

Before the Independent Commissioner
Appointed by the Selwyn District Council

Under the Resource Management Act 1991

In the matter of a hearing on submissions to the Partially Operative Selwyn
District Plan Variation 2: Levi Road rezoning

Foodstuffs (South Island) Properties Limited

Summary Statement of David John Compton-Moen

24 March 2025

Applicant's solicitors:

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Introduction

- 1 My full name is David John Compton-Moen.
- 2 My qualifications, experience and role on this Plan Change are outlined in by EIC.
- 3 While this is not a hearing before the Environment Court, I confirm I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023 and I have complied with it when preparing my evidence. Other than when I state I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.
- 4 As set out in my Urban Design and Visual Impact Assessment:
 - (a) 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;
 - (b) At a sub-regional level, the Site 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. The Site's position on the major southern route into the town will appropriately emphasise this approach;
 - (c) 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 LFRZ will deliver these outcomes with quality landscaped edges.
- 5 In assessing the appropriateness of a LFRZ on this site in terms of Urban Design matters and matters raised by submitters and the Section 42a Report, I considered that the following issues were of importance:
 - (a) Character change from MRZ to LFRZ and Visual Amenity Effects
 - (b) Visual Dominance and Shading Effects
 - (c) Connectivity and Accessibility.
 - (d) Crime Prevention Through Environmental Design (CPTED)
- 6 A series of illustrations have been prepared which I will talk to as I read through my summary.
- 7 As shown in Figure 2023_045A/002 the rezoning sits well in the receiving environment with the Plan Change resulting in a low magnitude of change when

compared to the MRZ which includes the consented PAK'nSAVE development and a suite of landscape consent conditions.

- 8 I consider that the proposed provisions outlined in Mr Allan's planning evidence and Landscape Controls outlined in Mr Milne's evidence, ensure that any LFRZ development, including the PAK'nSAVE and trade-retail, on the site will be compatible with the surrounding MRZ zones from an amenity and urban character perspective. The additional Matter of Control for building design is not necessary but I accept that it will provide greater guidance for future decision makers. The 20m building setback is not necessary given the prescriptive requirements for layout and landscaping. The Applicant is comfortable to accept this rule as a consent trigger for detailed assessment at resource consent stage where consideration should be given to the wedge shape of the Site and recognise that only a small breach of this proposed setback will occur, and is subject to detailed landscape design on the boundary.
- 9 The provisions will also ensure any potential visual and shading effects can be managed to an acceptable level.
- 10 The site is highly connected to the existing road network, being on the corner of two arterial roads. Internal pedestrian accessibility has been incorporated into the design to ensure the proposed surface carpark does not create a barrier to pedestrian movement. While the proposal will create an impermeable boundary along its eastern side for a distance of just over 500m I do not consider this to have adverse effect on future pedestrian connectivity to the east. Future pedestrians will have the option of travelling north to Levi Road or south to the future road connection at the southern end of the site. The proposal does not create any discernible increase in walking distances to key destinations including the High School, Foster Park or the Town Centre and I am in agreement with the evidence of Mr Metherell, Transport.
- 11 CPTED principles are already incorporated into CMUZ_MAT3 and are not needed to be incorporated into the ODP narrative. There will be no public access into this area and it will be fenced to prevent access by the public.
- 12 I consider the proposed rezoning to LFRZ from MRZ to be an appropriate change for a site on a busy intersection with no unacceptable effects on the area's anticipated receiving environment or Rolleston's wider urban form or character. The nature of the proposed activities, being more retail than industrial in character, are well-suited for being close to residential and commercial (town centre) uses.

David Compton-Moen