

Attachment E – DCM Urban RFI Response Memo



Memo

Project:	Rolleston PPC Large Format Retail	Document No.:	Mm 001
To:	C/- Aurecon	Date:	16 August 2024
Attention:	Selwyn District Council	Project No.:	2023_045A
From:	David Compton-Moen	No. Pages:	4 Attachments: Yes
Subject:	PC240002: Private Plan Change Request to the Partially Operative Selwyn District Plan by Foodstuffs (South Island) Properties Limited at 157 Levi Road, Rolleston – Request for Further Information – Urban Design Response		

This technical note has been prepared in response to the RFI issued by Selwyn District Council on 21 June 2024 for the private plan change request (PPCR) to the Partially Operative Selwyn District Plan (POSDP) at 157 Levi Road, Rolleston in relation to urban design queries 4.8 and 4.9 raised by Mr Loninck following peer review.

In the preparation of this response and to assist Rough Milne Mitchell (RMM) in respect of their complementary response, a series of photo-illustrations (4) have been prepared by our office showing the potential built form of the consented PAK'nSAVE and conceptual Mitre10 developments along with associated carparking and landscape planting. The 3D model was prepared based on the Indicative Concept Site Plan submitted in the PPCR and the approved plans of the PAK'nSAVE consent. The 4 photo-illustration viewpoints are the same as those presented in the PPCR documents and are representative of views that will be experienced from Levi and Lincoln-Rolleston Roads. Views from the adjoining MRZ area to the north were not obtained as it is considered that the consented landscape treatment along this interface (which has been brought down onto the proposed Outline Development Plan (ODP) will successfully mitigate any visual amenity effects from this direction. This is outlined further in RMM's RFI response memo.

SDC's Comment 4.7:

The site is located roughly 450 metres from the Rolleston Town Centre Zone (TCZ) which is considered to be a very walkable distance. As such the rezoning of the Site to LFRZ within a walkable distance of the TCZ could instigate the anticipation from a development perspective that the residential land in between the two commercial zones would be suitable for commercial development as well. Please provide an urban design rationale of how likely or unlikely this scenario is and if likely what means of mitigation, if any, should be proposed."

Response

The site is located within a walkable distance of the TCZ but this is considered a positive aspect of the site. TCZ are typically not designed for large format retail, which have more of a car-based customer focus and require large areas of surface carparking, but the respective zones do benefit from being in relative close proximity to each other. Most people using the LFRZ site will be travelling by car given the nature of the products sold.

The land located in between the proposed LFRZ and existing TCZ is occupied by established residential development in accordance with its historical residential zoning, and now zoned in the POSDP for

medium density residential (MDZ). The fully developed nature of the land, and the fragmented ownership of the multiple properties, means the land is neither available nor viable for commercial development (other than perhaps small scale home-based commercial activity).

The policy and rule frameworks in the POSDP are protective of the different roles of clearly distinctive and distinguishable commercial and residential areas. The CMUZ and TCZ policies that protect the function and viability of the TCZ are bolstered by the RESZ policies that protect the predominant character of residential zones from non-residential activities that will undermine the viability of commercial centres or the urban form of residential zones. Reinforcing this policy framework are rules that treat commercial activity in the MRZ as a non-complying activity. This robust framework allays any concern that the proposed rezoning might instigate 'commercial creep' between the LFRZ and TCZ. For the foregoing reasons, that is an extremely unlikely scenario.

SDC's Comment 4.8:

Given that, with the exception of a few modification to the LFRZ provisions, the same activity and bulk and location parameters are to be applied to the site as the current LFRZ, please provide comment on the statement at Section 5.2, page 22, "From an urban form perspective the rezoning would allow a trade retail and supplier, like Mitre 10, to play more of a retail role servicing domestic/residential needs as opposed to commercial/industrial needs which are typically the character of large format activities that might establish within the Jones Road LFRZ". In other words, other than location, what makes future development on the site different from that which might establish in the existing LFRZ?

Response

The proposal is very much serving a residential or domestic 'catchment' as opposed to a commercial or professional/trade customer base which exists with the LFRZ area within Izone. The POSDP provisions that have been modified provide the key difference to what will establish on the site compared with that which is enabled in the existing LFRZ. The modifications to the provisions are site-specific and are designed to mitigate potential adverse effects on the adjoining and adjacent residential zones, noting that many of the provisions have been tested and were deemed acceptable through the PAK'nSAVE consent process. The consented PAK'nSAVE is currently under construction, and through the consenting process was considered to integrate with the surrounding residential environment. I consider that a future trade-based retail development enabled by LFRZ, and in accordance with the proposed ODP and landscape treatments, will similarly integrate with the receiving environment, including the PAK'nSAVE. This is consistent with the photo-illustrations prepared.

This includes restricting the range of activities on the site to, effectively, a supermarket (acknowledging that which has already been consented and is under construction) and a trade-based retailer, both of which are required to be >6,000m² GFA and located in accordance with the proposed ODP. The identification of indicative building footprints on the ODP differentiates the proposal from the existing LFRZ. Not only does the ODP reflect the operational and functional requirements of the intended activities (and in the case of the supermarket the consented building position), but it also responds to the residential setting of the site. Consequently, the proposal provides assurance that the two large footprint buildings will be generously setback from road boundaries, with appropriate landscaping / screening / acoustic treatment along the internal boundary with the adjoining residential zones to ensure visual dominance and noise effects are mitigated to an acceptable level.

Within the site, the provisions provide for a higher level of pedestrian and cycle movement than would typically be associated with a LFRZ. This is consistent with the 'domestic' nature of this LFRZ where it is designed to service and assimilate with the surrounding residential environment.

SDC's Comment 1.4:

Condition 18(ii) of RC216016 requires that a noise barrier be erected along the eastern boundary of the site, where the adjoining land is zoned residential, that is a minimum 2 m high acoustic fence erected on the boundary and a minimum 2.5 m high timber acoustic fence setback approximately 6m from the boundary. The MDA Noise Assessment proposes a similar noise mitigation treatment for the balance of the site, being a 2.5 m noise control fence set in a 10m landscape buffer along the eastern boundary of the site. It is unclear if the proposed fence is to be set 6 m off the eastern boundary, as per RC216016 or 10 m off the boundary, as shown on Appendix B to the MDA report. Regardless, these treatments have the effect of creating a 6-10 m wide strip of land along the full length of the eastern boundary, being some 540 m in length, that some, or all of, is effectively fenced off from and not integrated into the management of the site. Please provide details of how it is intended that this area is to be managed, and address any CPTED issues associated with this area.

Response

The 10m-wide landscape buffer and associated acoustic fencing will be implemented and maintained by the operators occupying the LFRZ. Indeed, this is a requirement of RC216016 in respect of the supermarket portion of the site. The landscape buffer separates the residential boundary from the servicing areas associated with the intended activities on the site. RC216016 prevents the public from accessing this area as it relates to the supermarket operations, and the same will apply for the future trade-based retail activity given this area will also only serve a servicing and delivery function, i.e. no customer access (refer to the Indicative Concept Site Plan at Appendix A of the PCCR). There will be no public access into this area and it will be fenced to prevent access by the public.

There are four key overlapping CPTED principles, being¹.

1. Surveillance – people are present and can see what is going on.

The landscape buffer strip will be fenced to prevent public access into the space. The area is immediately adjacent to the service areas of both activities, meaning people will be present and likely to have elevated views into the space from trucks.

2. Access management – methods are used to attract people and vehicles to some places and restrict them from others.

The service / loading area of the consented PAK'nSAVE is immediately adjacent to the landscape buffer strip and has been designed to ensure the public do not enter this space. Further, the required fencing along the eastern boundary ensures people will be restricted from entering into the planted area. The proposed ODP extends these boundary treatments the full length of the eastern boundary, ensuring similar restricted access will apply to the future trade-based retail activity.

3. Territorial reinforcement – clear boundaries encourage community 'ownership' of the space.

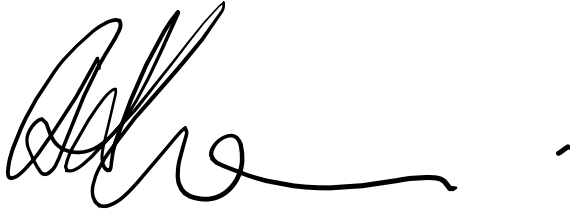
The landscape buffer strip and adjacent servicing / loading space is private and its design will discourage the community from entering the space or from having a feeling of ownership over the area.

¹ Ministry of Justice, National Guidelines for Crime Prevention through Environmental Design in New Zealand - Part 1: Seven Qualities of Safer Places (<https://www.justice.govt.nz/assets/cpted-part-1.pdf>)

4. Quality environments – good quality, well maintained places attract people and support surveillance

The landscape buffer strip will be maintained by the owners / operators of the respective activities with a high level of stewardship.

Given the nature of the landscape buffer strip and the level of fencing proposed no CPTED issues are associated with its design, function or location.

A handwritten signature in black ink, appearing to read 'Dave Compton-Moen', with a long horizontal flourish extending to the right.

Yours sincerely
Dave Compton-Moen

Appendix One – Graphic Attachment

APPENDIX ONE – GRAPHIC ATTACHMENT



157 LEVI ROAD, ROLLESTON - LARGE FORMAT RETAIL PLAN CHANGE
FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED

19 AUGUST 2024
PROJECT NO. 2023_045A
REVISION C



157 LEVI ROAD, ROLLESTON - LARGE FORMAT RETAIL PLAN CHANGE

Project no: 2023_045A
Document title: POST LODGEMENT GRAPHIC ATTACHMENT
Revision: C
Date: 19 AUGUST 2024
Client name: FOOD STUFFS (SOUTH ISLAND) PROPERTIES LIMITED

Author: Zoe Hughes
File name: 2023_045A_Rolleston_Levi Road Private Plan Change_Post Lodgement_C

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	24/07/2024	FOR COMMENT	ZH	DCM	DCM
B	09/08/2024	MINOR AMENDMENT	ZH	DCM	DCM
C	19/08/2024	MINOR AMENDMENT	ZH	DCM	DCM



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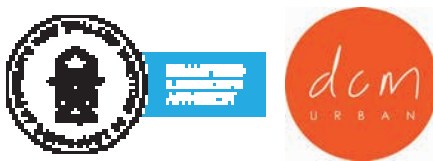


A. PLAN A - LARGE LOT RETAIL (SCALE 1:2500@A3)

client / project name: ROLLESTON LEVI ROAD PRIVATE PLAN CHANGE
drawing name: PLAN A - LARGE LOT RETAIL
designed by: DCM/ZH
drawn by: ZH
original issue date: 24/07/2024
scale: AS SHOWN

revision no:	amendment:
A	For comment
B	Minor amendments
C	Minor amendments

approved	date
DCM	24/07/2024
DCM	09/08/2024
DCM	19/08/2024






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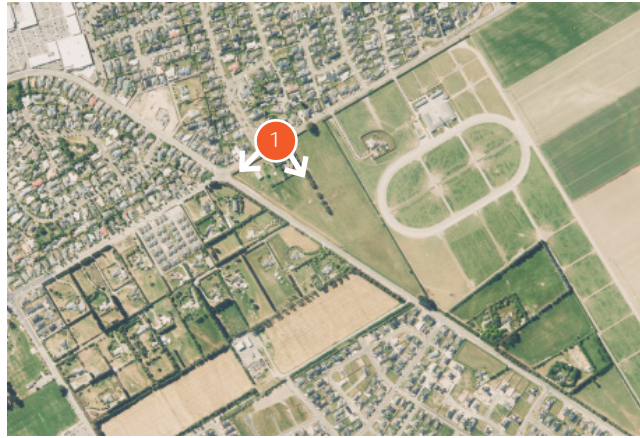
project no / drawing no: 2024_045A / 003

revision: C



A. ELEVATED PERSPECTIVE A - LARGE LOT RETAIL

client / project name: ROLLESTON LEVI ROAD PRIVATE PLAN CHANGE drawing name: ELEVATED PERSPECTIVE A designed by: DCM/ZH drawn by: ZH original issue date: 24/07/2024 scale: NTS	revision no:	amendment:	approved	date	  	DCM URBAN DESIGN LIMITED 10/245 ST. ASAPH STREET CHRISTCHURCH 8011 WWW.DCMURBAN.COM
	A	For comment	DCM	24/07/2024		
	B	Minor amendments	DCM	09/08/2024		
	C	Minor amendments	DCM	19/08/2024		
project no / drawing no: 2024_045A / 004						revision: C



A. IMAGE LOCATION



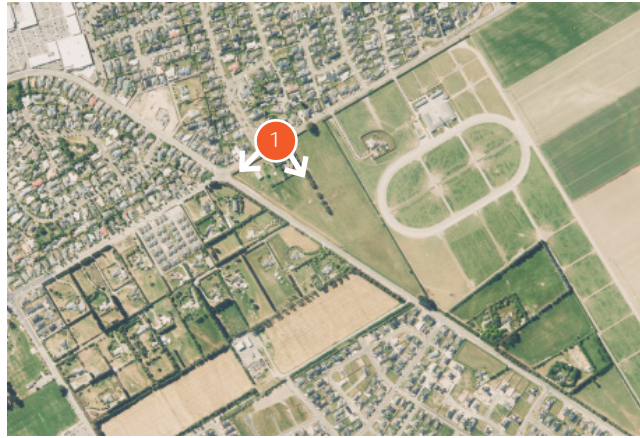
PROPOSAL SITE

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP1 - VIEW SOUTH FROM 152 LEVI ROAD - EXISTING VIEW

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION



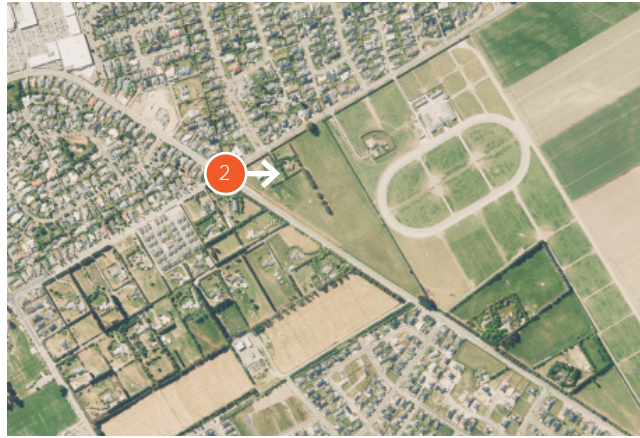
PROPOSAL SITE

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP1 - VIEW SOUTH FROM 152 LEVI ROAD - LARGE LOT RETAIL

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION



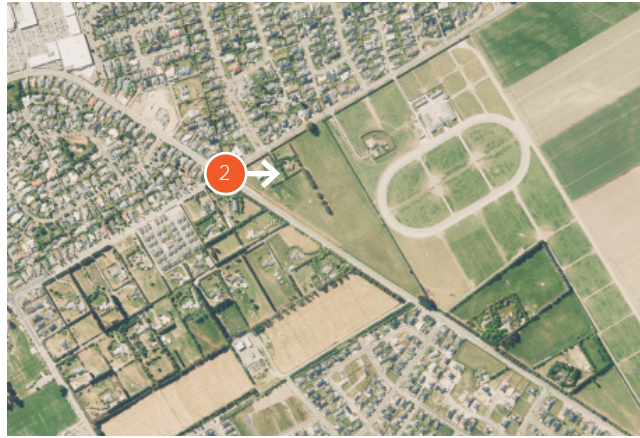
PROPOSAL SITE

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP2 - VIEW WEST FROM 61 MASEFIELD DRIVE - EXISTING VIEW

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION



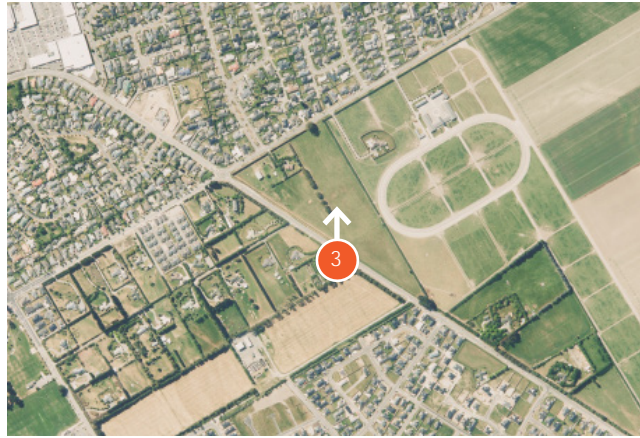
PROPOSAL SITE

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP2 - VIEW WEST FROM 61 MASEFIELD DRIVE - LARGE LOT RETAIL

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

PROPOSAL SITE

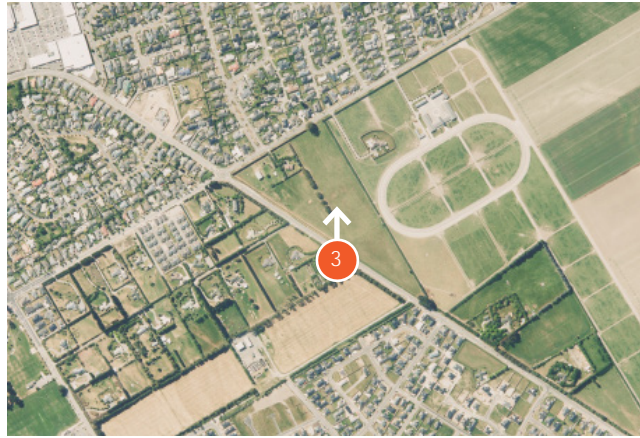


URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP3 - VIEW NORTH FROM 332 LINCOLN ROLLESTON ROAD - EXISTING VIEW

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

PROPOSAL SITE

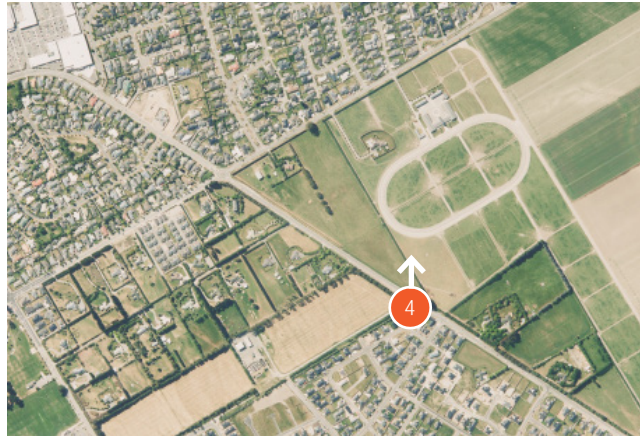


URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP3 - VIEW NORTH FROM 332 LINCOLN ROLLESTON ROAD - LARGE LOT RETAIL

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

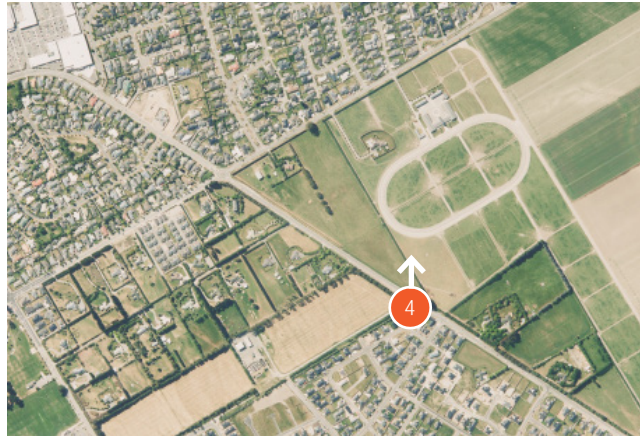
Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION



PROPOSAL SITE



A. IMAGE LOCATION



PROPOSAL SITE

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

VP4 - VIEW NORTH FROM 317 LINCOLN ROLLESTON ROAD - LARGE LOT RETAIL

FOODSTUFFS (SOUTH ISLAND) PROPERTIES LIMITED- 157 LEVI ROAD, ROLLESTON- PRIVATE PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama