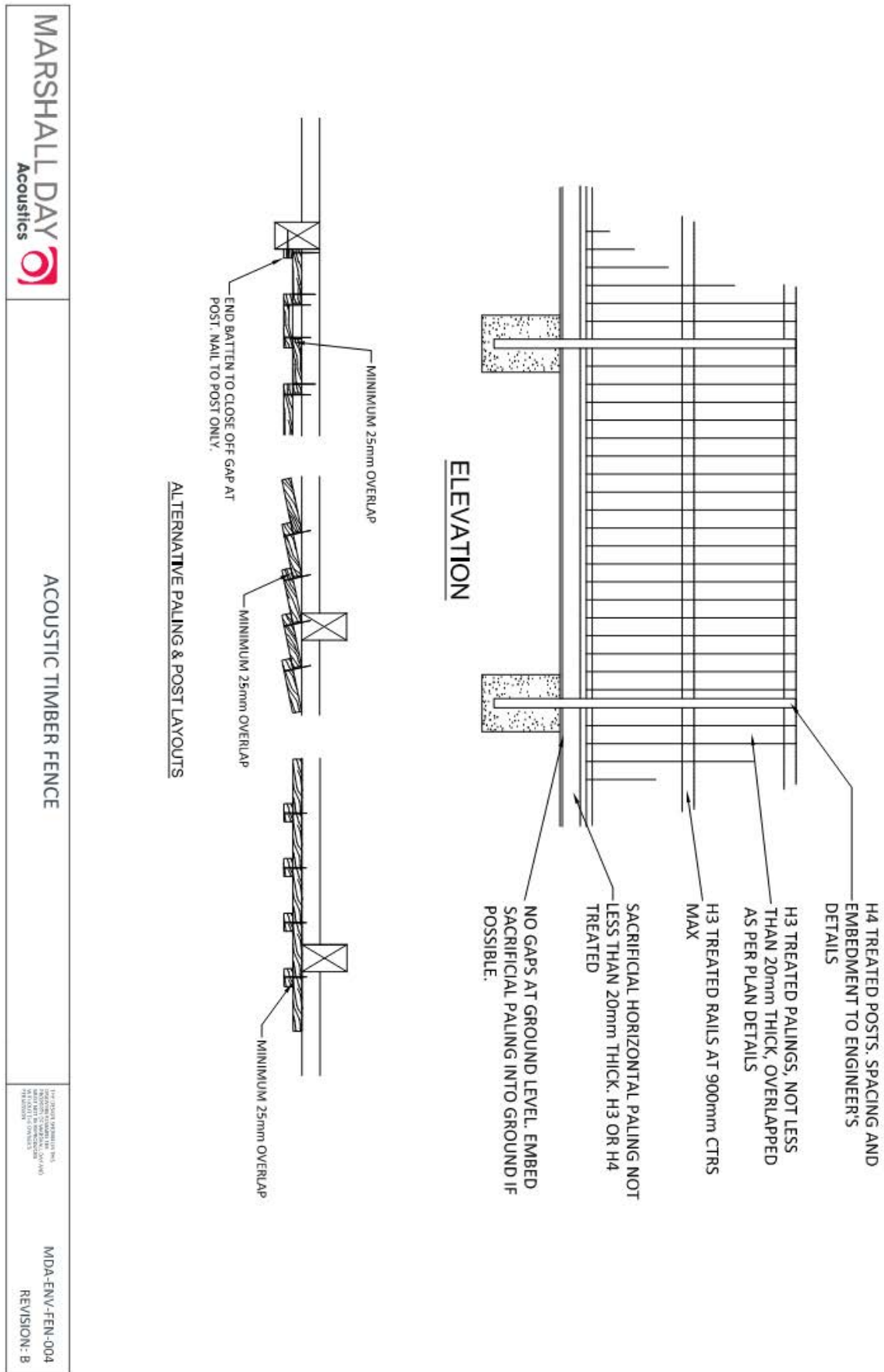
Calibration: Field calibration of the equipment was carried out before measurements, and the calibration checked after measurements. Observed change less than 0.1 dB.



APPENDIX C SITE PLAN SHOWING THE EXTENT OF THE PROPOSED NOISE CONTROL FENCE

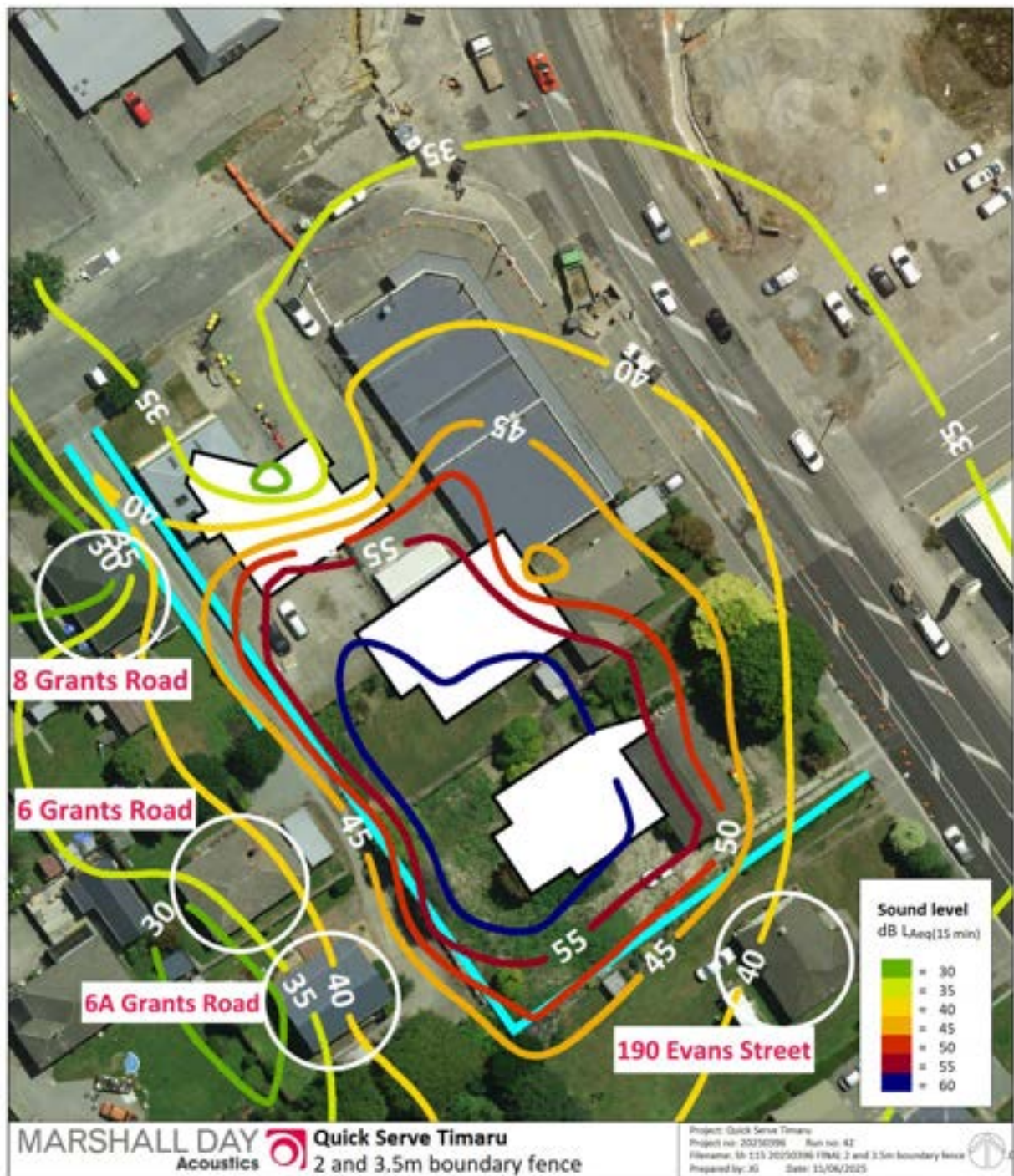


APPENDIX D OPTION FOR NOISE BARRIER CONSTRUCTIONS



APPENDIX E NOISE CONTOURS FOR NIGHT-TIME SCENARIO

Noise contours for Night-time operation (2200 to 0100 hrs) of Popeyes and Restaurant 3



Appendix 8 – Site Management Plan

Site Management Plan

The following sections presents protocols to be implemented at the site during earthworks activities. The relevance and effectiveness of these protocols should be reviewed daily during the works programme.

Works Notification

Timaru District Council will be notified in writing 10 days prior to earthworks commencing on-site.

Site Set-up

Prior to commencing excavation work, the Contractor shall ensure that the earthwork area(s) are set up to aid in the management aspects of health, safety and environmental compliance. These requirements include the following:

- Signage, including work information, and health and safety requirements.
- Security fencing preventing unauthorised access to the site.
- Establishment of health and safety facilities such as first aid points.
- Establishment of erosion, sediment and dust control measures as described below.

Health and Safety

The primary contractor shall prepare a health and safety plan that includes procedures and equipment for minimising risks associated with site hazards. The health and safety plan shall include, but not be limited to, the procedures and equipment outlined in this section.

Personal Protective Equipment

In accordance with standard construction requirements, hard hats, steel capped boots and high visibility jackets shall be worn by all workers during all site works.

Worker Site Induction

Before controlled activities commence, all site personnel are to be briefed regarding the potential exposure at the site to health and safety hazards.

Disposal of Surplus Excavated Material

Surplus excavated material will be disposed of within the site for the landscaping or spread across the site.

Environmental Control (Air, Land and Water)

To minimise the potential for adverse effects to human health or the environment resulting from the site works, a series of protective measures shall be put in place during any soil disturbance activities:

Dust and Odours

Site works shall be carried out so that they do not result in any odours or airborne and deposited dust beyond the property boundary of the site that is determined to be noxious, objectionable or offensive. Generation of dusts shall be appropriately managed by employing standard dust suppression techniques:

- dampening down using water sprays;
- where stockpiling is necessary, the material will be kept damp to avoid dust generation and covered if left overnight;
- any additional relevant dust mitigation measures such as those described in the Ministry for the Environment (2001) *Good Practice Guide for Assessing and Managing the Environmental Effects of Dust Emissions*.

Offensive odours are not expected to be of concern during the project.

Sediment and Erosion

Earthworks shall be undertaken in accordance with the Environment Canterbury Erosion and Sediment Control Toolbox for Canterbury. Compliance with the procedures set out in this toolbox should be sufficient to manage the risks from sediment and erosion during the excavation works. As a minimum the following control measures will be undertaken:

- effort shall be made to undertake the excavation works in a period of dry weather to minimise the risks of stormwater entering the excavations or contaminated water escaping from the excavations;
- erosion and sediment controls shall be put in place around the excavations as necessary to inhibit soil/sediment from being transported away from the area;
- trucks used to transport soil offsite must be covered.

Hours of Operation

Hours of operation will be from 7am to 6pm Monday to Saturday.

Noise

Construction noise shall not exceed the recommended limits in and shall be measured and assessed in accordance with the provisions of New Zealand Standard 6803P:1984. The measurement and assessment of noise from construction, maintenance, and demolition work.

Complaints

Any complaints received in relation to earthworks activities will be kept in a log book and will also be forwarded to Timaru District Council. The contractor will take reasonable steps to investigate the complaint and address any regulatory non-compliance.

Discovery of Unexpected Contamination

In the event that the Contractor or any other site workers encounter any contamination of unknown origin, including but not limited to underground storage tanks, waste fuel or chemical drums, asbestos, buried wastes, or soil containing obvious contamination (odours or staining), the area should be evacuated and secured immediately with no further access allowed to that portion of the site until appropriate response and control measures can be implemented as follows:

- if it appears that there is an immediate risk to workers and/or the environment (for example leaking containers, strong odours or any

observed health effects), emergency services should be contacted and a HAZMAT response requested;

- if the contamination does not appear to present an immediate risk to workers and/or the environment, the client should be informed of the discovery so that an appropriate assessment can be undertaken by suitably qualified and experienced practitioner.

Appendix 9 – Flood Hazard Assessment

5 November 2024

Mark Geddes
Perspective Consultants
77 Orbell Street Highfield
Timaru, Canterbury 7910
New Zealand

Dear Mark

**Flood Hazard Assessment – Other
196 - 208 Evens Street, Timaru
Lot 1 DP15285, Lot 1 DP 29051, Valuation No: 24941-391-00**

This 0.2-ha property is located at the intersection of Grants Road and Evans Street (State Highway One). Taitarakihi Creek flows roughly 60 metres north of the property boundary. The property and immediate surrounding area are best described as flat and located on the floodplain of the creek. Ground levels do rise towards the west. You have made this request for general purposes rather than a specific proposal. The following information therefore attempts to provide an overview of the flood hazard risk to this property.

Modelling prepared by WSP Consultants Ltd on behalf of Canterbury Regional Council (Taitarakihi Creek Flood Mitigation Options, Revision 3, January 2023) indicates that this property is floodable from Taitarakihi Creek in the 50-year Average Recurrence Interval (ARI) flood and greater. Improvements have been made to the creek in recent years but as demonstrated in this report, these improvements will not result in a significant reduction of flooding in major flood events, such as those modelled in that report.

Note: Average Recurrence Interval (ARI) represents the average period between floods of a certain size.

Previous investigations indicate that flooding has been an issue in this area of Timaru since records began in 1945 (Publication No 59). Flooding can occur in any instance of significant rainfall, and as development within the catchment increases this is likely to continue and become a greater issue over time

It should be noted that in many instances, flooding may be relatively minor (examples of this occurred in 2000, 2005 and 2009).

The largest instance of flooding in the area was the 13 March 1986 flood. Included with this letter are copies of several photographs taken during that flood in the vicinity of this property. That flood had a peak flow of approximately 16 cumecs and a nominal ARI around 100 years.

Due to the topography of the area, overflows from the creek back-up around the highway and railway line culverts, filling up the wider depression the property sits within. As a result of this, floodwaters will be deep, but relatively low velocity in major flood events.

As defined by the Timaru District Plan, the minimum floor height required for new dwellings by the Timaru District Council is at the expected 200-year ARI flood level. Based on the information available to Environment Canterbury, the property is expected

Key Ref: 24179

Contact: Oliver Hermans

to see significant flooding across most of it in a flood of this size, with depths more than 1 metre.

In the larger, 500-year flood, water depths will reach as much as 1.5 metres in parts.

A small area is not expected to see flooding, even in a 500-year event. I have attached a map showing this area to this letter.

Outside of this small area, the flooding within this property can be described as high hazard. Environment Canterbury defines high hazard flooding as where the product of the depth and velocity of floodwater is expected to be greater than 1 or where the depth of floodwater is greater than 1m in the 500-year ARI flood event. In this case flood velocities are expected to be low, but flood depths will be approximately 1.5m. In high hazard areas egress away from the dwelling may not be possible during a flood and Environment Canterbury recommends against residential development.

In addition to the above, given the frequency of shallow flooding and potential for very deep flooding in larger flood events, careful consideration should be given to what activities are undertaken on the property.

Overall, flood risk to the property can be described as significant and high risk.

When using the flood information provided in this letter it is important the following points are understood:

- The information provided is the best information Environment Canterbury has at this time. The District Council or local residents may have further information about flooding at the property.
- Environment Canterbury's understanding of flooding at the property may change in the future as further investigations are carried out and new information becomes available.
- It is assumed that flood protection works will be maintained to at least their current standard in the future.
- Flooding can occur in smaller floods if stopbanks are breached at lower than design flows. A breach can occur through lateral or internal erosion of the stopbank. The location of a stopbank breach or overtopping may affect flood depths at the property.
- Flood flow paths and depths can be affected by changes on the floodplain such as:
 - Altering swales, roads or irrigation features
 - Property development including buildings, fencing and hedges
 - Blockages in culverts, drains and bridges
 - Seasonal vegetation growth
 - Antecedent soil moisture conditions

The prediction of flood depths requires many assumptions and is not an exact science.

I hope this information is of assistance. Please do not hesitate to contact me if you require any clarification.

Yours sincerely,



Oliver Hermans

Scientist (Natural Hazards)

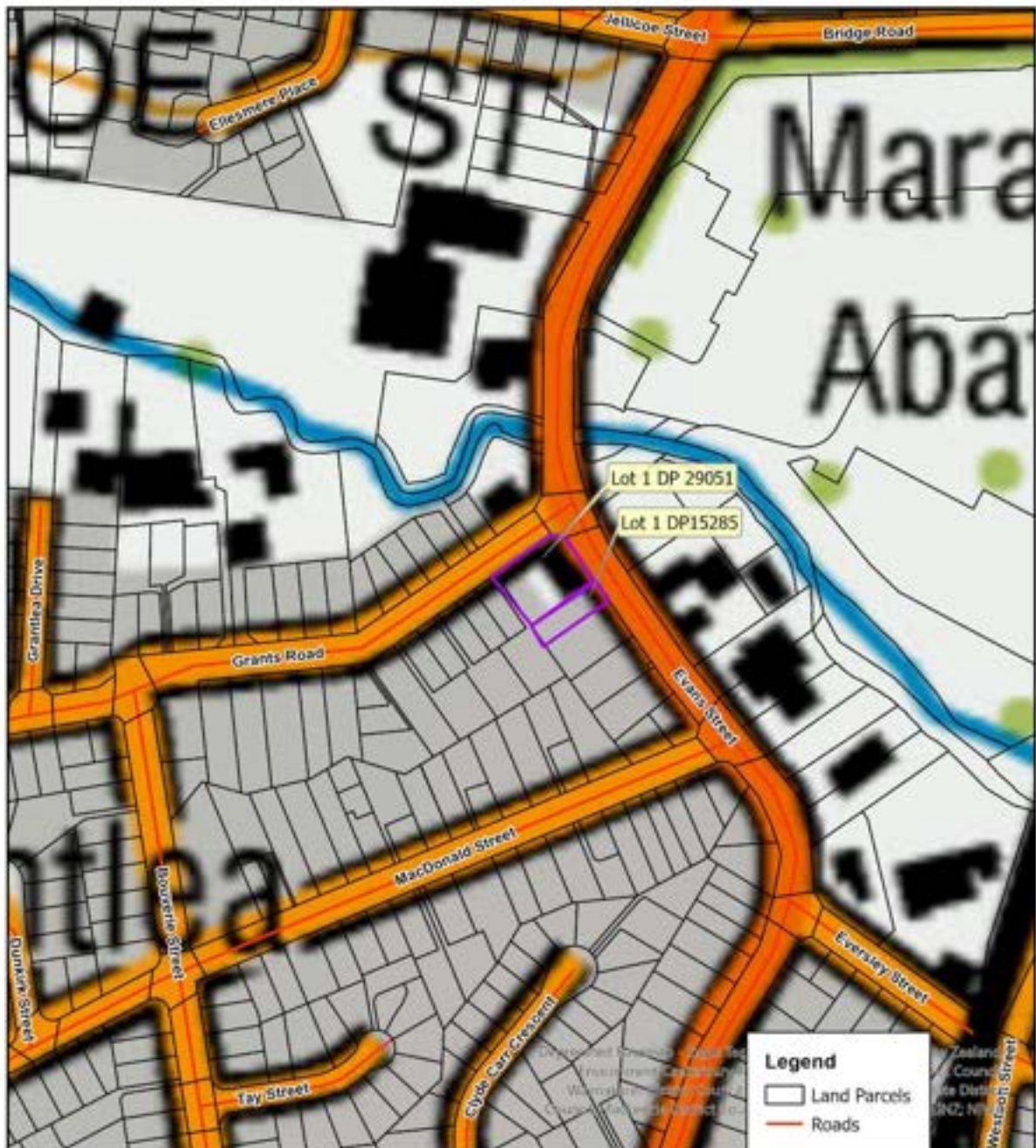
cc: building@timdc.govt.nz
Timaru District Council

Attachments:

- Topographic map showing location of property
- Aerial photograph of the property
- Map showing expected flooding in a 500-year flood event.
- Photographs 1.1.18, 1.1.21, 12676, 1.1.20 and 1.2.7 – 13 March 1986
- Photographs 10.97.8a, 10.97.4a, 10.97.7a, 10.97.6a – 14 February 2005

196 - 208 Evens Street, Timaru - Topo

0 25 50 100 150 200 Meters

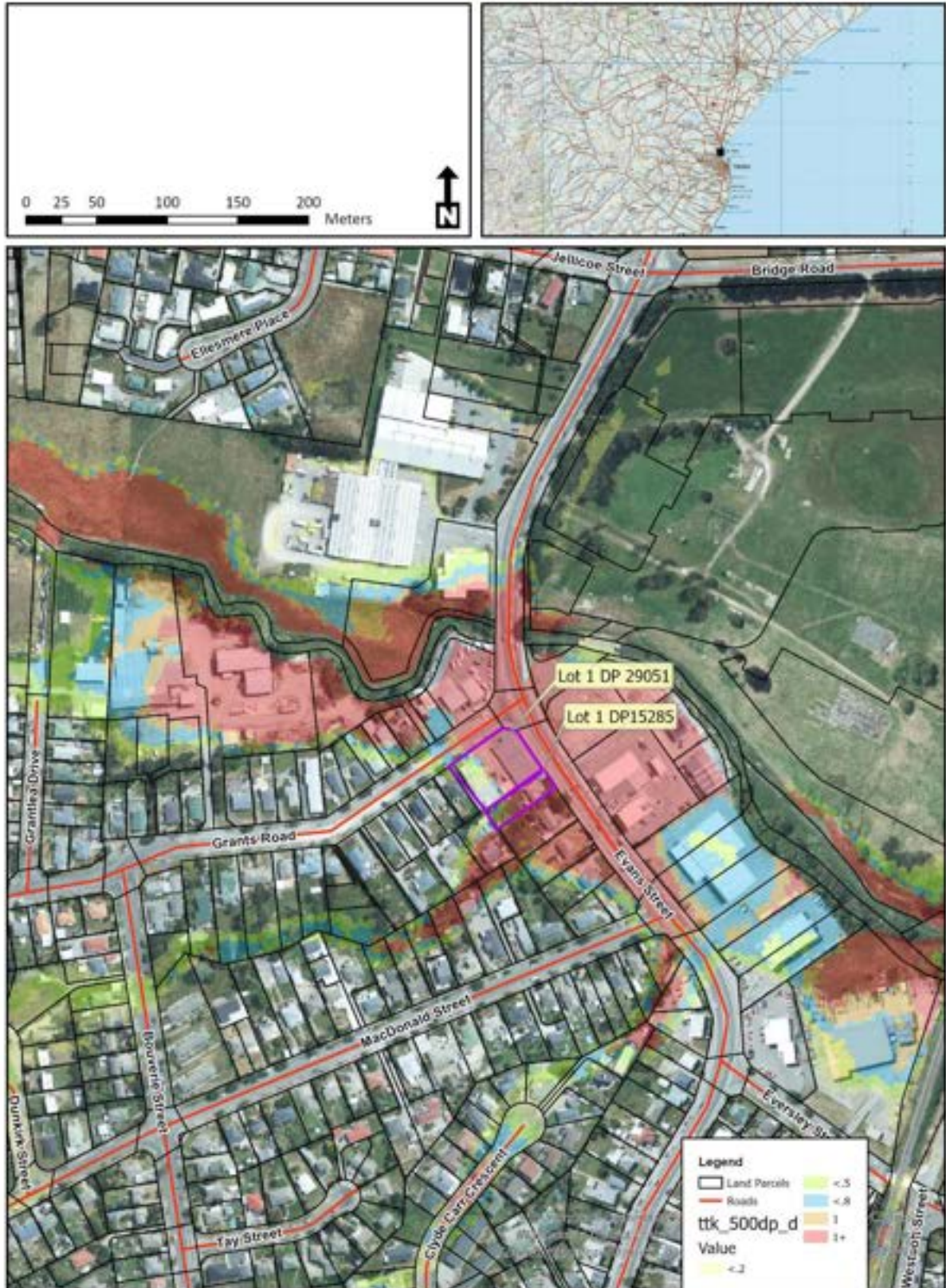


196 - 208 Evens Street, Timaru - Aerial

0 25 50 100 150 200 Meters



196 - 208 Evens Street, Timaru - 500-year ARI





Taitarakahi Creek
View SE from SH1
opposite Grants Rd
intersection, Timaru
Pan View Negs 20 & 21

13.3.86 0900hrs
J39 699 467

1-1-20

cc by Environment Canterbury



Taitarakahi Creek
View S towards
Timaru Grants Road
(RHS photo) intersection
Pan View Negs 18 & 19

13.3.86 0900hrs
J39 698 467

1-1-18

cc by Environment Canterbury



Taitarakahi Creek
View S down SH1
to Grants Road
intersection, Timaru.

13.3.86 ~ 0900hrs
J39 698 467

1.2.7



Taitarakahi Creek
View E from Grants
Road at intersection
with Evans Street (SH1)

13.3.86
J39 698 467

12676

Photo: Wooffindin



Taitarakahi Creek
View S from adja-
cent to Grants Road
intersection, SH1,
Timaru.
Pan View negs 20421

13.3.86 0900hrs
J39 699 467
1.1.21



Taitarakahi Creek
View S towards
Timaru. Grants Road
(RHS photo) intersection
Pan View Negs 18419

13.3.86 0900hrs
J39 698 467
11.18



cc by Environment Canterbury

Taitarakini Creek
Evans Street - View
SSE towards B.P.
Garage.

14.2.05 1340hrs
J39 6985 4610

10.97.80.



cc by Environment Canterbury

Taitarakini Creek
View NNW down
Evans Street towards
Grants Road.

14.2.05 1340hrs
J39 6988 4665

10.97.40.



Taitokakihi Creek
View E dis from
Evans Street.

14.2.05 1340hrs

J39 6985 4675

10.97.70.

cc by Environment Canterbury



Taitokakihi Creek
View NW dis of
Evans Street.

14.2.05 1340hrs

J39 6980 4675

10.97.60

cc by Environment Canterbury

Appendix 10 - Consent Conditions

The following conditions of consent are proposed.

General

1. The development shall be carried out in general accordance with the revised application dated June 2026 attached and stamped as approved and submitted under reference 102.2025.81.1 with the exception of the amendments required by the following conditions of consent.

Accidental discovery Protocol

3. The consent holder and any person acting for the consent holder conducting work on this site, must comply with the accidental discovery protocol in Appendix 4 of this application.

Lighting

4. All exterior lighting on the site must be directed away from residentially zoned land and from the carriageway of any roads.
5. No spill light from a permanently fixed artificial light source on the site shall exceed 10 lux, measured in the vertical plane at the boundaries of any other site in a Residential Zone, between the hours 10.00pm and 7.00am and 20 lux at all other times.
6. Prior to development commencing, a certificate from a suitably qualified person shall be submitted to Timaru District Council certifying that the proposed lighting meets conditions 4 and 5.

Landscaping

7. The landscape plan submitted with the application must be fully implemented within the first planting season of the development commencing.

8. All plants must be irrigated and maintained and if any plants die or become diseased, they must be replaced with similar species.

Hours of Operation

9. The hours of operation must be limited to:
 - a. Starbucks 0500 to 2200hrs
 - b. Popeyes & tenancies 1 & 3 0700 to 0000 Sunday-Wednesday
0100 Thursday -Saturday

Noise

11. All construction noise shall be carried out in accordance with the provisions of the New Zealand Standard NZS 6803P:1991.
12. The consent holder shall ensure that all activities on the site shall not exceed the following noise limits at any point within any residential site during the following time frames:
 - a. 0700 to 2200 hrs 55 dB LAeq
 - b. 2200 to 0700 hrs 45 dB LAeq and 75 LAmx.
13. Noise shall be measured in accordance with NZS 6801:2008 Acoustics – Measurement of environmental sound and assessed in accordance with NZS 6802:2008 Acoustics - Environmental Noise.
14. The acoustic fence is constructed in accordance with the plan stamped as approved and labelled SK1.3 Rev B and Appendix C of the Marshall Day Noise Acoustics report submitted with the further information response and dated 9 March 2026.
15. Prior to the issue of building consent, a design report prepared by a suitably qualified and experienced acoustic engineer, shall be submitted to Timaru District's Planning Department that confirms cumulative noise emissions from all mechanical plant on site does not exceed the noise limits in Condition 12.

Infrastructure

14. All electricity and telecommunication services are to be provided underground, except satellite, mobile or radio services.
15. On site retention of stormwater must be provided for all storms up to and including the critical duration 2% AEP event prior to the discharge of stormwater to ground, waterways or public reticulation.

Advice Note: Stormwater will need to be discharged in accordance with the requirements of Timaru District Council's stormwater consent for the area.

16. Stormwater must be treated for a first flush depth of 10mm/hr or 21mm in accordance with the following contaminate removal rates:

<i>Suspended Solids</i>	<i>> 80%</i>
<i>Total Zinc</i>	<i>> 70%</i>
<i>Total Copper</i>	<i>> 70 %</i>
<i>Total Petroleum hydrocarbons</i>	<i>> 70 %</i>
<i>Nutrients (Nitrogen, Phosphorus)</i>	<i>> 50 %</i>

17. There must not be any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof material, gutters, downpipes or external cladding of buildings or structures on the site.
18. At least ten working days prior to any construction, the consent holder must provide Council with an Erosion and Sediment Control Plan (ESCP) for approval for certification. The ESCP shall outline what mitigatory measures will be in place onsite to reduce the discharge of sediment to the surrounding environment.

Vehicle Access

19. All vehicular access to the site must be as indicated on the plans submitted with the application.
20. At all times sufficient space shall be maintained for vehicle manoeuvring onsite so that vehicle reverse manoeuvring onto or off the roadway is not necessary.
21. The vehicle crossing to Evans Street (State Highway 1) shall operate as a left-in vehicle access only.
22. The vehicle crossing, subject to Condition 21, shall be designed by an appropriately qualified professional and shall be submitted to and certified by both the Council's Transport Manager and the New Zealand Transport Agency prior to commencing the construction of the vehicle crossing and shall include:
 - a. Full design details of the vehicle crossing, including appropriate measures to ensure it operates as a left-in vehicle access only; and
 - b. A design safety audit of the detailed engineering plans and a post-construction safety audit is to be undertaken at the applicant's cost by a suitably trained and experienced independent safety auditor in accordance with the New Zealand Transport Agency Safety Audit Procedure for Projects Guidelines.
23. There shall be no direct exit for vehicles from the subject site to Evans Street (State Highway 1).
24. Prior to the operation of the fast food outlets, the existing vehicle crossings at 192, 194, 196 and 208 Evans Street (State Highway 1) shall be permanently closed, including reinstatement of any fence line, grassed areas, berm, highway drainage or kerb. Reinstatement works shall be consistent with the adjacent road reserve treatment, to the satisfaction of the New Zealand Transport Agency Network Manager.
25. The southernmost unit shall not be serviced by a drive through facility

26. Opening of any new restaurant, shop or café on the site must not occur within two months of the opening of another new restaurant, shop or café on the site.
27. That the loading spaces on site occurs between 7am and 10am.
28. A limit line and give way control must be marked on the drive through exits and entries to remind drivers they must give way to other vehicles and pedestrians using the pedestrian crossing.
29. A Traffic Management Plan will be prepared prior to opening to manage the anticipated demand and the effects this creates on site.
30. A staff travel management plan shall be prepared prior to opening of any individual premises on the site and submitted to Timaru District Council. The aim of plan is to encourage staff to use alternative modes of transport to the site other than private vehicles.

Storage

31. Any goods, materials or refuse stored outside shall be screened so that it is not visible from an adjacent residential property or a road.

Construction Effects

32. All construction activities must comply with the Site Management Plan attached as Appendix 8 of the application.

Flooding

22. Prior to development commencing, a certificate from a suitably qualified engineer must be submitted to Timaru District Council to certify that any of proposed buildings QSR1- QSR3 with a floor level below the 0.5% AEP will maintain its structural stability in the event of a flood.

23. Any of proposed buildings QSRI-QR3 with a floor level below the 0.5% AEP must be designed to either:
- a. prevent flood water from entering the building in a 0.5% AEP flood event; or
 - b. minimise internal material damage in the event of a 0.5% AEP flood event.

Monitoring Costs

24. The consent holder shall pay any actual and reasonable costs incurred by Timaru District Council in monitoring this resource consent.

Review

25. In accordance with Section 129 of the Resource Management Act 1991, the consent authority may review any of the conditions of this consent by serving notice on the Consent Holder within a period of 60 working days, commencing on each anniversary of the date of commencement of this consents for any of the following purposes:
- a. To deal with any unanticipated 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.
 - b. If the information made available to the consent authority by the applicant for the consent for the purposes of the application contained inaccuracies which materially influenced the decision made on the application and the effects of the exercise of the consent are such that it is necessary to apply more appropriate conditions.

Appendix 11 – Written Approval of Waka Kotahi

NZ Transport Agency Waka Kotahi Reference: 2024-1371

13 February 2026

Home Centres Properties Ltd
C/- Alison Devlin
Willowridge Developments
1 Sir Tim Wallis Drive
Wānaka 9305

Sent via Email: alison@willowridge.co.nz

Dear Alison,

Combined Fast Food Development – 192-208 Evans Street and 4 Grants Road, Timaru – Tahua Properties Ltd

Thank you for your request for written approval from NZ Transport Agency Waka Kotahi (NZTA) under section 95E of the Resource Management Act 1991. Your proposal has been considered as follows:

Proposal

Resource consent is sought for the following activities:

- To construct three separate buildings on the site located at 192-208 Evans Street (State Highway 1; (SH1)) and 4 Grants Road as shown on the attached proposed site plan (Attachment 1). The buildings will be used to operate different fast food outlets.
- The proposed buildings will be used to operate the following:
 - Unit 1 (northern building) will have an area of 230m² and will operate as a Starbucks café with approximately 47 seats. A drive through facility has also been included to service this unit. It is anticipated for this business to open several months after Unit 2.
 - Unit 2 (middle building) will have an area of 282m² and will operate as a Popeyes restaurant with approximately 64 seats. A drive through facility has also been included to service this unit. It is anticipated for this to be the first business to operate on the site.
 - Unit 3 has been divided into two commercial areas, which have floor areas of approximately 70m² and 100m². This unit will not be serviced by a drive through facility and the businesses are currently unknown.
- Access to the site will be provided by two separate entrances. The primary entrance will be via Grants Road and will accommodate all vehicle movements. The secondary entrance will be directly from SH1 and will only be used for left-in entry only and will be designed to discourage other vehicle movements.
- There will be approximately 40 parking spaces for vehicles on site, and bike stands will be located outside of each building.
- A pylon sign will be established on the corner of the site and will be visible to motorists on both SH1 and Grants Road. The sign will be approximately 10m high and 2.4m wide, which will display the businesses operating from the site. Additional façade signage on each business will also be provided for in addition to other internal signage.

Assessment

In assessing the proposed activity, NZTA notes the following:

- The applicant provided an Integrated Transport Assessment (ITA) which has been reviewed by NZTA to determine any potential impacts on the state highway. The review identified that the development could result in adverse safety and efficiency effects on SH1 due to vehicles utilising the left-in access from SH1 as well as potential risk of internal conflict

points for vehicles that could result in queueing onto SH1. The potential risk associated with left-in access is due to the close proximity to the SH1 and Grants Road intersection as vehicles indicating left could either be turning into the subject site or left into Grants Road, which could result in an increase of nose to tail crashes. The internal conflicts are associated with the original proposal including a drive through facility for all three buildings. The location of the drive through entrances and exits of Unit 2 and Unit 3 and the left-in access from SH1 could cause conflicts resulting in internal congestion, which may result in queueing onto the SH1.

- To address the above concerns the applicant agreed to remove the drive through facility from Unit 3, and they provided an amended site plan as shown in Attachment 1 and agreed to volunteer Condition 5, as described in the Conditions section below.
- NZTA has also considered the left-in access from SH1 and determined that due to the upgrade works of the SH1 and Grants Road intersection and the low operating speed at this location that this is unlikely going to result in significant adverse effects on the state highway.
- The signage has been reviewed, and it is considered that this is acceptable for the development and urban context that the site is located in.
- The subject site is currently subject to a NZTA 5.62m wide state highway road widening designation which is approximately 41m in length across the site. This is listed as designation no. 24 in the Timaru District Plan. The applicant and NZTA have been in discussion and it was agreed that NZTA is likely only to require approximately 3.6m of the road widening designation, which will provide sufficient space for a 3.2m wide slip lane and a 3m wide shared path (future plans are still to be determined) from the edge of the existing state highway kerb. The applicant is proposing to utilise the remainder of the designated area for parking and to construct a 0.9m high fence on this boundary. NZTA has no objections to the applicant utilising this part of their land for parking and fencing that is subject to the NZTA road widening designation.
- To ensure that the left-in access is constructed to a sufficient standard and to ensure the safety of the state highway is maintained, including for cyclists and pedestrians, the applicant has agreed to volunteer Conditions 1-4 as outlined in the conditions section below.
- Overall, it is considered that with the amendments to the proposed site plan and the volunteered conditions that the proposed development is unlikely going to result in adverse effects on the state highway.

Conditions

In discussion with NZTA your client has agreed to include the following conditions as part of your client's resource consent application. The legal name of NZTA is the **New Zealand Transport Agency**; therefore our full legal name is referred to in the conditions and approval.

1. The vehicle crossing to Evans Street (State Highway 1) shall operate as a left-in vehicle access only.
2. The vehicle crossing, subject to Condition 1, shall be designed by an appropriately qualified professional and shall be submitted to and certified by both the Council's Transport Manager and the New Zealand Transport Agency prior to commencing the construction of the vehicle crossing and shall include:
 - a. Full design details of the vehicle crossing, including appropriate measures to ensure it operates as a left-in vehicle access only; and
 - b. A design safety audit of the detailed engineering plans and a post-construction safety audit is to be undertaken at the applicant's cost by a suitably trained and experienced independent safety auditor in accordance with the New Zealand Transport Agency Safety Audit Procedure for Projects Guidelines.
3. There shall be no direct exit for vehicles from the subject site to Evans Street (State Highway 1).
4. Prior to the operation of the fast food outlets, the existing vehicle crossings at 192, 194, 196 and 208 Evans Street (State Highway 1) shall be permanently closed, including reinstatement of any fence line, grassed areas, berm, highway drainage or kerb. Reinstatement works shall be consistent with the adjacent road reserve treatment, to the satisfaction of the New Zealand Transport Agency Network Manager.
5. The southernmost unit shall not be serviced by a drive through facility.

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, the New Zealand Transport Agency provides written approval under section 95E of the Resource Management Act 1991.

In addition, approval is also provided under section 176 of the Resource Management Act 1991 to establish the 0.9m high fence and parking area on the subject site within the state highway road widening designation (designation no. 24 in the Timaru District Plan).

Advice Notes

Before you undertake any physical work on the state highway, including the formation of any vehicle crossing, you are legally required to apply to the New Zealand Transport Agency for a Corridor Access Request (CAR) / Work Access Permit (WAP) and for that request to be approved.

Please submit your CAR to the New Zealand Transport Agency CAR Manager via www.submitica.com a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from the New Zealand Transport Agency.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact the Environmental Planning team at environmentalplanning@nzta.govt.nz.

Yours sincerely



Stuart Pearson

Principal Planner

Poutiaki Taiao / Environmental Planning, System Design, on behalf of NZ Transport Agency Waka Kotahi.

Enclosed:

- Attachment 1: Proposed Site Plan

