

Before the Commissioner appointed by
the Selwyn District Council

Under the Resource Management Act 1991

In the matter of Variation 2 to the Partially Operative Selwyn
District Plan – 157 Levi Road, Rolleston

Reporting Officer Summary of Key Points - Update

25 March 2025

Introduction

1. My name is Craig Friedel, and I prepared the Section 42A Report on Variation 2 to the Partially Operative Selwyn District Plan (POPD), dated 28 February 2025. My qualifications and experience are set out in that report, and I reiterate that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.
2. The proponent and Selwyn District Council (SDC) as a submitter¹ have lodged statements of evidence in response to Commissioner Caldwell's Minute 1 and the circulation of the Officer Report.² The SDC experts who prepared the evidence that informed the Section 42A Report have also prepared Summary of Key Point statements.
3. The exception is Dr. Trevathan, who participated in the expert caucusing directed in Commissioner Caldwell's Minute 2.³ The Joint Witness Statement (JWS) from the acoustic experts identifies that there are no areas of disagreement and records Dr. Trevathan's current position, so the provision of a separate summary statement was not seen to be necessary. Dr. Trevathan can be available to answer any questions at the hearing. The caucusing of the proponent and SDC's infrastructure and planning experts has also taken place and JWSs have been finalised and circulated. These JWSs have also been covered in this Summary.
4. The Summary of Key Points have been pre-circulated in advance of the hearing. This has been to enable the Commissioner, the proponent and submitters the opportunity to review the position of SDC's experts as of Thursday 20 March 2025. The positions expressed in these Summaries may change through the provision of additional information provided through the substantive hearing process and any related process steps that may be directed by Commissioner Caldwell.

¹ S19 SDC, Evidence Statement, AI Lawn, 14 March 2025.

² [V2 Commissioner Minute No 1, 22 January 2025, Hearing directions.](#)

³ [V2 Commissioner Minute No 2 18 March 2025, Expert conferencing.](#)

5. The purpose of this Summary is to outline the key matters relating to the appropriateness of Variation 2, having familiarised myself with the additional materials outlined above.
6. This Summary initially covers the matters that have emerged since the Section 42A Report was circulated before focusing on the points of agreement and disagreement between the SDC and proponent's experts.

Procedural matters

In respect to procedural matters, Mr Beechey's presentation identifies that two of the submitters have an economic interest in the rezoning being approved (S17 Beattie Air and S23 N Shatford). My understanding is that clause 6A of schedule 1 relates to submitters who are a trade competitor and who would gain a benefit from the outcome of the process rather than a submitter who may have an economic interest in a process. Ms. Brooker will be better placed to comment on the legal nuances of the concern raised by Mr Beechey in respect to these two submissions.

7. I have no **other** procedural matters to raise at this point. The recommendations on whether to accept, accept in part, reject or reject in part the submissions received remain unchanged from what was recorded in the Section 42A Report.

I wish to record the following amendments to the schedule of amendments contained in **Appendix 1** of the Planning Summary, which include:

- a. As identified and discussed during Mr Allans presentation, there are two errors in the **Appendix 1** schedule. Rule LFRZ-R1.6 Buildings and Structures was included in error and should be removed to ensure that any non-compliance with this rule is a RDIS not NC activity. Requirement LFRZ-REQ7 ODP includes a reference to LFRZ-REQ6 (compliance with the PREC13 ODP in LFRZ-SCHED1) under LFRZ-REQ7 and the DIS status under LFRZ-REQ7.2.

- b. The need for the vehicle crossing narrative to ensure consistency with the design contained in the PAK'nSAVE consent was inadvertently left in the schedule. This concern has been resolved as the supermarket vehicle crossings have been constructed in accordance with the resource consent. I request that this amendment is removed from the **Appendix 1** schedule.
- c. **Point of clarification** - Mr Foys Summary Statement establishes that LFRZ-R4.c PREC13 (para. 3.3) supports two ancillary food and beverage with 250m² GFA each, so 500m² collectively if the two activities were to be established. The economic evidence supports this level of control to avoid adverse retail distribution effects, including on the nearby TCZ. The provision drafting may need to be revisited if this isn't clear or isn't what the proponent is requiring to meet their operational needs. I understand that Mr Allan has some suggested wording that could be worked on if that would assist.

Key assumptions and methodologies

- 8. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that my evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

Emerging matters to consider

- 9. Evidence has also been received and circulated from Mr Al Lawn, SDC's Head of Emergency Management, in support of the Departments submission (S19 SDC). This evidence provides an update on the proposed Emergency Services Campus and Broadlands Drive extension. It includes a concept plan for a possible future layout of the Lincoln Rolleston Road and Broadlands Drive intersection that dissects the eastern corner of the Site. The concept plan includes an amended road alignment and signalised intersection rather than a roundabout where it connects with Lincoln Rolleston Road.

10. While this concept plan provides some clarity of how the Site could connect with development area DEV-RO12 to the north-east and a commitment from SDC that the Broadlands Drive extension is progressing, I consider that the concept plan should be given limited statutory weight. This is on the basis that it does not form part of any consent or notice of requirement process and as acknowledged in Mr Lawn's evidence statement, it is a 'work in progress' and is subject to change.⁴
11. The SDC experts identify the following in respect to this matter:
- a. Mr. Carr's Transport Summary considers the potential conflicts that could occur with the location of the service yard exit point illustrated on the PREC13 ODP plan with SDC's Broadlands Drive concept plan.⁵ He reiterates his position that flexibility is required within the PREC13 ODP to respond to the detailed design of the intersection and site access points by retaining the 'indicative' annotation, as recorded in the Section 42A Report recommendations. Mr Carr identifies his preference that the PREC13 ODP narrative include the more general reference to the "*Broadlands Drive intersection*" rather than '*roundabout*' as previously recommended.⁶
 - b. Mr Ross's Landscape and Visual Summary identifies that the amended intersection design may reduce the effectiveness of the mitigation planting proposed near the southern Lincoln Rolleston Road boundary and the eastern corner of the Site, particularly its ability to screen the outdoor storage areas and any future trade retail and trade supply building.⁷ Mr. Ross maintains his position that the uncertainty around the intersection design and the impacts it may have on the effectiveness of the landscape mitigation treatments adds

⁴ SDC Submitter evidence, paragraphs 7 and 8 (page 2).

⁵ Summary of Key Points, Transport, Andy Carr, paragraphs 3.1 to 3.7 (pages 5 & 6).

⁶ Summary of Key Points, Transport, Andy Carr, paragraph 3.7 (page 6).

⁷ Summary of Key Points, Landscape and Visual, Gabe Ross, paragraphs 8 to 12 (pages 3 & 4).

weight to the need for the PREC13 ODP to require a consistent 5m landscape strip along the Lincoln Rolleston Road boundary.

- c. Mr. Blake-Manson's Infrastructure Summary and the infrastructure JWS⁸ record his concern that the location and scale of the amendments to the Broadlands Drive intersection could make the management of stormwater in this area unfeasible.⁹

- 12. I support Mr Carr's position and Mr. Lawn's request that flexibility is required through the inclusion of narrative in the PREC13 ODP to account for the detailed design of the future Broadlands Drive intersection. I maintain that it is appropriate to request that the PREC13 ODP is updated to include the narrative in the schedule of amendments in **Appendix 1**, including replacing the specific reference to the 'roundabout' to the more general reference of 'intersection'.
- 13. I have also reviewed Mr Lawn's request and support his suggested addition of 'access' into the ODP narrative as it relates to the future intersection, which addresses a typographical error (refer to **Appendix 1**).

In response to the proponent's presentation, I note that the PREC13 ODP already includes annotations and narrative to signal future transport requirements for the trade retail and trade supply activity portion of the site. This includes references to '*indicative* pedestrian connectivity' and '*Indicative* cycle/pedestrian route'. I am unsure why a reference to an '*indicative future intersection*' within the suggested service access annotation is seen as a step too far within the context of the proposed provision framework? As Mr Carr identified, there could be benefits to the proponent to provide this extra degree of flexibility based on the uncertainty around the future intersection design and its impacts on vehicle crossings and landscape treatments. I also note that the adjoining DEV-R012 references an '*indicative connection*', '*indicative cycling/pedestrian route*', and '*indicative road*'.

⁸ Variation 2 Infrastructure JWS, 20 March 2025, paragraph 8 (page 2).

⁹ Summary of Key Points, Infrastructure, Hugh Blake-Manson, paragraph 30 (page 4).

14. I accept Mr. Ross's position on the need for a consistent 5m landscape strip to be maintained along the Lincoln Rolleston Road boundary where there are no breaks required for access points and other landscape treatments. I also support his recommended amendments to the PREC13 ODP narrative that accounts for the Broadlands Drive intersection design¹⁰ (refer to **Appendix 1**).
15. I note that the suggested amendments, including the reference to the Broadlands Drive intersection (the future primary road connection), remove the need for the separate PREC13 ODP narrative relating to the Lincoln Rolleston Road boundary trees. This narrative has been deleted from the schedule of amendments in **Appendix 1**.
16. I acknowledge Mr Blake-Manson's concerns that the alignment of the intersection in the concept plan will remove the stormwater basin that is illustrated on some of the proponents' plans. I consider that the ability for the stormwater to be effectively and efficiently managed within the Site would form part of the exercise to refine the intersection design and any future resource consent process if the rezoning is approved. I take confidence in the statement in the infrastructure experts JWS that there are alternative locations available within the Site to enable stormwater to be effectively managed.¹¹

Areas of agreement

17. I record from the outset that there is close alignment between Mr. Allan, the proponent's consultant Planner, and I on the substantive merits of Variation 2.
18. This is evidenced in our general agreement on the following matters:
 - a. Variation 2 can achieve the purpose of the Act when considered against the relevant statutory tests, including consistency with the relevant objectives, policies, and methods of the National Policy Statement on Urban Development (NPS-

¹⁰ Summary of Key Points, Landscape and Visual, Gabe Ross, paragraph 11 (page 3).

¹¹ Variation 2 Infrastructure JWS, 20 March 2025, paragraph 8 (page 2).

UD), Canterbury Regional Policy Statement (CRPS) and the Partially Operative District Plan (PODP).

- b. The inconsistency with CRPS Policy 6.3.1 is considered appropriate as the rezoning will enable the co-location of a trade retail and trade supplier activity with a consented PAK'nSAVE supermarket in a strategically strong location that is already zoned for urban development. In addition, the expert economic evidence has established that economic benefits can be realised through the rezoning without generating adverse retail distribution effects or loss of land to support plan-enabled residential housing capacity in the short and medium terms.
- c. Variation 2 can support SDC to meet its functions under section 31 (1)(aa) in respect to ensuring there is sufficient business development capacity to meet the needs of Rolleston's residents and businesses, without giving rise to adverse retail distribution effects or unreasonable loss of residential housing supply.
- d. Declining Variation 2 could result in alternative less optimal locations being rezoned or consented to meet the demand for trade retail and trade supplier activity. The levels of market competition and diversity that the rezoning can provide, and which are anticipated by the NPS-UD to achieve a well-functioning urban environment, may also be lost for a period of time.
- e. The co-location of the trade retail and trade supply activity with the consented PAK'nSAVE within a strategic location differentiates the Variation 2 Site from other residential environments and existing commercial zones within Rolleston.
- f. There are no changes proposed to the relevant PODP objectives and Policy LFRZ-P4 appropriately recognises the locational context of PREC13 that is detailed in the recommended changes to the LFRZ Overview.

- g. The rationale employed to adapt the operative LFRZ framework to respond to the locational context of the Variation 2 Site is appropriate and effectively supported by the PREC13 and operative PODP provisions.

It is appropriate to acknowledge at this point that the proponent has accepted most of the more critical amendments contained in the Officer Report, which in turn addresses the related uncertainties and concerns expressed in my evidence (CMUZ-MAT3 Urban Design matters – building design, LFRZ-R4 - food and beverage number and GFA restrictions, LFRZ-REQ4 Setbacks - 20m setback).

19. Having recorded this general support, there remain several outstanding matters that I maintain are required to be addressed to ensure that the most optimal outcomes for the Site and surrounding environment can be achieved. This is reflected in the areas of disagreement that remain between the transport and landscape and visual experts in respect to the recommended amendments to the PREC13 ODP and the urban design experts in respect to urban form, character, Crime Prevention Through Environmental Design (CPTED) and connectivity.

Schedule of amendments

Skip paragraphs 20 and 21 as they relate to the schedule of amendments initially covered above.

20. The Planning JWS includes an updated schedule of amendments that records where there is agreement on the appropriateness of the Variation 2 provisions as they currently stand. This includes the recommendations contained in Section 9 of the Section 42A Report that the proponent has accepted.
21. The Planning JWS also records that disagreement remains on the need to include pre-requisites within the PREC13 ODP. **Appendix 1** of this Summary amends the JWS schedule of amendments to include the recommended PREC13 ODP changes in the Section 42A Report

with tracked changes to highlight where there are further amendments to reflect the current positions of SDC's experts.

Areas of disagreement

22. The proponent's evidence sets out the reasons why they do not consider it is appropriate to accept the PREC13 ODP amendments that are recommended in the Section 42A Report, which reflects the key areas of disagreement between the proponent and SDC's experts.
23. Furthermore, Mr. Lonink, SDC's design expert, continues to have concerns with the urban design aspects of the rezoning, particularly in respect to the appropriateness of the location to establish a trade retail and trade supply activity, adverse character effects, safety concerns and poor site connectivity.¹²
24. These are detailed and evaluated in the following sub-sections.

Provision of plans and assessments for approval

25. The proponent's evidence sets out the reasons why they do not consider it is appropriate to reference the need for a Landscape Management Plan, CPTED Assessment or an Integrated Transport Assessment (ITA) to be referenced on the PREC13 ODP narrative. SDC's experts have evaluated this evidence and reached the following positions:
 - a. Mr. Ross, SDC's landscape and visual expert, maintains that the site context warrants additional clarification to be provided in the PREC13 ODP narrative on what matters need to be covered in a Landscape Management Plan. A reference to the measures to maintain the biodiversity strip is required as the management of security, pests, weeds and regular monitoring are not typically addressed in a standard landscape management plan.¹³

¹² Summary of Key Points, Urban Design, John Lonink, paragraphs 7 to 10 (pages 1 to 5).

¹³ Summary of Key Points, Landscape and Visual, Gabe Ross, paragraphs 16 & 17 (page 4).

- b. Mr. Lonink, SDC's urban design expert, maintains that there are CPTED and safety concerns relating to the cumulative amount of carparking and the poor visibility and low-quality lighting that is typically associated with them, landscape boundary treatments and lack of connection to development area DEV-RO12.¹⁴ Mr Lonink maintains that narrative within the PREC13 ODP is required to assist in addressing what he considers to be significant CPTED concerns.¹⁵
 - c. Mr. Carr, SDC's transport expert, identifies that the key difference in opinion between the two transport experts relates to whether rule TRAN-R8 will provide a transport engineer sufficient context to effectively evaluate a future resource consent in the absence of narrative in the PREC13 ODP.¹⁶ Mr Carr records his preference for amendments to be made to the ODP narrative to require a more holistic site specific ITA to be provided, as suggested by Mr Metherell in his evidence (should the Commissioner be minded to include amendments to the ODP).¹⁷
26. I maintain that it is appropriate to require that ODP narrative is included in the PREC13 ODP for the listed plans and assessments to be provided as part of any future resource consent application if the rezoning is approved. The schedule of amendments in **Appendix 1** includes additional changes to record:
- a. That regular monitoring is included as a component part of the landscape management plan, as requested by Mr Ross.
 - b. The more holistic set of ITA matters recommended by Mr Metherell and supported by Mr Carr.

¹⁴ Summary of Key Points, Urban Design, John Lonink, paragraph 10.1 to 10.4 (pages 3 & 4).

¹⁵ Summary of Key Points, Urban Design, John Lonink, paragraph 30 (pages 8 & 9).

¹⁶ Summary of Key Points, Transport, Andy Carr, paragraphs 2.10 to 2.12 (pages 3 & 4).

¹⁷ Evidence in Chief, Andrew Metherell, 7 March 2025, paragraph 93 (page 20).

27. I maintain the position expressed in the Section 42A Report that it is appropriate to include ODP narrative that requires the listed plans and assessments to be approved as pre-requisites to satisfy proposed requirement LFRZ-REQ7 to inform any future resource consent process.¹⁸ Similarly, I consider that it is appropriate to include ODP narrative to supplement the existing PODP provisions to ensure the proposed PREC13, and the activities it enables, can effectively integrate into the environment. It will also assist in ensuring that the PODP includes the necessary provisions to avoid, remedy or mitigate all potentially adverse effects associated with the activities that would be enabled by Variation 2 if the rezoning is approved.¹⁹

In response to the proponent's evidence. It is acknowledged in the Section 42A Report that the pre-requisites duplicate existing PODP provisions (paras 8.52 and 8.53). However, there is a subtle difference in requiring plans to be provided and approved at the time a resource consent is lodged as requested versus relying on general matters of control or discretion. This is because CMUZ-MAT3 doesn't specifically require a landscape management plan, CPTED assessment or ITA to be submitted and approved by SDC.

I appreciate that it is likely that a Mitre 10 application would include these plans as a matter of course. However, I am also mindful that this future resource consent could be processed on a non-notified basis so is unlikely to have the same level of scrutiny as the PAK'nSAVE resource consent if the rezoning is successful. I am also not concerned that the inclusion of ODP narrative would unnecessarily clutter the plan as suggested by the proponent. This is because the remaining amendments that are being sought relate solely to a site-specific ODP that already contains a relatively high level of detail (e.g., species lists that would typically be contained within a landscape management plan provided in accordance with a consent condition).

I acknowledge that a full ITA is likely to be required under rule TRANS-R8 (as the 900m² GLFA will be triggered (that requires the following

¹⁸ Section 42A Report, paragraph 8.52 (page 54).

¹⁹ Section 42A Report, paragraph 8.53 (pages 54 & 55).

to be covered (Safety and efficiency; Design & layout, Network effects, & Heavy vehicles). However, I consider that the suggested amended ODP narrative in **Appendix 1** will complement these general requirements to ensure a comprehensive site-specific ITA is submitted with any future resource consent application.

Lincoln Rolleston Road boundary trees

28. This has been addressed in the 'Emerging matters' to consider' subsection (paragraphs 9 to 16) above.

Lincoln Rolleston Road landscaping strip

29. This has been addressed in the 'Emerging matters' to consider' subsection (paragraphs 9 to 16) above.

Tree spacing within the carparking areas

30. The proponent's evidence sets out the reasons why they consider additional narrative within the PREC13 ODP to reference the carparking tree planting ratios is not appropriate. Mr Ross, has evaluated this evidence and reached the following position:²⁰
- a. The ratio of one tree per five parking spaces is an appropriate measure.
 - b. Clarification is provided that the primary intent is to achieve consistent spacing and distribution of trees throughout the proposed car parking area, considering the presence of other features that can sometimes be prioritised over trees.
 - c. Changes are recommended to the PREC13 ODP narrative to establish the key outcome of ensuring the trees are distributed evenly across the parking area and that the requirement is practical in the context of the consented environment.
31. I maintain that it is appropriate to require that the PREC13 ODP includes the amended narrative proposed by Mr Ross to ensure that

²⁰ Summary of Key Points, Landscape and Visual, Gabe Ross, paragraphs 13 to 15 (page 3).

the trees are planted evenly throughout the car parking area. These additional amendments are recorded in the schedule of amendments contained in **Appendix 1**.

I note that the suggested amendments are supplementary to the existing ODP narrative that the proponent has included in the schedule of amendments rather than an entirely new pre-requisite (see “*Tree planting within the carpark areas of PREC13 shall be at a ratio of one tree per five car parks*”). I consider that there is already a high level of specificity in the ODP landscaping pre-requisites so am unsure why the suggested amendment to the narrative is a step too far?

Outdoor storage area landscape treatments

32. The proponents evidence sets out the reasons why they do not consider it is appropriate to include additional landscape mitigation planting to screen any future outdoor storage areas within the PREC13 ODP.
33. Mr Ross has evaluated this evidence and reached the following position:²¹
 - a. The proposed low-level planting alone will not provide adequate screening of any future outdoor storage areas.
 - b. A 1.8m high fence, wall or vegetation required by LFRZ-REQ5, as amended by Variation 2, needs to be supplemented by 3m high planting.
 - c. The 3m high planting is preferred to solid fencing or a wall that would be vulnerable to graffiti and present a less desirable hard boundary treatment.
34. Having evaluated the evidence to date, I maintain that it is appropriate to require that the PREC13 ODP includes narrative to establish the

²¹ Summary of Key Points, Landscape and Visual, Gabe Ross, paragraphs 24 to 26 (pages 6 & 7).

planting treatments to screen the future outdoor storage areas that would be enabled by Variation 2 if it is approved.

Service access annotation

35. This has been addressed in the ‘Emerging matters to consider’ subsection (paragraphs 9 to 16) above.

Connections to development area DEV-RO12

36. The proponent’s evidence sets out the reasons why they do not consider a connection to development area DEV-RO12 is appropriate, including because it will present operational, acoustic and safety concerns if it were established. The owner of the adjoining land (development area DEV-RO12) has also submitted in support of the boundary treatments contained in Variation 2 as notified (S22 Goulds Development Limited).
37. SDC’s experts have evaluated this evidence and the related submissions and reached the following positions:²²
- a. Mr Ross maintains that a walking and cycling connection will assist to support neighbourhood amenity and that there are multiple design options available to the proponent to address their operational needs and safety concerns, while enabling public access to maintain a degree of residential amenity and improve passive surveillance opportunities.²³
 - b. Mr Carr questions the methodology Mr Metherell has applied to establish the effectiveness of the recommended through connection and uncertainty around how the suggested route would be achieved.²⁴ Mr Carr maintains his support for a walking and cycling connection along the north-eastern

²² Summary of Key Points, Landscape and Visual, Gabe Ross, paragraphs 13 to 15 (page 3).

²³ Summary of Key Points, Landscape and Visual, Gabe Ross, paragraphs 18 to 23 (pages 4 to 6).

²⁴ Summary of Key Points, Transport, Andy Carr, paragraphs 2.3 to 2.7 (pages 2 & 3).

boundary and for the PREC13 ODP to be amended to facilitate this outcome.

- c. Mr Lonink maintains his concerns that the absence of walking, cycling and road connections along this boundary will contribute to poor connectivity and accessibility outcomes due to the absence of walkable blocks.²⁵ Mr Lonink also questions the rationale Mr Metherell has employed to calculate the walkable distances, which he considers contributes to a difference of as much as 550m.²⁶ While Mr Lonink considers that the rezoning as proposed will contribute to poor outcomes, he concludes that the provision of a through connection would achieve positive connectivity and accessibility outcomes.²⁷
- d. Dr Trevethan, SDC's acoustic expert, has recorded his position on the effects of incorporating a single or multiple breaks in the acoustic fence lines and biodiversity in the acoustic JWS.²⁸ The position of both the proponent and SDC's acoustic experts is that there are design solutions available, such as overlapping or interwoven barriers, but that these solutions could contribute to poor CPTED outcomes and safety issues so further analysis is required.

38. I maintain that multiple benefits can be gained by requiring at least a walking and cycling connection through to development area DEV-RO12. I recognise that this presents operational challenges for the proponent and the adjoining property owner supports the continuation of the north-eastern boundary treatments along the full extent of the Site. However, it is apparent that there are workable design solutions to establish the connection to achieve a well-integrated, safe and connected urban environment.

²⁵ Summary of Key Points, Urban Design, John Lonink, paragraphs 4 & 5 (page 1), paragraphs 9.1 to 9.5 (pages 2 & 3) and paragraph 22 (page 6).

²⁶ Summary of Key Points, Urban Design, John Lonink, paragraphs 23 to 27 (pages 6 to 8).

²⁷ Summary of Key Points, Urban Design, John Lonink, paragraph 31 (page 9).

²⁸ Variation 2 Acoustic JWS, 19 March 2025, paragraphs 15 & 16 (pages 2 & 3).

I generally agree with Mr Carr's observation that there isn't sufficient evidence to demonstrate that a connection should continue to be referenced within, or excluded from, the ODP.

Conclusion

39. On balance, I continue to consider that the rezoning is the most appropriate way to achieve the purpose of the RMA, for the reasons set out in the Section 42A Report.
40. In regard to the remaining areas of disagreement, I maintain that the absence of the recommended pre-requisites in the PREC13 ODP present a relatively significant risk that the outcomes the proponent has identified will not be achieved. **As a point of clarification and having heard the evidence and submitter presentations, I consider that the absence of the suggested amendments presents a risk rather than a "significant" risk.**
41. I continue to consider that the updated LFRZ PREC13 provisions contained in **Appendix 1** of this Summary, in combination with the PODP provisions, will enable the integrated development of the Site where all potential effects associated with the future use and development of the land can be effectively managed, consistent with SDC's functions and the purpose and principles of the Act.

Craig Friedel

25 March 2025

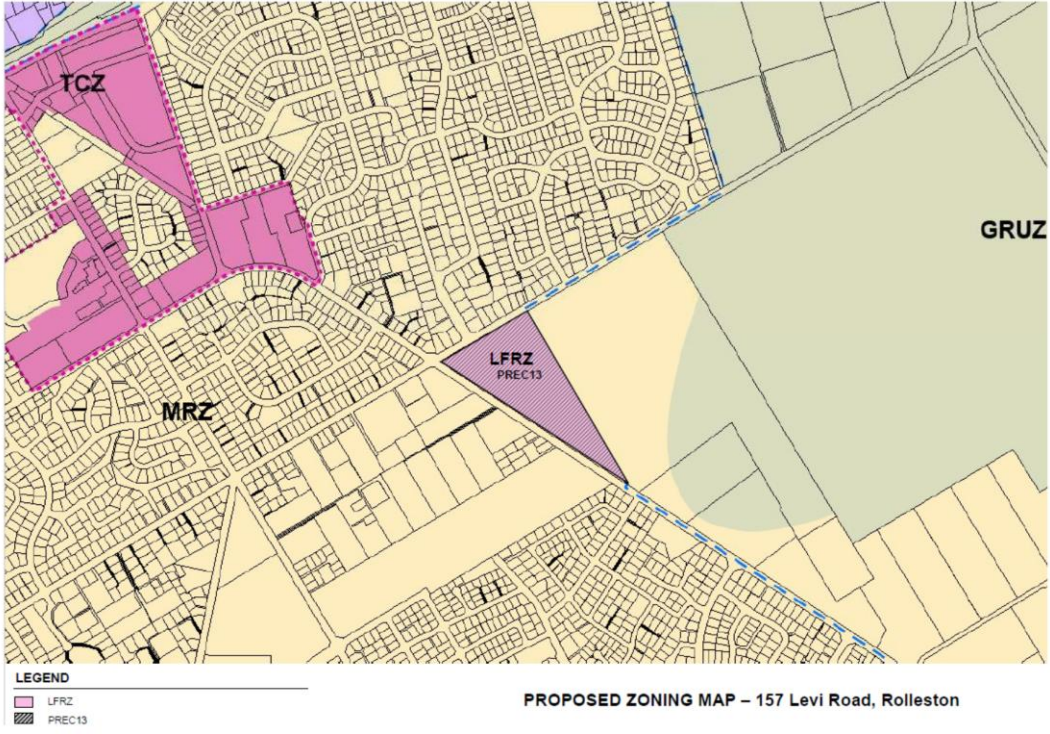
Appendix 1: Variation 2 Schedule of amendments

The following schedule of amendments records the agreed PODP provision changes as underlined and ~~striketrough~~, as recorded in the Planning JWS.

The provisions that are not supported by the proponent but recommended in the Section 42A Report are recorded in **red**, and the additional changes detailed in the Summary of Key Points are referenced as **bold**, underlined and ~~striketrough~~.

PODP Planning Maps

Map Layer	Description of recommended amendment
Zone Layer	Amend the PODP Planning Maps to rezone the property at 157 Levi Road (Lot 1 Deposited Plan 579376) from Medium Density Residential Zone (MRZ) to <u>Large Format Retail Zone (LFRZ)</u> .

Map Layer	Description of recommended amendment
	 <p>PROPOSED ZONING MAP - 157 Levi Road, Rolleston</p>
Development Area Overlay	Delete DEV-RO1 Rolleston 1 Development Area (Lot 1 Deposited Plan 579376) and add <u>LFRZ-PREC13 (Lot 1 Deposited Plan 579376).</u>

Relationship between spatial layers

HPW-Relationship between Spatial Layers

HPW26-Precincts		
Name	Code	Description
<u>Lincoln Rolleston Road Large Format Retail Precinct</u>	<u>PREC13</u>	<u>The purpose of this precinct is to manage the type and scale of large format retail activities and the interfaces with the surrounding residential area.</u>

Transport

TRAN-Rule Requirements

TRAN-REQ28	Landscape Strip for Parking Areas	
CMUZ (excluding PREC13) KNOZ	<p>1. All new on-site car parking shall establish and maintain a continuous landscape strip that complies with the following:</p> <ul style="list-style-type: none"> a. the landscape strip is located between the road and adjacent parking area and does not extend across vehicle crossings or pedestrian accesses; and 	<p>Activity status when compliance not achieved:</p> <p>2. When compliance with any of TRAN-REQ28.1 is not achieved: RDIS</p> <p>Matters of discretion:</p> <p>3. The exercise of discretion in relation to TRAN-REQ28.2 is restricted to the following matters:</p>

	<ul style="list-style-type: none"> b. the landscape strip is a minimum width of 3m and contains plant species that will grow to a height of 60cm within 3 years of planting; or c. the landscape strip is a minimum width of 1.5m and contains plant species that will grow to a minimum height of 1m and is visually impermeable within 3 years of planting; and d. the landscape strip includes a tree for each 10m of road frontage that is set in a planting bed with the minimum dimensions of 1.5m by 1.5m. 	a. TRAN-MAT7 Landscaping of Parking Areas
<u>PREC13</u>	<u>4. All new on-site car parking shall establish and maintain a continuous landscape strip that complies with LFRZ-REQ6.11</u>	<p><u>Activity status when compliance not achieved:</u></p> <p><u>5. When compliance with any of TRANREQ28.4 is not achieved: RDIS</u></p> <p><u>Matters of discretion:</u></p> <p><u>6. The exercise of discretion in relation to TRAN-REQ28.5 is restricted to the following matters:</u></p> <p><u>a. TRAN-MAT7 Landscaping of Parking Areas</u></p>

SIGN

SIGN-Rule Requirements

SIGN-REQ1 Free Standing Signs		
LFRZ (excluding PREC13) GIZ PORTZ DPZ	<p>14. There shall be a maximum of one free standing sign per vehicle access to the site.</p> <p>15. The maximum area of a sign shall be 18m².</p> <p>16. The maximum width of a sign shall be 3m.</p> <p>17. The maximum height above ground level at the top of the sign shall be 9m.</p>	<p>Activity status when compliance not achieved: 18. When compliance with any of SIGN-REQ1.15<u>SIGN-REQ1.14</u>, <u>SIGN-REQ1.15</u>, <u>SIGN-REQ1.16</u>, or <u>SIGN-REQ1.17</u> is not achieved: RDIS</p> <p>Matters for discretion: 19. The exercise of discretion in relation to <u>SIGN-REQ1.18</u> is restricted to the following matters: a. SIGN-MAT1 All Signs and Support Structures</p>
PREC13	<p><u>37. There shall be a maximum of two free standing signs along Lincoln Rolleston Road and one free standing sign along Levi Road.</u></p> <p><u>38. The maximum area of a sign shall be 12m².</u></p> <p><u>39. The maximum height above ground level at the top of the sign shall be 6m.</u></p> <p><u>Advisory Note:</u> <u>SIGN-REQ1.37 shall not apply where the sole function of a sign is to direct traffic.</u></p>	<p>Activity status when compliance not achieved: 40. When compliance with any of <u>SIGN-REQ1.37</u>, <u>SIGN-REQ1.38</u> or <u>SIGN-REQ1.39</u> is not achieved: RDIS</p> <p>Matters for discretion: 41. The exercise of discretion in relation to <u>SIGN- REQ1.40</u> is restricted to the following matters: a. <u>SIGN-MAT1 All Signs and Support Structures</u></p>

Commercial and Mixed Use Zones

CMUZ-Matters for Control or Discretion

Note for Plan Users: To avoid repetition in the Town Centre, Local Centre, Neighbourhood Centre, and Large Format Retail Zones the Matters for control or discretion in all Commercial and Mixed Use Zones are located below. To determine when CMUZ-MAT 1 - CMUZ-MAT8 apply, refer to the provisions in the applicable Zone chapter.

CMUZ-MAT3

Urban Design

1. The extent to which the development incorporates good urban design principles, including:
 - a. Recognises and reinforces the zone's role, context, and character, including any natural, heritage or cultural assets;
 - b. Contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;
 - c. Takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;
 - d. Minimises building bulk through the provision of articulation and modulation, while having regard to the functional requirements of the activity;
 - e. Is designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles, including encouraging surveillance, effective lighting, management of public areas, and boundary demarcation;
 - f. Incorporates landscaping or other means to provide for increased amenity, shade, and weather protection; and
 - g. Provides safe, legible, and efficient access for all transport modes.
 - h. Includes landscaping, fencing and storage, and waste areas that are designed and located to mitigate the adverse visual and amenity effects of the development on adjoining residential-zoned sites and public reserves.
2. Where the development includes visitor accommodation, the degree to which acoustic design of the visitor accommodation will minimise the potential for reverse sensitivity effects on existing and permitted activities within the Zone.
3. In PREC13 Lincoln Rolleston Road Large Format Retail Precinct, the extent to which

	<ul style="list-style-type: none"> a. <u>The development complies with LFRZ-SCHED1 – Outline Development Plan; and</u> b. <u>Includes a façade design that utilises varied materials and building modulation and applies appropriate extents and levels of corporate colour palettes to integrate the building into the adjacent residential environments.</u>
CMUZ-MAT4	Height
	<ul style="list-style-type: none"> 1. The extent to which the location, design, scale, and appearance (including reflectivity) of the building or structure mitigates the visual impact of exceeding the height limit. 2. The extent to which the increase in height is necessary due to the functional requirements of an activity. 3. Any reverse sensitivity effects on important infrastructure where the zone height standard is exceeded. 4. <u>Effects on the amenity of adjoining residentially zoned properties, including on outlook, privacy, overshadowing and visual dominance.</u>

Large Format Retail Zone

LFRZ-Overview

The Large Format Retail Zone is located in two areas:

1. Adjacent to the Industrial Zone and Special Purpose Port Zone in Rolleston, north of State Highway One and the main trunk railway line. The ~~its~~ purpose of the Large Format Retail Zone is to provide primarily for retail activities that require a large floor area, providing a location where many of these types of activities can be located together and developed as an integrated area.
2. Adjacent to Levi Road, Lincoln Rolleston Road and Rolleston 12 Development Area in Rolleston (PREC13 Lincoln Rolleston Road Large Format Retail Precinct). Its purpose is to provide for a supermarket and a trade retail and trade supply activity to service the surrounding Medium Density Residential Zone catchment. Due to its interface with this residential zone, it is the more restrictive of the two Large Format Retail Zone locations.

The Large Format Retail Zone is intended to support the overall retail offering within the district, without detracting from the core commercial activities located within the Rolleston Town Centre.

Development within the Large Format Retail Zone will include larger buildings and associated areas of car parking, with the road boundary interface managed carefully to mitigate the adverse visual effects arising from this and maintain a pleasant streetscape. In the case of PREC13, additional boundary treatment is required along the residential boundary interface to ensure development is compatible with its residential surroundings.

LFRZ-Objectives and Policies

LFRZ-Policies

<u>LFRZ-P4</u>	<u>Manage built form and layout within PREC13 Lincoln Rolleston Road Large Format Retail Precinct to maintain compatibility with the amenity of adjacent residentially zoned land.</u>
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LFRZ-Rules

LFRZ-R1 Buildings and Structures

LFRZ **(excluding** **PREC13)**

Activity Status: PER

1. The establishment of any building or structure and/or any addition or modification to an existing building or structure,

Where:

- a. The building is not a residential unit.

And the activity complies with the following rule requirements:

LFRZ-REQ1 Servicing

LFRZ-REQ2 Height

LFRZ-REQ3 Height in relation to boundary

LFRZ-REQ4 Setbacks

LFRZ-REQ5 Outdoor storage

LFRZ-REQ6 Landscaping

Activity status when compliance not achieved:

2. When compliance with any of LFRZ-R1.1.a is not achieved: NC

3. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements

<p><u>PREC13</u></p>	<p><u>Activity Status:</u> RDIS</p> <p><u>4. The establishment of any building or structure and/or any addition or modification to an existing building or structure.</u></p> <p><u>Where the activity complies with the following rule requirements:</u></p> <p><u>LFRZ-REQ1 Servicing</u> <u>LFRZ-REQ2 Height</u> <u>LFRZ-REQ3 Height in relation to boundary</u> <u>LFRZ-REQ4 Setbacks</u> <u>LFRZ-REQ5 Outdoor storage</u> <u>LFRZ-REQ6 Landscaping</u> <u>LFRZ-REQ7 Outline Development Plan</u></p> <p><u>Matters for discretion:</u></p> <p><u>5. The exercise of discretion in relation to LFRZ-R1.4 is restricted to the following matters:</u></p> <p><u>a. CMUZ-MAT3 Urban Design</u></p>	<p><u>Activity status when compliance not achieved:</u></p> <p><u>6. When compliance with any of LFRZ-R1.4 is not achieved: NC</u></p> <p><u>6. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</u></p>
<p>LFRZ-R4 Food and Beverage Activities</p>		
<p><u>LFRZ</u> <u>(excluding</u> <u>PREC13)</u></p>	<p><u>Activity Status:</u> PER</p> <p><u>1. Any food and beverage activity,</u></p> <p><u>Where:</u></p> <p><u>a. The maximum GFA of the food and beverage activity does not exceed 150m² per individual tenancy, except that one individual</u></p>	<p><u>Activity status when compliance not achieved:</u></p> <p><u>2. When compliance with any of LFRZ-R4.1.a. or LFRZ-R4.1.b is not achieved: NC</u></p> <p><u>3. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements</u></p>

	<p>food and beverage activity tenancy within the LFRZ may have a GFA of up to 1,000m²</p> <p>And the activity complies with the following rule requirements: LFRZ-REQ1 Servicing LFRZ-REQ5 Outdoor storage LFRZ-REQ6 Landscaping</p>	
PREC13	<p>Activity Status: PER</p> <p><u>4. Any food and beverage activity.</u></p> <p>Where:</p> <ul style="list-style-type: none"> a. <u>it is ancillary to a trade retail and trade supplier activity; and</u> b. <u>has a total GFA that does not exceed 250m²; and</u> c. <u>there are no more than two food and beverage activities within the precinct.</u> <p>And the activity complies with the following rule requirements: <u>LFRZ-REQ1 Servicing</u> <u>LFRZ-REQ5 Outdoor storage</u> <u>LFRZ-REQ6 Landscaping</u> <u>LFRZ-REQ7 Outline Development Plan</u></p>	<p>Activity status when compliance not achieved:</p> <p><u>5. When compliance with any of LFRZ-R4.4.a, or LFRZ-R4.4.b, or LFRZ-R4.4.c is not achieved: NC</u></p> <p><u>6. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</u></p>
LFRZ-R6	Retail Activities	
LFRZ (excluding PREC13)	<p>Activity Status: PER</p> <p>1. Any retail activity that is not otherwise listed in LFRZ-Rule List,</p>	<p>Activity status when compliance not achieved:</p> <p>2. When compliance with any of LFRZ-R6.1.a, <u>or</u> LFRZ-R6.1.b is not achieved: NC</p>

	<p>Where:</p> <ul style="list-style-type: none"> a. The retail activity is not a department store; and b. The GFA of any individual retail tenancy is no less than 450m². <p>And the activity complies with the following rule requirements: LFRZ-REQ1 Servicing LFRZ-REQ5 Outdoor storage</p>	<p>3. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements</p>
PREC13	<p>Activity Status: PER</p> <p><u>4. Any retail activity that is not otherwise listed in LFRZ-Rule List.</u></p> <p>Where:</p> <ul style="list-style-type: none"> a. <u>The retail activity is a supermarket with a GFA no less than 6,000m².</u> <p>And the activity complies with the following rule requirements: <u>LFRZ-REQ1 Servicing</u> <u>LFRZ-REQ5 Outdoor storage</u> <u>LFRZ-REQ7 Outline Development Plan</u></p>	<p>Activity status when compliance not achieved:</p> <p><u>5. When compliance with any of LFRZ-R6.4.a is not achieved: NC</u></p> <p><u>6. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</u></p>
LFRZ-R7	Automotive Activities	
LFRZ (excluding PREC13)	<p>Activity Status: PER</p> <p>1. Any automotive activity.</p> <p>Where the activity complies with the following rule requirements: LFRZ-REQ1 Servicing</p>	<p>Activity status when compliance not achieved:</p> <p>2. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements</p>

	LFRZ-REQ5 Outdoor storage	
PREC13	Activity Status: NC <u>3. Any automotive activity.</u>	Activity status when compliance not achieved: N/A
LFRZ-R8	Trade Retail and Trade Supply Activities	
LFRZ (excluding PREC13)	Activity Status: PER 1. Any trade retail and trade supply activity. And the activity complies with the following rule requirements: LFRZ-REQ1 Servicing LFRZ-REQ5 Outdoor storage	Activity status when compliance not achieved: 2. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements
PREC13	Activity Status: PER <u>3. Any trade retail and trade supply activity.</u> Where: <ol style="list-style-type: none"> <u>no more than one trade retail and trade supplier is located in PREC13; and</u> <u>the GFA of the trade retail and trade supplier is no less than 6,000m²; and</u> <u>the use of any service access or loading bay adjacent to the eastern boundary is restricted to 0700 to 1900 hours.</u> And the activity complies with the following rule requirements: LFRZ-REQ1 Servicing LFRZ-REQ5 Outdoor storage LFRZ-REQ7 Outline Development Plan	Activity status when compliance not achieved: <u>4. When compliance with any of LFRZ-R8.3.a, LFRZ-R8.3.b or LFRZ-R8.3.c is not achieved: NC</u> <u>5. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</u>

LFRZ-R11 Community Corrections Activities		
<u>LFRZ</u> <u>(excluding</u> <u>PREC13)</u>	Activity Status: PER 1. Any community corrections activity. Where the activity complies with the following rule requirements: LFRZ-REQ1 Servicing LFRZ-REQ5 Outdoor storage	Activity status when compliance not achieved: 2. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements
<u>PREC13</u>	Activity Status: NC 3. Any community corrections activity.	Activity status when compliance not achieved: N/A
LFRZ-R16 Primary Production Activities		
<u>LFRZ</u> <u>(excluding</u> <u>PREC13</u>	Activity Status: PER 1. Any primary production activity, Where: a. The activity is not: i. mineral extraction; ii. intensive primary production; or iii. plantation forestry. And the activity complies with the following rule requirements: LFRZ-REQ1 Servicing LFRZ-REQ5 Outdoor storage	Activity status when compliance not achieved: 2. When compliance with any of LFRZ-R16.1.a. is not achieved: NC 3. When compliance with any rule requirement listed in this rule is not achieved: Refer to LFRZ-Rule Requirements
<u>PREC13</u>	Activity Status: NC	Activity status when compliance not achieved: N/A

	4. Any primary production activity.	
LFRZ-R21	Industrial Activities that are not otherwise listed in LFRZ-Rule List	
<u>LFRZ</u> <u>(excluding</u> <u>PREC13</u>	Activity Status: DIS 1. Any industrial activity that is not otherwise listed in the LFRZ-Rule List.	Activity status when compliance not achieved: N/A
<u>PREC13</u>	Activity Status: NC 3. Any industrial activity that is not otherwise listed in the LFRZ-Rule List.	Activity status when compliance not achieved: N/A

LFRZ-Rule Requirements

LFRZ-REQ4 Setbacks		
<u>LFRZ</u> <u>(excluding</u> <u>PREC13</u>	<ol style="list-style-type: none"> Any building shall be set back a minimum of 5m from the road boundary except where 40% or more of the road facing ground-floor façade of the building is glazed. Any building shall be set back a minimum of 10m from any internal boundary adjoining a residential zone 	<p>Activity Status when compliance not achieved:</p> <ol style="list-style-type: none"> When compliance with any of LFRZ-REQ4.1. or LFRZ-REQ4.2 is not achieved: RDIS <p>Matters for discretion:</p> <ol style="list-style-type: none"> The exercise of discretion in relation to LFRZ-REQ4.12. is restricted to the following matters: <ol style="list-style-type: none"> CMUZ-MAT6 Setbacks
<u>PREC13</u>	<ol style="list-style-type: none"> Any building shall be set back a minimum of 20m from any road boundary. Any building shall be set back a minimum of 10m from any internal boundary adjoining a residential zone. 	<p>Activity Status when compliance not achieved:</p> <ol style="list-style-type: none"> When compliance with any of LFRZ-REQ4.4. or LFRZ-REQ4.5 is not achieved: RDIS <p>-</p> <p>Matters for discretion:</p> <ol style="list-style-type: none"> The exercise of discretion in relation to LFRZ-REQ4.6. is restricted to the following matters: <ol style="list-style-type: none"> CMUZ-MAT6 Setbacks
LFRZ-REQ5 Outdoor Storage		
	<ol style="list-style-type: none"> Any outdoor storage area shall be screened from any road boundary of the site <u>and from any internal boundary adjoining a residential zone</u> by a fence, wall, or vegetation of at least 1.8m in height, for the full length that the storage area is visible from the road. 	<p>Activity status when compliance is not achieved:</p> <ol style="list-style-type: none"> When compliance with any of LFRZ-REQ5.1. or LFRZ-REQ5.2. is not achieved: RDIS <p>Matters for discretion:</p>

	<p>2. Unconsolidated materials such as soil, coal, sawdust, powdered fertilizer are to be covered or otherwise secured from being blown by the wind.</p>	<p>4. The exercise of discretion in relation to LFRZ-REQ5.3. is restricted to the following matters:</p> <p>a. CMUZ-MATb Fencing and Outdoor Storage</p> <p>Notification:</p> <p>5. Any application arising from LFRZ-REQ5.3. shall not be subject to public notification</p>
LFRZ-REQ6 Landscaping		
<p><u>LFRZ</u> <u>(excluding</u> <u>PREC13</u></p>	<p>1. Prior to the erection of any principal building, a landscaping strip of at least 3m width shall be provided along every road frontage of the site, except where the landscaping would encroach on the line of sight required for any railway crossing or any vehicle accessway as shown in TRAN-Schedules</p> <p>2. The landscaping shall consist only of those species listed in APP4, and for each site shall include:</p> <p>a. A minimum of two trees from Group A for every 10m of road frontage.</p> <p>b. At least 35% of the landscaping strip shall be planted in species from Group C.</p> <p>c. At least 10% of the landscaping strip shall be planted in species from Group D.</p> <p>3. All plants shall be of the following maximum spacings:</p> <p>a. Group B and Group C — 1.5m centres</p> <p>b. Group D — 700mm centres</p> <p>4. All new planting areas shall be mulched.</p>	<p>Activity Status when compliance not achieved:</p> <p>8. When compliance with any of LFRZ-REQ6 is not achieved: RDIS</p> <p>Matters of discretion:</p> <p>9. The exercise of discretion in relation to LFRZ-REQ6.8 is restricted to the following matters:</p> <p>a. CMUZ-MATe_a Landscaping</p> <p>Notification:</p> <p>10. Any application arising from LFRZ-REQ6.-8. shall not be subject to public notification</p>

	<p>5. The landscaping shall be maintained and if dead, diseased or damaged shall be removed and replaced immediately with the same or similar species.</p> <p>6. No fences or structures shall be erected within the 3m landscaping strip.</p> <p>7. Footpaths may be provided within the 3m landscape strip, provided that they are:</p> <ol style="list-style-type: none"> No more than 1.5m in width; and Generally at right angles to the road frontage 	
<u>PREC13</u>	<p><u>11. Landscaping shall comply with the ODP in LFRZ-SCHED1 – Lincoln Rolleston Road Large Format Retail Precinct.</u></p>	<p><u>Activity Status when compliance not achieved:</u></p> <p><u>12. When compliance with any of LFRZ-REQ6.11 is not achieved: RDIS</u></p> <p><u>Matters of discretion:</u></p> <p><u>13. The exercise of discretion in relation to LFRZ-REQ6.12 is restricted to the following matters:</u></p> <ol style="list-style-type: none"> <u>CMUZ-MATa Landscaping</u> <p><u>Notification:</u></p> <p><u>14. Any application arising from LFRZ-REQ6.12 shall not be subject to public notification</u></p>

<u>LFRZ-REQ7</u>	<u>Outline Development Plan</u>	
<u>PREC13</u>	<p>1. Except as provided for in LFRZ-REQ6.11 all development shall be undertaken in accordance with the ODP in <u>LFRZ-SCHED1 – Lincoln Rolleston Road Large Format Retail Precinct.</u></p>	<p><u>Activity Status when compliance not achieved:</u></p> <p>2. When compliance with any of LFRZ-REQ7.1 is not achieved: DIS</p> <p><u>Matters of discretion:</u></p> <p>3. <u>The exercise of discretion in relation to LFRZ-REQ7.2 is restricted to the following matters:</u></p> <p>a. <u>CMUZ-MAT3 Urban Design</u></p>

LFRZ-Schedules

Add additional matters to the proposed LFRZ PREC13 ODP plan and any consequential changes to the supporting narrative in Part 3 – Area Specific Matters –LFRZ-Schedules.

LFRZ-SCHED1

PREC13 **Lincoln Rolleston Road Large Format Retail Precinct**

TABLE 1: Recommended changes and additions to LFRZ-Schedules - LFRZ-SCHED1 PREC13 ODP

PREC13	<p>Permitted activity pre-requisites</p> <p>Add additional qualifiers in the narrative of the proposed PREC13 ODP to require that the following are submitted to SDC for approval to satisfy general compliance with the ODP.</p> <ol style="list-style-type: none"> 1. A landscape management plan has been provided for the approval of SDC that covers the security, maintenance, and pest and weed control <u>and regular monitoring of within</u> the northeastern 10-metre-wide biodiversity strip. 2. A full CPTED assessment, including a lighting plan, has been provided for the approval of SDC. 3. An Integrated transport Assessment covering the following items is provided for the approval of SDC: <ol style="list-style-type: none"> i. <u>Site circulation, including to achieve integration of movement between key activities, and for supporting service vehicle movement (including for vehicles, pedestrians and cyclists).</u> ii. <u>Safety and efficiency of the location and design of site access, including to support safe separation of the service access to the future Broadlands Drive intersection.</u>
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	<p>iii. The need for and proposed layout of upgrades to the site frontage onto Lincoln Rolleston Road, including provision for pedestrians, cyclists and potential future bus services.</p> <p>iv. Integration with the southern parts of the site with the retail activity, and avoidance of through traffic travelling between Lincoln Rolleston Road and Levi Road.</p> <p>v. Potential consideration of traffic effects at weekends.</p> <p>vi. Details for site access layouts and positions, including the proximity of the service access to the future Broadlands Drive roundabout.</p> <p>vii. Possible revisions to the traffic signal timings at the Lincoln Rolleston Road, Levi Road, Lowes Road and Masefield Drive intersection.</p> <p>viii. Whether pedestrian routes need to be modified, plus the provision of new pedestrian crossing points.</p> <p>ix. Upgrades to the site frontage onto Lincoln Rolleston Road, including a pedestrian path or shared pedestrian and cycling path.</p> <p>x. Integration of bus stops adjacent to the Site.</p> <p>xi. Road safety considerations in respect of service vehicles and customers using the same vehicle access.</p>
	<p>Lincoln Rolleston Road boundary trees</p> <p>Amend the proposed PREC13 ODP plan to require that:</p> <p>Specimen trees at a minimum 5m spacing to be planted along the length of the Lincoln Rolleston Road boundary 5m wide Landscape Treatment planting strip and the north side of the Future Primary Road.</p>
	<p>Lincoln Rolleston Road landscaping strip</p>

	<p>Amend the proposed PREC13 ODP plan to require that (narrative only):</p> <p>The Lincoln Rolleston Road landscape treatment, <u>including provision for a 5m landscape strip on the north side of the future primary road connection</u>, is to be designed and installed to be generally consistent with the consented landscape plan for the proposed supermarket development (RC216016).</p>
	<p>Carpark trees</p> <p>Amend the proposed PREC13 ODP plan to require that (amend existing narrative):</p> <p>Tree planting within the carpark areas of PREC13 shall be at a ratio of <u>Require one tree per five car parks within the parking area. These trees shall be generally distributed evenly throughout the parking area with a spacing of approximately 7.5m or one tree per comprised of medium (7m-15m) or large (> 15m) tree species. located within the parking areas typically spaced at one tree every</u> three parking bays <u>where practical. Tree species within the parking areas are to be of medium or high grade heights.</u></p>
	<p>Outdoor storage area landscape treatments</p> <p>Amend the proposed PREC13 ODP plan to provide (narrative only):</p> <p><u>Additional denser planting comprising shrubs and trees to at least 3m in height is required along the Lincoln Rolleston Road boundary adjacent to the outdoor storage areas that will need to be returned along the north side of the potential future eastern road connection.</u></p>
	<p>Vehicle crossings</p> <p>Amend the proposed PREC13 ODP plan to:</p> <p>The PAK'nSAVE vehicle crossings are required to carry one-way traffic movements to maintain consistency with the conditions of the granted resource consent.</p>

	<p>Service access annotation</p> <p>Amend the proposed PREC13 ODP plan to (narrative only):</p> <p>The service <u>access</u> to the south as an 'Indicative' location to respond to the uncertainties around the location of the future Broadlands Drive <u>roundabout intersection</u>.</p>
	<p>North-eastern boundary walking and cycling connection</p> <p>Amend the proposed PREC13 ODP plan to provide (plan annotation and narrative):</p> <p>A future pedestrian and cycle linkage to the MRZ shall be provided in general accordance with the DEV-RO12 - Rolleston 12 Development Area ODP.</p>
	<p>North-eastern boundary road connection</p> <p>Amend the proposed PREC13 ODP plan to provide (plan annotation and narrative):</p> <p>A future road connection to the MRZ, as illustrated on the DEV-RO12 - Rolleston 12 Development Area ODP, is to be provided in general accordance with this ODP.</p>