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15 April 2009

LTCCP Submission
Christchurch City Council
PO Box 237
Christchurch Mail Centre
CHRISTCHURCH 8140

Dear Sir/Madam

**SUBMISSION – CHRISTCHURCH LTCCP 2009-19 ON BEHALF OF
FOODSTUFFS SOUTH ISLAND LIMITED**

Foodstuffs South Island Limited

Foodstuffs are a retailer owned co-operative company, wholly owned by South Island grocery retailers.

Foodstuffs are the wholesale supplier to PAK'nSAVE Food warehouses, New World supermarkets, Four Square Discount Group, Four Square Stores, On the Spot dairies and many unaffiliated outlets. Foodstuffs also own a variety of properties throughout the South Island from which many of its retail members undertake their businesses.

Foodstuffs have significant business investments in the Christchurch area.

Submission

Foodstuffs are the owner of the adjacent Business 4 zoned land to the Vision Senior Living Ltd site located at 57 Peer Street, Ilam. This land once contained the Feltex carpet factory and has a history of Business 4 activity.

Foodstuffs seek the upgrading of the Athol Terrace/Peer Street, Christchurch intersection to traffic signal controls to be included in the LTCCP.

Please refer to the attached technical letter supporting Foodstuffs submission from Traffic Design Group Ltd.

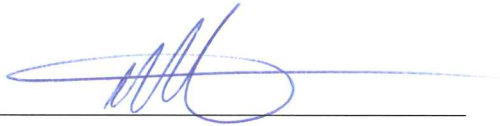
As stated in the Traffic Design Group letter:

Signalising the intersection of Athol Terrace/Peer Street would significantly improve the level of service offered to Athol Terrace in its role as a Collector Road serving the surrounding residential area. Traffic signals would ensure that users of Athol Terrace can connect efficiently with the ring road. This will not only improve safety and minimise delays at this intersection but will also minimize the potential for 'rat running' through other local streets which is likely to occur if the delays at Athol terrace become too high.

Similarly, signalising the intersection would provide an efficient connection between the Business 4 Zone and the ring road. This would ensure that traffic associated with the Business 4 Zone can directly and efficiently connect with the ring road, again minimizing the potential for unnecessary traffic on local streets.

Installation of traffic signals would also enhance the level of service and safety for pedestrians and cyclists in the general area by providing a further signalised crossing opportunity on Peer Street. This is considered particularly valuable in this location due to the presence of land uses such as the University and its halls of residence, the College of Education, schools and commercial activities which are likely to generate pedestrian and cycle movements.

Accordingly, Foodstuffs seek the upgrading of the Althol Terrace/Peer Street, Christchurch intersection to traffic signal controls to be included in the LTCCP.



R Parish
Property Development Manager
Foodstuffs (South Island) Limited

Date: 15/4/09.

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9906
14 April 2009

Rebecca Parish
Property Development Manager
Foodstuffs South Island Ltd
167 Main North Road
Private Bag 4705
Christchurch 8140

Dear Rebecca

Long-Term Council Community Plan 2009-19

As requested, we have reviewed the Christchurch City Council (CCC) Draft Long-Term Council Community Plan (LTCCP) 2009-19 on behalf Foodstuffs South Island Limited with particular regard to the Business 4 zone located on Peer Street. Our findings are summarised below.

1. Review of LTCCP

We consider that the upgrading of the intersection of Athol Terrace and Peer Street to traffic signal control should be included in the LTCCP.

The location of the intersection, the surrounding City Plan road hierarchy and the location of the adjacent Business 4 zone from the City Plan are shown in Figure 1. Peer Street is a Minor Arterial and part of a ring route. Athol Terrace is a Collector Road.

Vision Senior Living Ltd was recently granted resource consent (RMA 92012600) to develop a retirement complex on Business 4 zoned land at 57 Peer Street.

The proposal occupies approximately 19,000m² of the total 32,000m² area of the Business 4 zone. The site has access to Athol Terrace and will generate new traffic movements through the Athol Terrace/Peer Street intersection.

The Council Officer's report on the Application stated:

"...the existing situation at this intersection is bad (Level of Service (LOS) F, i.e. the lowest in the range), and almost any development on the site will make it worse. The retirement complex will make it significantly worse; however, if the site were to be developed for Business 4 purposes instead, there would be an even greater level of adverse effect over and above that of the retirement complex.

"The best outcome would of course be for the applicant to investigate mitigation measures such as traffic lights; however, given the level of service effects that would result from typical Business 4 activities, I do not consider it appropriate to impose this as a condition on the consent."

In the Decision released by the Commissioner it was stated:

"...there remains no basis upon which I could conclude that the traffic generation effects of the proposal are 'adverse' effects of the proposal justifying (in themselves) a refusal of consent. The effects of concern are best to be seen as effects of the Plan rather than of the proposal."

The evidence provided by Council's traffic engineer states:

"Given the importance of Athol Terrace, its relationship with Parkstone Avenue and its connection to the Christchurch Ring Road, it is important that any development does not degrade the performance of this link and intersection beyond the limits of acceptability."

"It is interesting to note that the applicant has not proposed mitigating these increased delays such as through the use of traffic signals. I have not undertaken an assessment to determine how well traffic signals might perform, and I suspect they would need to be coordinated with the installation of traffic signals at Waimairi Road which at times also shows signs of performance stress, but nevertheless I expect they would provide sufficient benefits to existing road users, new road users which accessing the site, and improved pedestrian and cyclist crossing opportunities for nearby residents and residents at the development. This possible installation would need to be balanced against the decreased movement performance of the ring road."

2. Conclusion

During the consent process for RMA 92012600 it was agreed by the traffic experts using isolated intersection analysis that the intersection of Athol Terrace and Peer Street was performing poorly under existing traffic volumes and would degrade as a result of the resource consent application that was granted.

However, because the traffic generation associated with the proposed development was generally consistent with the Business 4 zoning of the land, it was not considered reasonable to hold the applicant responsible for upgrading the intersection.

The current and future performance of the intersection was identified as a direct effect of the City Plan zoning. As such, the upgrading of the Athol Terrace/Peer Street intersection is a project that should be included in the LTCCP.

This is particularly important given that there is still undeveloped land in the Business 4 zone and because of the role that Athol Terrace, as a Collector Road, plays in providing access to the ring road.

Signalising the intersection of Athol Terrace/Peer Street would significantly improve the level of service offered to Athol Terrace in its role as a Collector Road serving the surrounding residential area. Traffic signals would ensure that users of Athol Terrace can connect efficiently with the ring road. This will not only improve safety and minimize delays at this intersection but will also minimize the potential for 'rat running' through other local streets which is likely to occur if the delays at Athol Terrace become too high.

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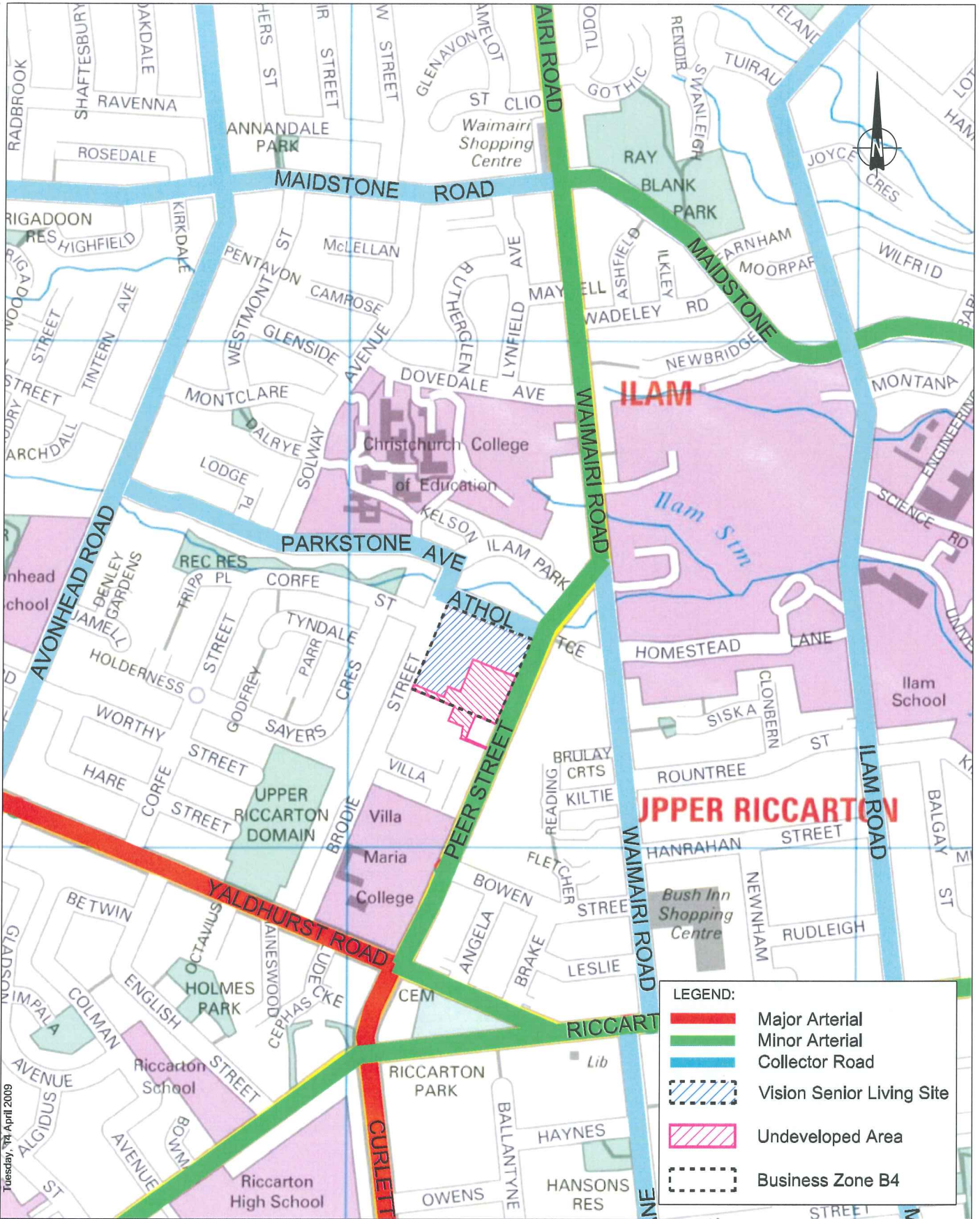
Installation of traffic signals would also enhance the level of service and safety for pedestrians and cyclists in the general area by providing a further signalised crossing opportunity on Peer Street. This is considered particularly valuable in this location due to the presence of land uses such as the University and its halls of residence, the College of Education, schools and commercial activities which are likely to generate pedestrian and cycle movements.

Regards

Traffic Design Group Ltd



Tony Penny
Managing Director



Peer Street/Athol Terrace Intersection
 Site Location & Road Hierarchy

Traffic Design Group

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SCALE: 1:10,000