

To: Costco Wholesale New Zealand Limited and Miles Premises Limited

From: Cam Wallace – Barker & Associates Limited

Date: 26 August 2026

Re: Costco Christchurch – FTAA Referral Application – Urban Design Review

1.0 Introduction

1.1 Purpose

I have been instructed by Costco Wholesale New Zealand Limited and Miles Premises Limited (**the Applicants**) to provide a preliminary assessment of the urban design merits of the current concept for the development of a Costco and ancillary large format retail centre in Christchurch. This memo is intended to support a proposed referral application under the Fast-track Approvals Act 2024 (**FTAA**).

My assessment is based on Concept Masterplan, prepared by Colliers and a high-level review of the Site and its surrounds. The design itself is at a conceptual stage and if successfully referred more detailed design work would need to be undertaken to enable a substantive assessment of the proposal. My comments therefore concern the structure and direction of the proposal rather than matters such as detailed architectural and landscape designs.

1.2 Statement of Qualifications & Experience

I am an Urban Designer / Partner at B&A. I have been employed at B&A since November 2018.

I hold the qualifications of Bachelor of Planning (First Class Hons) and Masters of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute and am a Registered Urban Designer with the Urban Designers Institute of Aotearoa (UDIA). I have 18 years of experience in the urban design, strategic planning and transport development, across both the private and public sector in New Zealand and United Kingdom.

I have a broad range of experience in urban design working on behalf of a range of clients including land developers, commercial entities and Councils around New Zealand. This has involved lead masterplanning projects for greenfield and brownfield redevelopment projects, design review and assessment for resource consent and private plan change applications of varying scales, and preparation / presentation of urban design evidence at Council hearings and the Environment Court.

1.3 Existing Environment

The Site encompasses an area of approximately 17.68 hectares, is currently undeveloped and is used for pasture. It comprises four separate land parcels at 475 Memorial Avenue, 500 and 520 Avonhead Road, and 400 Russley Road.

The Site is positioned in a visually prominent location, with Memorial Avenue forming its northern boundary. Memorial Avenue functions as a key gateway and point of arrival for international and domestic visitors to Christchurch and the South Island and is the primary route between Christchurch Airport and the Central City. Russley Road / State Highway 1 forms the majority of the Site's western boundary. Avonhead Road forms the Site's southern boundary and acts as an important route linking the Site with the surrounding suburbs of Avonhead, Ilam and Riccarton.

Adjacent land-uses include a diverse mixture of activities including industrial (largely associated with the wider Airport Precinct), open space (Russley Golf Club), visitor accommodation and residential at a range of densities.

1.4 Christchurch District Plan

The Site is identified within the Industrial Park Zone (IPZ) within the Christchurch District Plan (CDP). The Site is also subject to several planning constraints and overlays relating to operation of the nearby Christchurch Airport. These restrictions relate to noise (and reverse sensitivity) and building heights on the approach to the airport runway.

1.4.1 Memorial Ave Outline Development Plan

Subdivision, use and development of the Site is required to be undertaken in accordance with the Memorial Avenue Outline Development Plan (ODP), contained in Appendix 16.8.15 of the CDP. The ODP is shown in **Figure 1** below. The ODP identifies the key structuring elements intended to guide future development of the Site, including the location and configuration of key transport connections and other infrastructure.

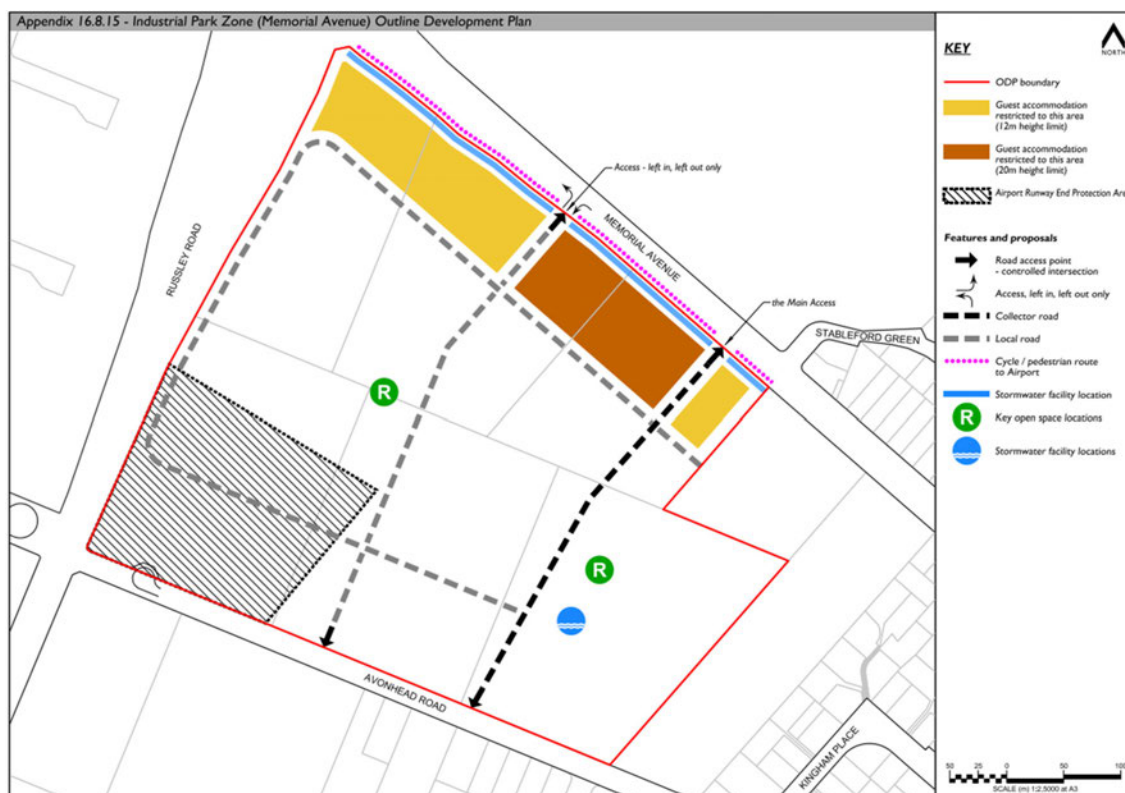


Figure 1 - Memorial Avenue Outline Development Plan

Combined, the broad design outcomes of the CDP envisage that the Site will feature large buildings with activities that are not sensitive to the nearby Airport operations. Areas of open space and landscaping, including along Memorial Drive, are also anticipated in response to its function as a gateway into the City.

1.5 The Proposal

It is understood that the Proposal will involve:

- Establishment of a new Costco Wholesale warehouse retail store, with ancillary tyre centre, food court and retail area, with an approximate gross floor area (**GFA**) of 16,090m², together with associated signage;
- Establishment of a members' fuel facility, including an associated data hut, signage and vehicle manoeuvring areas to service both cars and trucks;
- Establishment of approximately 7,900m² of complementary Large Format Retail Activities (**LFR**), anticipated to comprise a discount department store, chemist and one or two other large format tenancies, together with associated signage and customer and staff parking;
- Amendments to the approved subdivision boundaries and establishment of new and modified road connections and vehicle access points to support the development, including the removal and replacement of street trees; and
- Enabling works, including site preparation, earthworks and the installation of supporting roading infrastructure and services including required upgrades.

A Concept Plan demonstrating the intended spatial configuration of the Site is shown in Figure 2 overleaf.

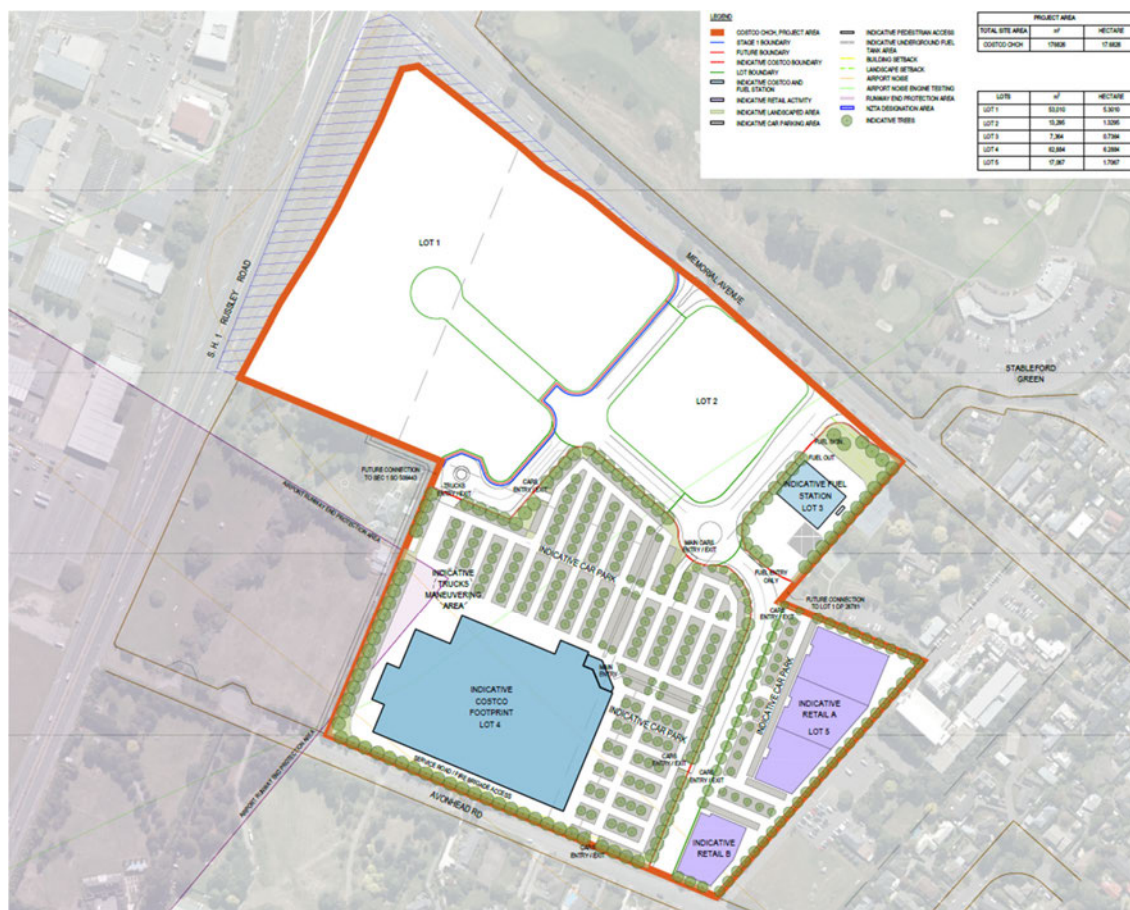


Figure 2 - Concept Masterplan (source: Colliers)

2.0 Assessment

The Concept Plan prepared by Colliers provides a high-level overview of the proposal. If successful in its referral, the applicant would need to undertake design refinement and technical reporting to settle on a complete package of works. This would invariably include a detailed urban design assessment against relevant provisions of the CDP. Nevertheless, the work prepared to date is sufficient to inform a high-level assessment of the urban design benefits that could be expected to arise from the proposal.

2.1 Strategic Rationale

At a macro level, the discipline of urban design considers the optimal spatial arrangement of land uses relative to each other that results in the most efficient use of land, is well-connected with its wider urban environment, and is appropriate to its existing and future context.

Attachment 1 sets out the broad strategic context of the Site within the Greater Christchurch area. At a macro-scale, the Site is ideally positioned to service the Greater Christchurch area which includes outlying towns in both Selwyn and Waimakariri including Rolleston, Kaiapoi and Rangiora via State Highway 1 (and will be required to travel through Christchurch itself). Similarly, it is well positioned to service the immediate Christchurch area and is located at the confluence of several strategic roads corridors which link the Site to surrounding suburbs and the City Centre. A basic isochrone analysis indicates that the entirety of Greater

Christchurch (except for Lyttelton and Sumner) will be located within a 30-minute drive of the Site. Given Costco's regional catchment and destination-based wholesale club format, the Site's location adjacent to State Highway 1, Memorial Avenue and Christchurch Airport provides strong regional accessibility without requiring the activity to be accommodated within an established centre. The location is also well suited to Costco's operational characteristics, including its large-format building, substantial parking and servicing requirements and broad customer catchment. I also note that the Economic Assessment separately concludes that the proposal is unlikely to generate significant retail distribution effects or undermine the role and function of the established centres network.

A further urban design benefit is the co-location of a substantial employment and complementary retail destination with the established employment and commercial activity associated with the Christchurch Airport precinct. Costco would reinforce this established node rather than establish an isolated destination in an otherwise unrelated peripheral location.

The Site's position on strategic transport corridors between Christchurch Airport and the Central City, together with existing bus services on Memorial Avenue and opportunities for walking and cycling connections, also provides genuine opportunities for employees and some customers to access the Site by modes other than private vehicle.

2.2 Contextual Factors / Land-use Integration

Attachment 2 includes a high-level opportunities and constraints analysis for development at the Site. Key design considerations at this stage relate to how development would respond to the varying site interfaces, site access and internal movement networks and the overall spatial configuration of development.

Costco and the ancillary LFR will make productive use of land that is not suited to more sensitive activities because of airport noise, aircraft operations and the surrounding transport environment (hence the basis for the underlying IPZ). The typical design characteristics of Costco and its warehouse format is also generally compatible with the larger buildings and infrastructure already characteristic of the wider Airport area and the type of development anticipated within the IPZ.

The Concept Plan also retains the principal collector-road structure through the Site and provides for connections to Avonhead Road and adjoining developable land.

With regards to the various Site interfaces, the Proposal leaves the north-western portion of the Site vacant with future development being subject to future consenting processes in line with the requirements of the CDP. In terms of the southern interface with Avonhead Road, the Concept Plan provides for sufficient space for a generous, landscaped edge to screen the future building and back-of-house service areas with the rural lifestyle properties. The proposed LFR provides opportunities for some frontage / activation onto Avonhead Road and backs onto carparking and service areas of the adjoining Commodore Hotel so does not raise any fundamental design concerns at this stage.

2.3 Surface carparking

The proposal necessarily includes a substantial area of surface parking associated with Costco's regional destination model. The Concept Plan demonstrates that parking is consolidated rather than dispersed across the Site. The configuration also provides sufficient space for clear and segregated pedestrian routes through it and using landscaping to break down its horizontal scale and add general amenity consistent with the design outcomes of the IPZ. In this regard, any potential effects can be addressed comprehensively through

detailed landscape and pedestrian design which would invariably be undertaken as part of a substantive application.

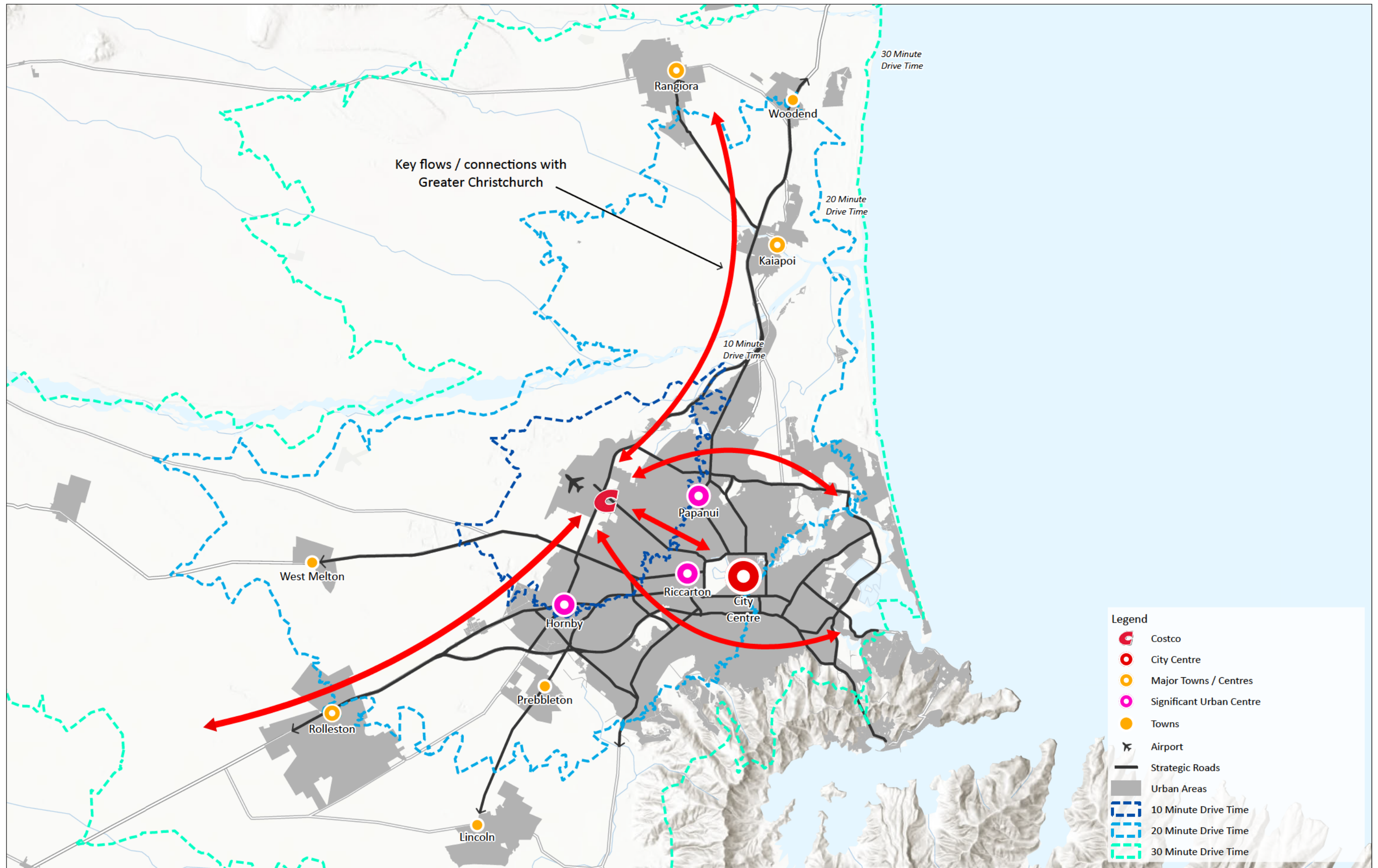
I also observe that the IPZ anticipates large areas of carparking are likely to be delivered in this location and it also serves a legitimate wider catchment of Greater Christchurch that will include customers (and employees) who will not be able to access the Site via public transport or active modes.

Subject to that detailed treatment, the scale and configuration of the surface parking does not give rise to a fundamental urban design concern at referral stage.

3.0 Conclusion

Overall, I consider the proposal has clear urban design merit and no urban design issue has been identified that would preclude referral. The Site is well located to serve a regional catchment, is readily accessible from Christchurch's strategic transport network and the proposed activities and broad scale of development are compatible with the Site's airport-influenced industrial context.

The Concept Plan establishes an appropriate framework for managing the Site's principal interfaces, access and movement network, consolidated parking and landscape treatment. Further detailed design will be required at substantive stage, particularly in relation to the Memorial Avenue gateway frontage, building architecture, landscape treatment, signage, pedestrian movement and the treatment of parking and servicing areas. Those matters are capable of being appropriately resolved through detailed design and conditions and do not present a fundamental impediment to the proposal progressing through the FTAA process.



Client: Costco Wholesale New Zealand Limited
Job Number: 27020

Drawing: Strategic Context
Version: For Issue
Date: 27/08/2026

0 1,750 3,500 5,250 M
Scale: 1:175,000 @ A3
Sheet: 1 of 1



Costco Christchurch FTAA Referral

475 Memorial Avenue, Avonhead

B&A
 Urban & Environmental



Client: Costco Wholesale New Zealand Limited
Job Number: 27020

Drawing: Opportunities & Constraints
Version: For Issue
Date: 27/08/2026

0 30 60 90 M
Scale: 1:3,000 @ A3
Sheet: 1 of 1



Costco Christchurch FTAA Referral

475 Memorial Avenue, Avonhead

B&A
 Urban & Environmental