

**FOODSTUFFS – LARGE FORMAT RETAIL ZONE,
157 LEVI ROAD, ROLLESTON**

PRIVATE PLAN CHANGE REQUEST

Urban Design and Visual Impact Assessment

Project No. 2023_045A | C

FOODSTUFFS – LARGE FORMAT RETAIL ZONE PRIVATE PLAN CHANGE

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1. INTRODUCTION AND PROPOSAL

Foodstuffs (South Island) Properties Limited (Foodstuffs) are seeking to rezone 157 Levi Road, Rolleston (Site) from Medium Density Residential Zone (MRZ) to Large Format Retail Zone (LFRZ) subject to an Outline Development Plan (ODP) within the Partially Operative Selwyn District Plan (PODP).

This report assesses the Plan Change request from an urban design and visual amenity perspective. The report assesses the urban design and urban form effects of the proposed plan change as well as the likely effects on visual amenity for nearby sensitive receivers.

The proposed ODP includes key elements to guide the form and location of development that, in combination with the proposed amendments to the LFRZ rules and matters of discretion, will enable a supermarket (already consented) and a trade retail and trade supply store on the Site. This report assesses the suitability of the Site, the proposed ODP and the proposed rules, and provides urban design-related recommendations.

The Plan Change has been considered against a range of urban design related planning provisions, including the PODP Strategic Directions and Urban Growth Objectives, the National Policy Statement on Urban Development 2020 (NPS-UD) and the NZ Urban Design Protocol (non-statutory).

By way of summary, the assessment has concluded that the Site is suitable for rezoning to LFRZ with any potential effects being mitigated through a combination of setback provisions and landscape treatments. This report should be read in conjunction with Appendix 1 which contains maps and photos of the receiving environment.

2. METHODOLOGY

Refer to Appendix 2 for assessment methodology and terms used when assessing landscape and visual effects of the proposal.

2.1 STATUTORY DOCUMENTS

Relevant statutory documents in terms of Landscape Values and Visual Amenity are referred to below, being the Resource Management Act 1991, and the PODP.

2.1.1 Resource Management Act 1991

Section 7 of the RMA identifies matters of national importance:

7 Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

(c) the maintenance and enhancement of amenity values

(f) maintenance and enhancement of the quality of the environment:

2.1.2 Partially Operative Selwyn District Plan

Under the PODP, the Site is zoned MRZ and located within the Urban Growth Overlay. The Site is not located in an Outstanding Natural Landscape (ONL), or Visual Amenity Landscape (VAL) as identified in the PODP. There are several policies in the Urban Growth Objectives and Policies of the PODP which relate to landscape and amenity values which have been addressed in 3.4 below.

3. ASSESSMENT OF EFFECTS

3.1 EXISTING CHARACTER

The receiving character defined by Levi, Lincoln-Rolleston, Weedons and Selwyn Roads is characterised by large open paddocks, with boundaries often delineated by well-established shelter belts of exotic species and rural dwellings surrounded by large trees. To the north and west of the Site lies the eastern edge of Rolleston Township where expansion with a typical suburban character increases the number of dwellings, hard surfaces, and infrastructure present in the landscape. Land immediately east of the Site is undeveloped MRZ land subject to DEV-RO12. The Site is of relatively flat topography, which is typical regarding the character of the area. Overall, the topographical attributes of the receiving environment are low with no defining features.

Vegetation types in the receiving environment are predominantly exotic species, with small amounts of native species located near some waterways and paddock boundaries. Vegetation is used predominantly for shelter belts running along the paddock boundaries and includes species such as *Pinus radiata*, *Cupressus macrocarpa*, and *Eucalyptus* varying in height between 10 – 20m. The shelter belts are orientated to block the prevailing winds and are primarily located to delineate property and road boundaries. The majority of the Site is open grass fields, which are disrupted occasionally by clusters of vegetation and rural residential dwellings. There is no vegetation, including any native vegetation, of note on the Site. Overall, the vegetation cover in the area has a low sensitivity to change, given the high level of fast growing introduced exotic species.

In terms of sensory qualities, the flat open geometric fields are backdropped by the Southern Alps to the northwest and the Port Hills to the southeast. Expansive views are often possible intermittently but not into the Site, being screened by existing shelterbelts on both Levi and Lincoln-Rolleston Road. The infrastructure and shelter belts, though disrupting the continual views, have become integral to the rural aesthetic and identity. The natural characteristic of the environment is considered to be modified, with a rural character as opposed to a natural character.

In terms of built form, dwellings and farm structures are common throughout the receiving environment. The scale, character, form, and materiality of these structures vary throughout the receiving environment. There are a number of existing developments near the Site, including Branthwaite and Falcons Landing along Lincoln Rolleston Road, and Mayfair and Levi Park on Levi Road. These developments have a typical suburban bulk and location characterised by single storey standalone dwellings. Dwellings within the block defined by Levi, Weedons, Lincoln-Rolleston and Selwyn Roads are typically larger (than the adjoining suburban dwellings) and scattered through large fields, having an irregular bulk and location, and are often supported by additional infrastructure such as sheds and storage buildings surrounded by exotic vegetation.

The closest commercial/retail area to the Site is approximately 400m to the northwest, being The Warehouse (approximately 5,000m² in area), smaller retail shops and a surface carpark. The underlying zoning of this area is Town Centre Zone.

Overall, the receiving environment has a rural, semi-open character on the immediate fringe of suburban development. The existing environment has various structures including dwellings, auxiliary structures, power lines and exotic vegetation clustered throughout the landscape, as typical of rural landscapes. It is important to note that although the existing environment reflects a rural/ rural-residential character, this differs to the anticipated future form outlined below.

3.2 ANTICIPATED RECEIVING ENVIRONMENT AND URBAN FORM

The proposed re-zoning of the Site to LFRZ is consistent with the current Township Boundary for Rolleston, in that urban development within the boundary will have the ability to achieve an attractive, pleasant and high-quality urban environment. The Site is well-connected to the existing town with a high level of connectivity and accessibility. The Township Boundary and proposed MRZ zoning on the adjoining land over time will become urban in character. It is likely to consist of a mix of standalone, duplex and terrace housing, supporting open spaces and internal street network.

As a result, I consider the receiving environment to be urban with any change in character assessed against the future MRZ and the consented PAK'nSAVE (**PnS**) development as opposed to the existing rural-residential character.

From an urban form perspective, the placement of a LFRZ on the southern side of the State Highway is not considered to create any adverse effects on urban form. The proposed rezoning, which would allow a trade retailer such as Mitre10, plays more of a retail role than being an industrial activity, servicing a domestic/residential need and will be frequented by local residents. This is very different to many of the activities on the northern side of the State Highway which serve commercial or industrial needs and may not serve a local function.

I have read the Urban Design Evidence prepared by Mr Andrew Burns (2022) for the PnS consent application on the Site and note the following key aspects which I agree with:

[Para 23] *The Sites' strategic location is visually prominent and significant as a town-wide landmark, justifying variation in local patterns and creation of a focal point.*

[Para 56] *At a sub-regional level, the Proposal is well-positioned relative to primary access corridors from the nearby towns of Springston, Lincoln, Prebbleton and Templeton and relative to the town's southern growth. Locating a supermarket south of the centre would improve shopping access for these towns as well as for a large portion of the town's planned southern growth. The Proposal's position on the major southern route into the town will appropriately emphasise this approach.*

[Para 58] *The Site is strategically positioned at the intersection of two main roads (urban connectors). These link into the Town Centre and to southern growth areas. The corner site is both visually prominent and significant as a town-wide node.*

[Para 63].....*From an urban design perspective, the strategic and corner location of the site justifies a) an opportunity for variation in local patterns; b) a focal point; and c) memorable outcomes different to the context. The Proposal delivers these outcomes with quality landscaped edges and a notable 'invitational' open space to the northwest corner with a pedestrian path.*

[Para 72] Proposed planting indicates an avenue of street trees as recommended by Ms Wolfer. I agree this approach acknowledges the intent of the RSP towards townwide avenue planting and provides considerable mitigation of the bulk of supermarket's southwest frontage.

I agree with the evidence of Mr Burns and its supporting Urban Design Assessment that forms the basis for the findings. The proposed rezoning assists Rolleston in creating a consolidated and compact urban form by bringing additional amenities into Rolleston's current Township Boundary. This also applies to a trade retailer like Mitre 10 collocating with the supermarket on Site. Both activities are frequented by local residents providing convenient amenities, and the combination of both activities will strengthen the legibility of the Site. The Site is a strategic corner location and with the proposed changes to State Highway 1 (Rolleston Transport Improvements by Waka Kotahi) limiting access into Rolleston between Weedons Road (southbound entrance) and Dunns Crossing Road (northbound entrance) and the continued growth of Rolleston to the southeast, the Site's importance and level of movement will increase further.

The landscape design also allows for the 'avenue' planting outlined in the Rolleston Structure Plan to be achieved.

The scale of the building footprints identified on the proposed ODP (and stipulated by the proposed standard for permitted activity) are not dissimilar to the nearby Warehouse building, being only a 11-minute walk away. Its proposed location, physically separate but within walkable distance of the main commercial centre, is considered appropriate, supporting the role of the centre with its relative proximity. It is not dissimilar to how the Papanui Mitre10 relates to Northlands within Christchurch City. A trade retailer such as a Mitre10 would not be appropriate in the middle of a town centre main street environment but equally I do not consider the activity to be industrial and restricted to an urban edge or industrial area. Supermarket and trade retailer activities are ideally situated where they can service the greatest number of people within an urban catchment, on well-connected transport routes.

Any interface effects with the adjoining residential areas are considered below.

3.3 EFFECTS ON URBAN CHARACTER

In terms of urban character values, the proposed rezoning of the Site will result in a low magnitude of change when compared to the current MRZ, acknowledging that the existing environment includes the consented PnS development and a suite of urban design and landscape-related consent conditions. The greatest change will be a change in bulk and location and style of buildings that will be enabled on the south-eastern corner of the Site which will be larger, taller and commercial in character compared to the existing permitted residential outcome. This change in character is not viewed as adverse as it is continuing with, and complimentary to, the commercial character established by the consented PnS and can be appropriately managed adopting the same mitigation as reflected in the PnS consent conditions.

The consented PnS has already established that the Site is an appropriate location for a commercial development given its location adjacent to two arterial roads with a high level of accessibility. The Site is well-connected to cycle routes and main roads making it an ideal location for LFRZ-enabled development, with the nature of activity anticipated by the proposed provisions and ODP being more retail in nature than industrial. In many ways it is considered preferable to have commercial development on the corner of this key intersection (which is planned by

Council to be signalised) than residential development as it is probable a residential development would 'turn its back' on both roads due to amenity concerns.

If the land were to be subdivided and developed into residential housing, to reflect the current zoning, it is possible that the houses would reflect what has been developed elsewhere in Rolleston, where residential properties are separated from the main road by vegetation or tall fences and do not address their primary frontage. A commercial development has the potential to improve the legibility and walkability of the area and provide more of a destination space for surrounding residents, activating the corner site and two long arterial road frontages.

3.4 EFFECTS ON URBAN VALUES

PARTIALLY OPERATIVE SELWYN DISTRICT PLAN

The proposed rezoning is from MRZ to LFRZ. It is within the Township Boundary. The urban growth objectives and policies which are considered relevant to the rezoning from an urban design perspective are as follows.

UG-01 Growth is provided for in a strategic manner that:

- 1. Achieves attractive, pleasant, high quality, and resilient urban environments;*
- 2. Maintains and enhances the amenity values and character anticipated within each residential, kainga nohoanga, or business area;*
- 3. Recognises and protect identified Heritage Sites, Heritage Settings, and Notable Trees;*
- 4. Protects the health and well-being of water bodies, freshwater ecosystems, and receiving environments;*
- 5. Provides for the intensification and redevelopment of existing urban sites;*
- 6. Integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;*
- 7. Is coordinated with available infrastructure and utilities, including land transport infrastructure; and*
- 8. Enables people and communities, now and future, to provide for their wellbeing, and their health and safety.*

Response

The Site is already identified for urban development within the Township Boundary. As evident by the PnS consent, LFRZ will provide an appropriate framework for delivering an attractive, pleasant and high-quality urban environment. The Site is well-connected into the existing town and proposed movement network. The proposed ODP allows for connections into the network as well as the provision of internal movement for pedestrians and motorists.

There are no water bodies, freshwater ecosystems or notable trees within the Site.

In terms of integration, LFRZ-enabled development will deliver upgrades to the road frontage of Lincoln-Rolleston Road to provide facilities for pedestrians and cyclists, consistent with what would be anticipated in an urban area.

UG-P10 - Ensure the establishment of high-quality urban environments by requiring that new urban areas:

- 1. Maintain the amenity values and character anticipated within each township and the outcomes identified in any relevant Development Plan;*
- 2. Recognise and protect identified Heritage Sites, Heritage Settings, and Notable Trees; and*
- 3. Preserving the rural outlook that characterises the General Rural Zone through appropriate landscape mitigation, densities, or development controls at the interface between rural and urban environments.*

Response

The proposed rezoning to LFRZ will achieve an attractive, high quality urban environment which integrates well with the existing Rolleston township as outlined above. The rezoning will, once developed, maintain the amenity values and character anticipated within Rolleston and anticipated by the LFRZ zoning. The Site adjoins other properties which are MRZ and therefore anticipated to become urbanised over time. In this respect it is not necessary to provide landscape mitigation measures or development controls to preserve rural outlooks that characterise the General Rural Zone.

There are no Heritage sites, Heritage settings or notable trees within the Site or immediate surroundings.

UG-O2 Townships maintain a consolidated and compact urban form to support:

- 1. Accessible, sustainable and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;*
- 2. The role and function of each urban area within the District's Township Network and the economic and social prosperity of the District's commercial centres; and*
- 3. The efficient servicing of townships and integration with existing and planned infrastructure.*

Response

The Site is immediately adjacent to existing and future residential areas with links and pedestrian/cycle connections onto Lincoln Rolleston Road providing a high degree of connectivity and accessibility. The proposal site and activities provide readily accessible amenities for current and future residents being within the existing urban area of Rolleston. While the proposed activities tend to result in car-trips, and the need for surface carparking, the car-trips are short with residents likely to live nearby. Overall, the rezoning is consistent with the role and function of Rolleston as a key activity area within the District's Township network.

UG-P7 - Any new urban areas shall deliver the following urban form and scale outcomes:

- 1. Township boundaries maintain a consolidated and compact urban form;*
- 2. The form and scale of new urban areas support the settlements role and function within the District's Township Network;*
- 3. The natural features, physical forms, opportunities, and constraints that characterise the context of individual locations are identified and addressed to achieve appropriate land use and subdivision outcomes, including where these considerations are identified in any relevant Development Plans; and*

4. *The extension of township boundaries along any strategic transport network is discouraged where there are more appropriate alternative locations available.*

Response

The Site is already located within the Township Boundary for Rolleston, and will support Rolleston's role as a key activity area within Selwyn's District township network as well as within greater Christchurch. As shown in Figure 5 of the attached figures, commercial areas, schools and other amenities are spread throughout Rolleston to provide residents with easy access to everyday needs. The addition of a Large Format retail zone in the proposed location is consistent with this approach, with PnS and Mitre10 both providing necessary services for residents. There are no natural features or characteristics that influence or constrain the Site for retail activity. The Site is at the intersection of Levi Road and Lincoln-Rolleston Road, both of which will become major thoroughfares, linking the site to Rolleston Town Centre, SH1 (Christchurch) and Selwyn Road (Lincoln and Christchurch).

LFRZ-P2

Mitigate the visual dominance of buildings in the Large Format Retail Zone by ensuring that buildings are setback an appropriate distance from road boundaries and requiring a landscaped area along the road frontage of the site.

Response

The proposed provisions ensure that future buildings are setback an appropriate distance from road boundaries and adjoining residential properties, allowing for the implementation of landscaping along road and residential interfaces.

LFRZ-P3

Avoid compromising the function, role and vitality of the Town Centre Zone beyond those effects ordinarily associated with trade competition by managing the scale and type of commercial activities, visitor accommodation, and community activities within the Large Format Retail Zone.

Response

The proposed rezoning to LFRZ will complement the function, role and vitality of the Town Centre zone in a manner which will not compromise it. Often large format retail developments are on the edge or close to town centres rather than being within the central town centre. The nature of the developments which are usually car-centric and rely on large amounts of surface carparking means they are unsuitable within a town centre where they would create a degree of spaciousness when this is not the intention or desire. The location of the proposed rezoning is on a busy intersection, which is highly likely to become increasingly busy with improvements to SH1 through Rolleston, with a high level of connectivity and accessibility.

3.5 EFFECTS ON VISUAL AMENITY

The visual context of the receiving environment is considered to be a 400m offset from the Site. This distance has been used due to the receiving environment's flat topography, resulting in views from further away either not being possible or being indiscernible at distance, combined with the relatively low height of built form enabled by LFRZ. A series of key viewpoints were selected to show a representative sample of the likely visual effects which could result from LFRZ-enabled development on the Site (refer to Appendix 1 for the relevant photos).

Viewpoints are generally located on public land, and where possible located as close as possible to existing or proposed residential dwellings on surrounding land. In assessing the potential effect of the proposed rezoning, the quality and openness of the following views were considered:

- 1) View west from 61 Masfield Drive
- 2) View northwest from 353 Lincoln-Rolleston Road
- 3) View north from 332 Lincoln-Rolleston Road
- 4) View north from 317 Lincoln-Rolleston Road

In assessing the potential effects on visually sensitive receptors, the key viewpoints outlined above have been used as a reference point where it is considered that the effects are likely to be similar to the viewpoint and for a group of viewers. The viewpoint is a representative view, as close as possible to the view likely to be experienced from a private residence or property but obtained from a public location.

3.4.1 SUMMARY OF EFFECTS ON VISUAL AMENITY

In terms of visual effects, the proposed rezoning is not seen to generate unexpected levels of effects given the and location of LFRZ-enabled built form, proposed mitigation measures and the surrounding context. For the southern portion of the Site, views from residential properties are screened to the northwest by the consented PnS store and associated landscape treatments. Trees are consented at a density of 1 for every 5 carparks, and within the 3m wide landscape strip, at one tree for every 10m of Levi Road frontage. This landscape treatment, combined with the distance to the southern portion of the Site being over 200m, I consider any adverse amenity effects from these residents or road users to be Very Low or Indiscernible.

Residents on the southwestern side of Lincoln Rolleston Road will have views across the road to a 5m wide landscape strip with tree planting of 1 per 10m of road frontage combined with 1 tree per 5 carparks. The indicative building footprint shown on the proposed ODP for the intended trade retail / trade supply activity is setback approximately 20m from the road boundary at its closest point. Given the level of landscape treatment stipulated by the proposed LFRZ provisions, combined with the building setback and the intervening road corridor, I consider any magnitude of change to be Low, Low-Moderate at most from viewpoints on the opposite side of Lincoln Rolleston Road.

In terms of visual dominance and potential shading effects, the proposed building setback of 10m (LFRZ-REQ4) will mitigate any potential effects from the change of the maximum height limit from 11m (MRZ) to 15m (LFRZ), when also accounting for the MRZ Height in Relation to Boundary (HIRB – MRZ-REQ5) D requirements. The LFRZ has a more restrictive HIRB (2.5m +45degrees) requirement when adjoining a residential zone than if the Site were to remain zoned MRZ. If the Site were to remain MRZ, the HIRB requirements applied to the shared eastern boundary would require any dwellings taller than 4m to start angling back from the boundary at an angle of 60 degrees. This results in the 11m maximum height being reached at just over 4m from the site boundary, which is closer than any LFRZ building proposed (minimum 10m setback and a more restrictive HIRB requirement).

Any potential effects are further mitigated by the proposed 10m wide biodiversity planting strip along the eastern boundary, which the PnS consent requires be maintained at a maximum height of 8m. The landscape and building setback mitigation measures proposed are suitable to address any adverse effects on future neighbouring residential properties to the north/northeast. It is anticipated that any future development of the Site, given a change in zoning, will reflect the consented bulk and location of structures on the PnS portion of the Site. The proposed biodiversity strip planting along the Site's eastern boundary with the adjoining undeveloped MRZ will help to maintain the existing character and will assist in screening the LFRZ-enabled development from future dwellings.

Overall, I consider that the proposed provisions and ODP will ensure that any LFRZ development, being the consented supermarket and a trade-retail supplier, on the Site will be compatible with the surrounding MRZ zones from an amenity and urban character perspective.

4. MITIGATION MEASURES

The following mitigation measures are suggested to either avoid, remedy, or mitigate any potential effects on Urban Design and/or Visual Amenity from the proposed Plan Change:

MM1	A 10m wide landscape treatment is proposed along the shared boundary with the adjoining MRZ property. The treatment is adopted from the PNS consented landscape treatment.
MM2	A 5m wide (minimum) landscape treatment is proposed along the Lincoln-Rolleston Road frontage.
MM3	A 3m wide (minimum) landscape treatment is proposed along the Levi Road frontage.

5. CONCLUSIONS

The proposed ODP and amendments to the LFRZ provisions provide a well-considered approach for rezoning the site to LRFZ from MRZ and mitigating any potential adverse effects from being adjacent to future residential development. The anticipated receiving environment is urban, recognised by Rolleston's Township Boundary, MRZ to the northeast, the consented PnS development and the underlying MRZ of the Site. I consider the proposed rezoning to LFRZ from MRZ to be an appropriate change for a site on a busy intersection with acceptable effects on the area's anticipated receiving environment and Rolleston's wider urban form. The proposal is relatively close to existing town centre and will complement its future growth and development. The nature of the limited range of LFRZ activities that will be enabled on the Site, being more retail than industrial in character, are compatible with residential and commercial (town centre) uses.

The degree of change for existing and future residential properties in visual amenity terms is considered to be Low, Low to Moderate, at most with the proposed urban design and landscape mitigation measures and planning provisions addressing any concerns.

Addendum in Response to RFI Queries



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.

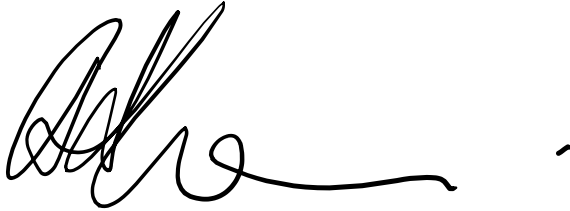
The landscape buffer strip and adjacent servicing / loading space is private and its design will discourage the community from entering the space or from having a feeling of ownership over the area.

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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VP4 - VIEW NORTH FROM 317 LINCOLN ROLLESTON ROAD	11-12



LEGEND

VIEWPOINT LOCATIONS

- 1 VP1 - View South from 152 Levi Road
- 2 VP1 - View West from 61 Masfield Drive
- 3 VP3 - View North from 332 Lincoln Rolleston Road
- 4 VP4 - View North from 317 Lincoln Rolleston Road

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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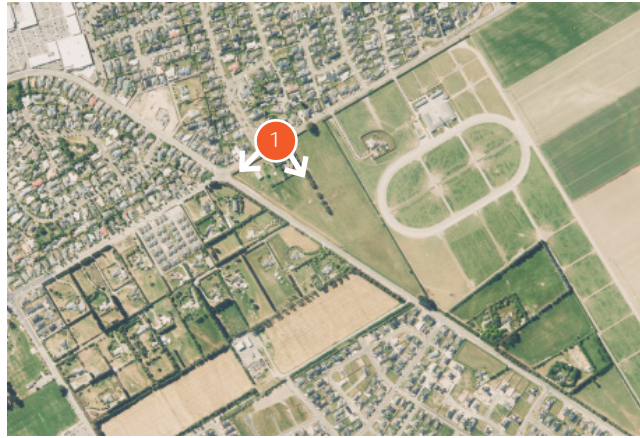
project no / drawing no: 2024_045A / 003

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

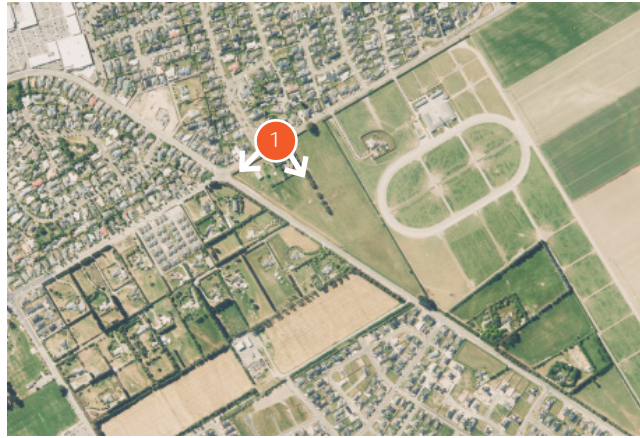


URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

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



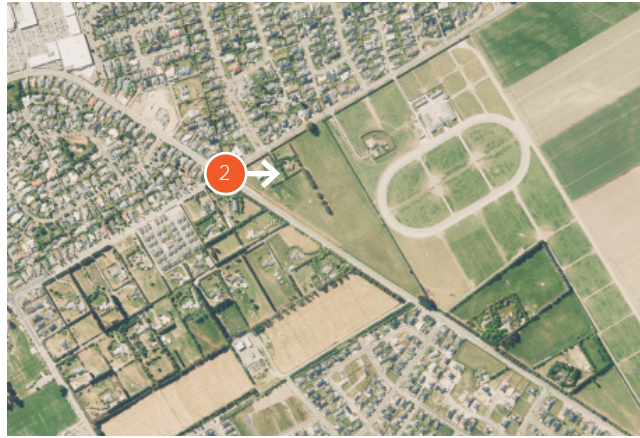
PROPOSAL SITE

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



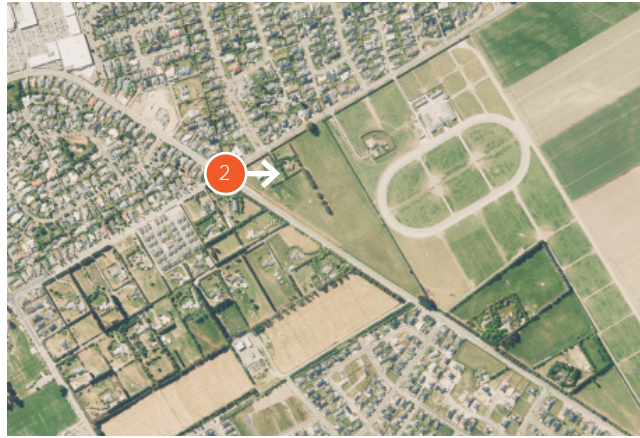
PROPOSAL SITE

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



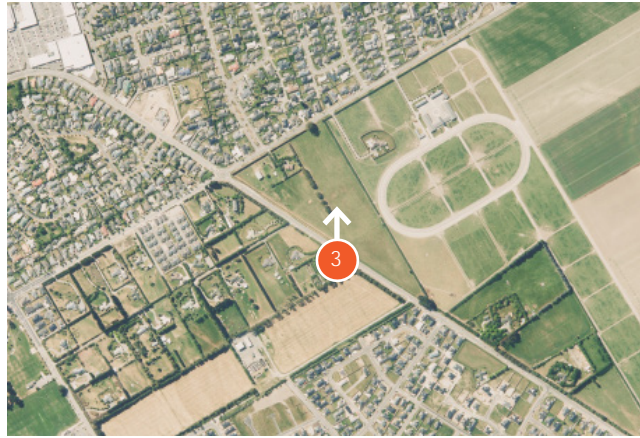
PROPOSAL SITE

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

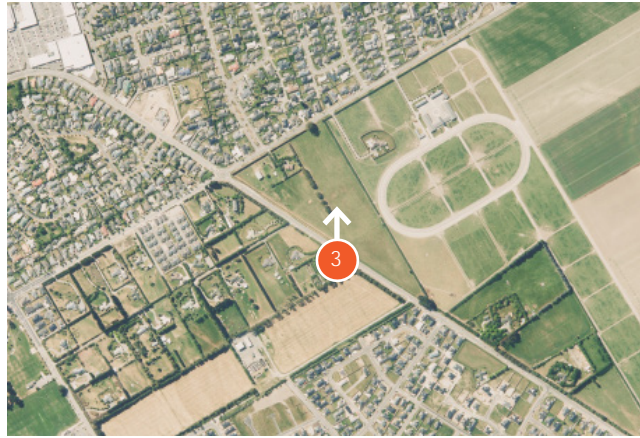


URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

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

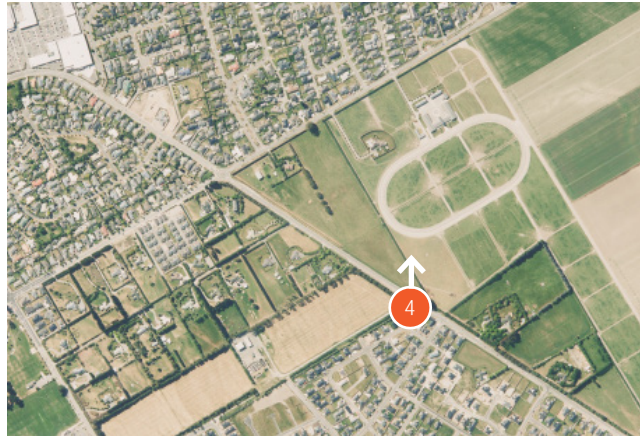


URBAN DESIGN AND VISUAL IMPACT ASSESSMENT FIGURES

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

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

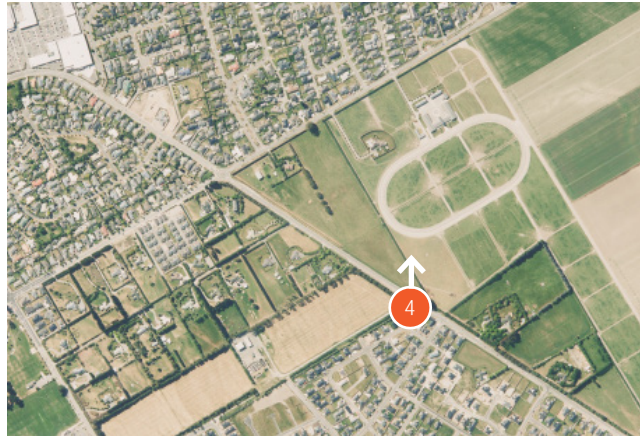
Image captured on Sony A6000
Focal length of 50mm
Date: 30 January 2024 at 3:04pm
Height of 1.60 metres
Photos merged in Photoshop CS to create panorama



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