

Rolleston PAK'nSAVE Supermarket Development

Resource Consent Application
and Assessment of
Environmental Effects

**Foodstuffs (South Island)
Properties Limited**

Reference: 229723

Revision: 1

2021-12-17

Document control record

Document prepared by:

Aurecon New Zealand Limited

Level 2, Iwikau Building
93 Cambridge Terrace
Christchurch 8013
New Zealand

T +64 3 366 0821

F +64 3 379 6955

E christchurch@aurecongroup.com

W aurecongroup.com

A person using Aurecon documents or data accepts the risk of:

- a) Using the documents or data in electronic form without requesting and checking them for accuracy against the original hard copy version.
- b) Using the documents or data for any purpose not agreed to in writing by Aurecon.

Document control							aurecon
Report title		Resource Consent Application and Assessment of Environmental Effects					
Document code		229723	Project number		229723		
File path		https://aurecongroup.sharepoint.com/sites/P229723/7 Deliver Service/Environment and Planning/Rolleston PAKnSAVE Resource Consent/Outgoing/RC Rolleston PAK'nSAVE - Final for Lodgement.docx					
Client		Foodstuffs (South Island) Properties Limited					
Client contact		Rebecca Parrish	Client reference				
Rev	Date	Revision details/status	Author	Reviewer	Verifier (if required)	Approver	
0	2021-12-15	Draft for client review	K. Clement	M. Allan		M. Allan	
1	2021-12-17	Final for lodgement	K. Clement	M. Allan		M. Allan	
Current revision		1					

Approval			
Author signature		Approver signature	
Name	Kirsty Clement	Name	Mark Allan
Title	Senior Consultant, Environment and Planning	Title	Principal, Environment and Planning

APPLICATION FOR RESOURCE CONSENT

SECTION 88, RESOURCE MANAGEMENT ACT 1991

TO: Selwyn District Council
PO Box 90
ROLLESTON 7643

WE: **Foodstuffs (South Island) Properties Limited** apply for all land use consents necessary to:

- Establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping at 157 Levi Road, Rolleston, as further described in Section 4 of this application and as illustrated in the Architectural Drawings, Renders and Design Statement attached at **Appendix A**.
- Undertake soil disturbance under the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES_{Soil}), as identified in Section 9 of this application.

OWNER AND OCCUPIER:

- Foodstuffs (South Island) Properties Limited

LOCATION:

- 157 Levi Road, Rolleston

LEGAL DESCRIPTION:

- Rural Section 7556 contained within Record of Title CB18F/727

ADDITIONAL RESOURCE CONSENTS REQUIRED:

- Resource consent is concurrently being sought from Environment Canterbury (**ECan**) to discharge stormwater (construction and developed).

FOURTH SCHEDULE:

We enclose, in accordance with the Fourth Schedule of the Resource Management Act 1991, an assessment of environmental effects in the detail that corresponds with the scale and significance of the effects that the Proposal may have on the environment.

ADDITIONAL INFORMATION:

We enclose any information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act:

- See appendices



(Signature of applicant or person authorised to sign on behalf of applicant).

Dated at Christchurch this 17th day of December 2021.

ADDRESS FOR SERVICE	ADDRESS FOR INVOICING
Aurecon New Zealand Limited PO Box 1061 CHRISTCHURCH 8011 Attention: Kirsty Clement Phone: +64 3 372 7600 Email: kirsty.clement@aurecongroup.com	Foodstuffs (South Island) Properties Limited 167 Main North Road CHRISTCHURCH 8140 Attn: Rebecca Parish Phone: +64 3 353 8915 Email: rebecca.parish@foodstuffs-si.co.nz

Contents

1	Introduction.....	1
2	Background.....	2
2.1	History of Foodstuffs in the Selwyn District.....	2
2.2	Supermarket Demand in the Selwyn District.....	2
2.2.1	Population Growth.....	2
2.2.2	District Demography and Recent Growth in District Retail Spending.....	3
2.2.3	Current and Future Food Retail Demand.....	3
2.3	Supermarkets as an Essential Service.....	4
3	Site and Surrounds	6
3.1	Site Description.....	6
3.2	Surrounding Environment	9
3.3	Geology and Hydrogeology.....	9
3.4	Site Contamination.....	10
3.5	Transport Environment.....	11
3.6	Cultural Environment.....	11
4	Proposal.....	12
4.1	Demolition	12
4.2	Built Form and Land Use	12
4.3	Transport.....	12
4.3.1	Vehicle Access	12
4.3.2	Vehicle Movements	13
4.3.3	Pedestrian Movements.....	14
4.3.4	Parking	14
4.4	Hours of Operation.....	14
4.5	Signage.....	15
4.6	Earthworks	15
4.7	Landscaping.....	16
4.8	Stormwater Management.....	16
4.9	Proposed Conditions of Consent	16
4.10	Regional Consenting Requirements	16
5	District Plan Assessment.....	17
5.1	Operative Selwyn District Plan.....	17
5.1.1	Relevant Definitions.....	18
5.1.2	Relevant Provisions of the Operative Selwyn District Plan	19
5.1.3	Rule Summary.....	23
5.1.4	Private Plan Change 71 – 139 Levi Road.....	24
5.2	Proposed Selwyn District Plan	24
5.2.1	Relevant Provisions of the Proposed Selwyn District Plan	27
6	Rolleston Structure Plan.....	28
7	Assessment of Environmental Effects	30
7.1	Positive Effects	30
7.2	Construction Effects.....	31
7.2.1	Earthworks.....	31
7.2.2	Flooding Hazards	32
7.2.3	Site Contamination	33
7.2.4	Construction Traffic Effects.....	33
7.2.5	Construction Site Access.....	34
7.2.6	Visual Impact and Amenity Values	34
7.2.7	Archaeological Values	34

7.2.8	Construction Noise Effects	34
7.2.9	Health and Safety	34
7.2.10	Hazardous Substances	34
7.2.11	Monitoring	34
7.3	Operational Effects	35
7.3.1	Noise Effects	35
7.3.2	Transportation Effects	36
7.3.3	Economic Effects	40
7.3.4	Residential Character and Amenity	41
7.4	Summary	48
8	Objective and Policy Assessment	49
8.1	Section 104	49
8.2	Urban Growth Agenda	49
8.3	National Policy Statement on Urban Development	49
8.4	Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill	51
8.5	Recovery Strategy for Greater Christchurch	52
8.6	Land Use Recovery Plan	52
8.7	Canterbury Regional Policy Statement	53
8.7.1	Land-Use and Infrastructure	53
8.7.2	Recovery and Rebuilding of Greater Christchurch	55
8.7.3	Contaminated Land	59
8.7.4	Summary	60
8.8	Operative Selwyn District Plan	60
8.8.1	Growth of Townships	60
8.8.2	Health, Safety and Values	63
8.8.3	Physical Resources	72
8.8.4	Natural Resources	74
8.8.5	Summary	75
8.9	Proposed Selwyn District Plan	76
8.9.1	Strategic Directions	76
8.9.2	Urban Growth	78
8.9.3	Transport	81
8.9.4	Residential Zones	83
8.9.5	Summary	85
9	Resource Management Regulations 2011	87
9.1	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011	87
10	Resource Management Act 1991	88
10.1	Part 2 – Purpose and Principles	88
10.2	Section 95 – Notification Assessment	90
10.2.1	Public Notification	90
10.3	Section 104 – Consideration of Applications	90
11	Conclusion	91

Appendices

Appendix A

Architectural Drawings, Renders and Design Statement

Appendix B

Record of Title

Appendix C

Geotechnical Desktop Assessment

Appendix D

Preliminary Site Investigation (PSI)

Appendix E

Integrated Transport Assessment

Appendix F

Landscape Plan and Assessment

Appendix G

Civil Design Advice Memorandum and Erosion and Sediment Control Plan

Appendix H

Operative Selwyn District Plan Compliance Assessment

Appendix I

Economic Assessment

Appendix J

Acoustic Assessment

Appendix K

Urban Design Assessment

Appendix L

Regional Consenting Requirements Memorandum

Figures

Figure 1 | Selwyn District's latest Official Population Projections vs Official Population Estimates

Figure 2 | View from Levi Road, looking south-west towards the main Site entrance

Figure 3 | View from Levi Road. Opposite the main Site entrance, looking south-west towards the Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road roundabout

Figure 4 | View from the intersection of Levi Road and Beaumont Drive, looking north-east along the Site's northern road frontage

Figure 5 | Excerpt from the Operative Selwyn District Plan Online Planning Maps

Figure 6 | Excerpt from the Rolleston Outline Development Plan Area 4

Figure 7 | Excerpt from Proposed Selwyn District Plan Online Planning Maps

Figure 8 | Excerpt from the Rolleston 1 Development Area

Figure 9 | Extract of the Urban Growth Overlay contained in the Proposed Selwyn District Plan

Tables

Table 1 | Site details

Table 2 | Details of delivery operations for a typical day outside of supermarket opening hours

Table 3 | Summary of Compliance with the relevant provisions of the operative Selwyn District Plan

Table 4 | Relevant objectives and policies contained within Chapter 5: Land Use and Infrastructure of the Canterbury Regional Policy Statement

Table 5 | Relevant objectives and policies contained within Chapter 6: Recovery and Rebuilding of Greater Christchurch of the Canterbury Regional Policy Statement

Table 6 | Relevant objectives and policies contained within Chapter 17: Contaminated Land of the Canterbury Regional Policy Statement

Table 7 | Relevant objectives and policies relating to residential and business development contained within Part B, B4 Growth of Townships of the Operative Selwyn District Plan

Table 8 | Relevant objectives and policies relating to the quality of the environment contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 9 | Relevant transport network objectives and policies relating to zones contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 10 | Relevant objectives and policies contained relating to noise within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 11 | Relevant objectives and policies relating to glare contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 12 | Relevant objectives and policies relating to dust contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 13 | Relevant objectives and policies relating to hours of operation contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 14 | Relevant objectives and policies relating to traffic contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 15 | Relevant objectives and policies relating to outdoor storage contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 16 | Relevant objectives and policies relating to outdoor signs and noticeboards contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 17 | Relevant objectives and policies relating to building design contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 18 | Relevant objectives and policies relating to landscaping and amenity plantings contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Table 19 | Relevant transport network objectives and policies relating to the transport network contained within Part B, B2 Physical Resources of the Operative Selwyn District Plan

Table 20 | Relevant transport network objectives and policies relating to waste disposal contained within Part B, B2 Physical Resources of the Operative Selwyn District Plan

Table 21 | Relevant objectives and policies relating to land and soil contained within Part B, B1 Natural Resources of the Operative Selwyn District Plan

Table 22 | Relevant objectives and policies relating to water contained within Part B, B1 Natural Resources of the Operative Selwyn District Plan

Table 23 | Relevant strategic directions relating to district identity within Part 2 – District Wide Matters of the Proposed Selwyn District Plan

- Table 24 | Relevant strategic directions relating to urban form and development contained within Part 2 – District Wide Matters of the Proposed Selwyn District Plan
- Table 25 | Relevant objectives and policies relating to urban growth contained within Part 2 – District Wide Matters of the Proposed Selwyn District Plan
- Table 26 | Relevant objectives and policies relating to transport contained within Part 2 – District Wide Matters of the Proposed Selwyn District Plan
- Table 27 | Relevant objectives and policies relating to residential zones contained within Part 3 – Area Specific Matters of the Proposed Selwyn District Plan

1 Introduction

This report has been prepared to accompany an application by Foodstuffs (South Island) Properties Limited (**Foodstuffs**) to establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping (**the Proposal**) at 157 Levi Road, Rolleston (**the Site**).

The application has been prepared in accordance with the requirements of Section 88 and the Fourth Schedule of the Resource Management Act 1991 (**RMA**). This report is intended to provide the information necessary for a full understanding of the Proposal and any actual or potential effects the Proposal may have on the environment.

This report includes:

- A description of the Site and surrounding environment;
- A description of the proposed supermarket activity at the location;
- An analysis of the provisions of the operative Selwyn District Plan (**SDP**) that are relevant to the application;
- An assessment against the relevant Resource Management Regulations;
- An assessment of actual or potential environmental effects; and
- An assessment against the relevant objectives and policies of the National Policy Statement on Urban Development (**NPS-UD**), Recovery Strategy for Greater Christchurch (**Recovery Strategy**), Land Use Recovery Plan (**LURP**), Canterbury Regional Policy Statement (**CRPS**), SDP and proposed Selwyn District Plan (**pSDP**).

Overall, land use consent is sought for a **Discretionary Activity** under the SDP.

Land use consent is also sought for a **Discretionary Activity** under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (**NES_{soil}**), as identified within Section 9 of this application.

The following appendices are attached in support of, and form part of, the application:

- Architectural Drawings, Renders and Design Statement (**Appendix A**);
- Record of Title (**Appendix B**);
- Geotechnical Desktop Assessment (**Appendix C**);
- Preliminary Site Investigation (PSI) (**Appendix D**);
- Integrated Transport Assessment (ITA) (**Appendix E**);
- Landscape Plan and Assessment (**Appendix F**);
- Civil Design Advice Memo and Erosion and Sediment Control Plan (**ESCP**) (**Appendix G**);
- SDP compliance assessment (**Appendix H**);
- Economic Assessment (**Appendix I**);
- Acoustic Assessment (**Appendix J**);
- Urban Design Assessment (**Appendix K**); and
- Regional consenting requirements memorandum (**Appendix L**).

2 Background

2.1 History of Foodstuffs in the Selwyn District

Foodstuffs has been a longstanding supermarket operator in the Selwyn District. They currently operate New World supermarkets in Rolleston and Lincoln, and Four Square supermarkets in Darfield and West Melton. These supermarkets are conveniently located in relation to Foodstuffs' South Island Distribution Centre based in Hornby, just 12km northeast of Rolleston via State Highway 1 (SH1).

Foodstuffs has been analysing the grocery market in the Selwyn catchment since it first built New World Rolleston 21 years ago based on a variety of factors, including customer spend, household income, transportation changes, supermarket catchment size, and future growth and development patterns (including in overlapping catchments and adjacent areas, such as Hornby and Ashburton). They have identified that there is a real demand to establish additional supermarket offerings both now and in the future, particularly in Rolleston. Foodstuffs is acutely aware that the Selwyn District is not served with a food warehouse for district and regional grocery needs.

Foodstuffs hold resource consent RC185461 (granted by SDC in January 2019) authorising the establishment and operation of a PAK'nSAVE supermarket at 84-92 Rolleston Drive (within the Rolleston Town Centre), which would replace the existing New World Rolleston.

2.2 Supermarket Demand in the Selwyn District

An Economic Assessment has been prepared by Insight Economics (**Appendix I**), the key findings of which are summarised below.

2.2.1 Population Growth

The Selwyn District is one of fastest growing districts in New Zealand. Over the last 10 years its population grew by 5.4% per annum, which is nearly 3.5 times the national average growth rate of 1.6% per annum. According to official projections, this rapid growth will continue, with Statistics New Zealand's latest projections picking the District to have the fastest population growth rate of all territorial authorities to 2048 under its low, medium, and high scenarios. The latest population estimates to June 2021 shows the District is on track to exceed even Statistics New Zealand's latest high population growth scenario, as illustrated in **Figure 1**, which overlays the latest population projections (to 2048) with official population estimates to 31 June 2021.

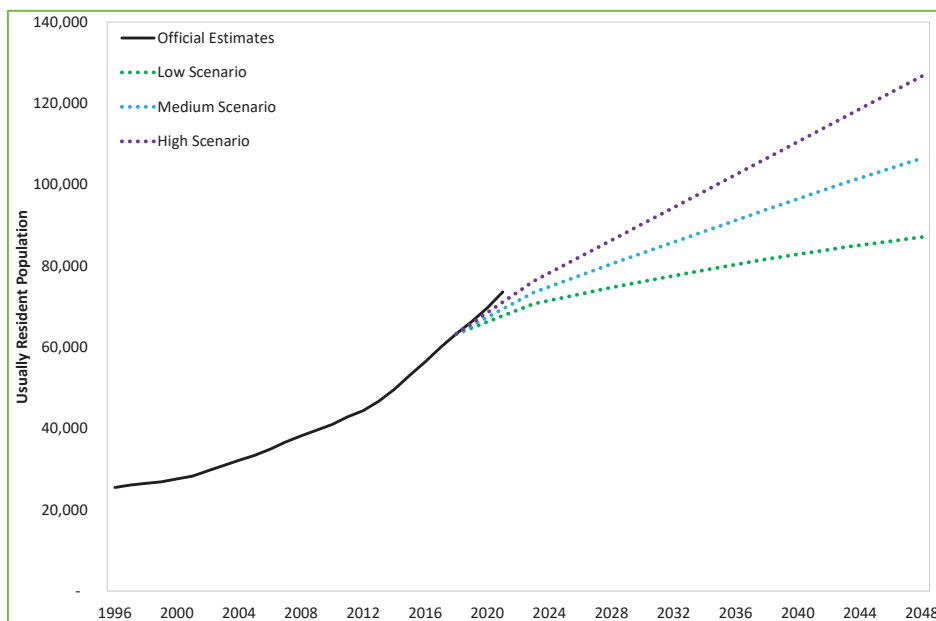


Figure 1 | Selwyn District's latest Official Population Projections vs Official Population Estimates

2.2.2 District Demography and Recent Growth in District Retail Spending


Residents in the Selwyn District have different demographics to the rest of the Canterbury Region. Compared to the regional average, the District's residents:

- Live in larger households (average of 2.94 vs 2.66);
- Are more likely to be partnered (72% vs 62%);
- Are more likely to be in the labour force (75% vs 66%);
- Are more likely to work as managers (23% vs 18%);
- Are more likely to own their homes (80% vs 68%); and
- Have much higher median household incomes (\$103,000 vs \$75,000).

The combination of larger household sizes and higher household incomes identified above means that residents in the District have relatively high spending power. In addition, the District's high population growth has caused significant uplifts in district retail sales. Spending in the District increased by more than 10% per annum between 2015 and 2019, compared to a regional average of only 3.6%.

2.2.3 Current and Future Food Retail Demand

Using their Integrated Retail Model for the Canterbury Region to estimate current and future food retail demand originating in the Selwyn District, Economic Insights has found district food retail demand up to 2043 can support an additional 26,000m² of food retail GFA under the medium scenario, and 36,500m² under the high scenario (just over 31,000m²). These are significant projected increases that equate to approximately eight additional supermarkets under the medium scenario, ten additional supermarkets under the high scenario, and around nine additional supermarkets under the average scenario. Insight Economics noted that the assumed sales rate of \$10,000 per square metre is a national average, which is skewed towards the higher sales performance of supermarkets in major cities. Accordingly, this figure may overstate the sustainable sales rates applying to supermarkets in smaller areas, such as the Selwyn District, where rents are significantly cheaper



and lower sales rates can be sustained while remaining economically viable. If this is the case, the number of additional supermarkets that can be supported by projected demand growth will exceed our estimated range of eight to ten over the next 25 years.

2.3 Supermarkets as an Essential Service

Following the 2010 and 2011 Canterbury earthquakes, and the magnitude 7.8 Kaikoura earthquake, Foodstuffs have been pursuing a more resilient business strategy. More recently, the importance of this strategy has been emphasised further with the national State of Emergency declared for the COVID-19 virus. Foodstuffs' strategy recognises the critical role that food distribution stores have in a civil defence emergency and disaster recovery phase for communities. The business strategy seeks to ensure all stores, especially those newly built, are designed and constructed and operated with resilience at the forefront.


Catastrophic events affecting urban areas involve complex collections of socio-technical systems, including demand and supply networks. Any extreme, extended, and wide-area disruption of key supply chains poses an acute threat to dense populations. In effect, supply chain disruption can determine whether an event is "catastrophic" or not. Where supply chains persist, catastrophic consequence is unlikely. Where supply chains experience sustained failure, catastrophe is difficult to avoid. Strategies for mitigation, response, and recovery need to reflect supply chain dependencies, interdependencies, vulnerabilities, and potential opportunities for resilience. In catastrophic contexts, there is an urgent need for the operational recovery of supply chains – quick recovery and agile redirection of supply chains is needed, and this is especially true for food supplies.

The COVID-19 pandemic has drawn attention to the resilience of food production and supply, and the essential service provided by supermarkets. The global pandemic has not affected food production, and the confident message from the New Zealand Government and retailers is that food supplies are not at risk. Yet, this reassurance did not prevent panic buying initially, with consumers uncertain about Government action to stop the virus from spreading. Fears of shortages of food and sanitary products led to some bulk purchase behaviour from consumers across New Zealand (and more prevalent overseas), leaving behind empty shelves to the detriment of elderly and less mobile consumers.

Efforts by Foodstuffs to prevent panic buying and ensure essential supplies to the largest possible number of consumers have been significant. Their stores and logistical operations are an essential component of food value chains, and their market power has proved critical throughout the COVID-19 response. Access to infrastructure and logistics and the ability to bear higher supply costs has allowed Foodstuffs to maintain food supply during the crisis.

Two economic scenarios are most likely as a result of COVID-19: a delayed recovery or a prolonged contraction. Regardless of which scenario plays out, Foodstuffs recognises its importance within the community, and is thinking ahead and prepared to act quickly. Their response has been, and will continue to be, focused on protecting their employees and customers, and serving as a reliable source of food and essential items for the community:

- **Workplace and store safety:** creating an environment that fosters social distancing; stepping-up frontline hygiene; limiting human contact as much as possible; using as much technology as possible; encouraging self-checkout; minimising cash payments; stocking shelves outside store hours; contactless pick-ups/deliveries; proactively creating backup plans for the most crucial staff, working in A/B teams, and moving quickly to hire additional flexible capacity.
- **Securing business continuity:** despite the challenges, Foodstuffs' stores and distribution centres have stayed open, employees have continued to work, and customers have continued to be served. Foodstuffs is taking the time to listen to customers' most acute needs, and using those insights to both implement solutions and define new ways to serve customers for the short and medium-terms. They have worked with local governments, suppliers, employees, and service providers to develop a set of



minimum norms for operating during the crisis. As an “essential business,” Foodstuffs’ actions and continued adaptiveness is vital to the community.

- **Granular view of local reality:** the pace of recovery from COVID-19, and consequently the patterns in consumer demand, require that Foodstuffs stay abreast of what is happening at a detailed, local level to allow them to act appropriately and act fast. As the backbone of the food supply chain, it is essential that supermarkets identify and respond to changing needs and habits of the communities they serve.
- **Tech enabled and future proof:** COVID-19 has accelerated many societal trends that were already under way, including remote working, online shopping, tech-enabled retail, and localised supply chains. Even while addressing today’s short-term challenges, Foodstuffs continues to review its business model to become more efficient and, therefore, less exposed to shocks (e.g. data analysis to inform store format and operational efficiencies, technological advances in warehousing and transportation, and securing a diversified supplier mix).
- **Distribution and retail location:** while predicting catastrophic events is practically impossible, the siting and construction of Foodstuffs’ distribution and retail network places significant importance on resilience in the wake of extreme events. This is as applicable to natural disasters (e.g. earthquakes, liquefaction, flooding) as it is to the nature of the current crisis. Given the potential disruption of transportation networks by an extreme event, accessibility to and from a distribution centre is essential to securing food supply for the consumer population. Structures, operational facilities, internal communications, racks, and related infrastructure must be sufficiently robust and secure that operations continue with reasonable safety and efficiency. Where roads are impassable, proximity of a distribution centre to stores is critical.

Foodstuffs have proven their ability to handle the COVID-19 crisis and see themselves as leaders in the food industry and crucial to the health and wellbeing of the population, both today and in the future. As an essential business, Foodstuffs continue to navigate this current crisis, as well as build and strengthen their business resilience for the longer term.

Supermarkets are essential services, and have particular operational and functional needs, as well as locational constraints which can be dictated by market and catchment demands. Appropriate locations can therefore be difficult to find, as evident by Foodstuffs investigating suitable sites and locations for a large-format food warehouse in Selwyn for the last 12 years. Strict criteria must be met for a site or location to be considered suitable for a supermarket operation, including ease of access, shape, size and topography, and visibility from the street. A large-format supermarket requires a site size of approximately 2ha, which is difficult to find when it must also meet various other site and location criteria.

3 Site and Surrounds

An aerial image of the Site and relevant legal identification details are provided in **Table 1** below.

Table 1 | Site details

Address		
157 Levi Road, Rolleston		
<p style="text-align: center;">Aerial View of Site (Source: Canterbury Maps)</p> 		
Legal Description	Record of Title (Appendix B)	Allotment Area
Rural Section 7556	CB18F/727	7.1831ha
Owner	Foodstuffs (South Island) Properties Limited	

3.1 Site Description

The Site is situated at the corner of Levi Road, Lincoln Rolleston Road, Masfield Drive and Lowes Road in Rolleston. It comprises of a single triangular-shaped greenfield allotment, with a total area of approximately 7.1831ha. The proposal will occupy approximately 4.14ha of the northern portion of the Site. The Site is owned by Foodstuffs. Refer to **Figure 2** to **Figure 4** for photographs of the Site.

The topography of the Site is generally flat, with a slight natural fall of approximately 2m from north-east to south-west. It comprises of mostly rural pastureland, with a residential dwelling and several accessory buildings (sheds) situated in the northern portion of the Site. Existing vegetation primarily includes shelterbelts along all boundaries and some internal hedging and tree groupings. The boundaries of the Site are primarily defined by post-and-wire fencing and shelterbelts up to 5-6m in height along the north-west and south-west boundaries. The Site's eastern boundary is void of vegetation. Internal to the Site's shelterbelts, and mostly concealed from the adjacent arterial roads, are open pastoral paddocks that have been used for stock grazing and hay bailing. A row of mature gum trees is contained within the Site.

The Site has approximately 268m of legal frontage to Levi Road, and approximately 604m of legal frontage to Lincoln Rolleston Road. It currently has vehicle access to Levi Road and Lincoln Rolleston Road via farm gates.



Figure 2 | View from Levi Road, looking south-west towards the main Site entrance



Figure 3 | View from Levi Road. Opposite the main Site entrance, looking south-west towards the Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road roundabout



Figure 4 | View from the intersection of Levi Road and Beaumont Drive, looking north-east along the Site's northern road frontage¹

¹ The existing gum tree has been removed.

3.2 Surrounding Environment

The surrounding area comprises of residential, rural, rural lifestyle and commercial land use activities.

Residential activities are established directly north of the Site on the northern side of Levi Road and Lowes Road. Lifestyle activities are located directly west of the Site on the western side of Lincoln Rolleston Road. The Falcon's Landing residential development is currently being established to the south of the Site on the western side of Lincoln Rolleston Road, which will comprise of low-density residential activities once completed. The built form of these surrounding residential activities is predominantly residential low-rise and low-density topologies within a variety of residential area types, including Living 1 and 1B and new urban growth areas (Living Z).

Rural and rural lifestyle activities adjoin the Site to the east on the southern side of Levi Road and eastern side of Lincoln Rolleston Road. The neighbouring rural property to the east at 139 Levi Road (Lot 2 DP 322710) contains a residential dwelling, horse stables, and a harness racing track. A hedge approximately 4m high runs along the length of this property's shared boundary with the Site.

The Rolleston Town Centre is located approximately 500m north-west of the Site on Masfield Drive and comprises of commercial and community activities typical of a town centre, including large format retailing (e.g. The Warehouse, New World Rolleston, Countdown, Noel Leeming), finer-grain retailing, health facilities, library and Selwyn District Council offices. The Town Centre is classified as a Key Activity Centre (**KAC**) under the CRPS.

Foodstuffs hold a land use consent (RC185461, granted January 2019) to establish and operate a PAK'nSAVE supermarket with associated car parking and landscaping at 84-92 Rolleston Drive (within the Town Centre), to replace the existing New World. RC185461 has not been implemented but forms part of the existing environment as an authorised activity. RC185461 authorises a building footprint of approximately 5,645m², a maximum height of approximately 10.5m, and a building set back of approximately 1m from the Rolleston Drive boundary. Should consent be granted for the Proposal on the Site, Foodstuffs would surrender RC185461 and retain New World Rolleston.

Rolleston College and the Selwyn Aquatic Centre are located approximately 885m south-west of the Site.

The Site is located approximately 14km south-west of Hornby and 22km south-west of Christchurch, 12km north-west of Lincoln, 13km west of Prebbleton, 11km south of West Melton, and 30km south-east of Darfield.

3.3 Geology and Hydrogeology

A Geotechnical Desktop Assessment has been undertaken by Aurecon New Zealand Limited (**Aurecon**) and is attached at **Appendix C**.

Based on the regional geology as described by Forsyth, Barrell and Jongens (2008), the Site is underlain by "grey river alluvium beneath plains or low-level terraces".

The Site has experienced significant seismic shaking during the Canterbury Earthquake Sequence (**CES**) from 2010 to 2012. The Rolleston area experienced shaking of approximately 0.34g during the September 2010 earthquake. It was not mapped for earthquake induced ground damage following the CES, however based on Aurecon's review of the available aerial imagery, there is no evidence of liquefaction induced ground damage, such as ejecta or sand boils at the Site or any of the surrounding area.

A review of the available geotechnical investigations on the New Zealand Geotechnical Database (**NZGD**) indicated the nearest investigations are 400m north-west of the Site and typically comprise shallow handheld testing. Investigations north of the Site indicate the thickness of the interbedded silt/sand crust can exceed 2m before encountering gravels.

The Environment Canterbury (**ECan**) GIS viewer groundwater modelling at the Site indicates:

- Piezometric contours of the groundwater surface at 30mRL. With ground level at 45mRL, this corresponds to a depth of 15m below ground level; and.
- Depth to groundwater contours indicate groundwater depth at 15m below ground level.

These depths are approximate only and likely accurate to +/-2m.

Based on Aurecon's review of the available geotechnical investigations, it is concluded the ground conditions at the Site are likely to comprise surficial topsoil overlying a crust of interbedded silts and sands. These surficial layers are likely to be underlain by gravelly soils to significant depths in the order of hundreds of metres. Whilst accurate groundwater information is not available, based on Aurecon's understanding of the wider area, it is considered the depth to groundwater is likely to exceed 10m below ground level.

3.4 Site Contamination

A PSI has been undertaken by Pattle Delamore Partners Limited (**PDP**) (**Appendix D**), the key findings of which are summarised below.

- Historical aerial photographs:
 - The 1942, 1961, 1974 and 1982 aerial photographs show the Site and much of the surrounding land being undeveloped, and possibly used as pasture, cropping, and/or stock grazing. A dwelling was present in the north-east of the Site and Levi Road and Lincoln Rolleston Road in its current footprint;
 - The 1993 and 1995 aerial imagery shows the establishment of a dwelling and numerous sheds at the Site. A shelterbelt has been planted in the middle of the Site extending north-south. A building (possibly a glasshouse) is established approximately 10m south of the dwelling;
 - The 2000 aerial imagery shows the establishment of a large shed in the north-west paddock of the Site;
 - The 2004 aerial imagery shows a swimming pool approximately 5-10m south of the dwelling has been established; and
 - The 2011 and 2019 aerial imagery shows separate soil stockpiles are located within different locations in the paddock to the south of the dwelling;
- ECan's Listed Land Use Register (**LLUR**) identified that ECan does not currently have information about a Hazardous activities and Industries List (**HAIL**) activity on the Site. The LLUR details a previous desktop-based ground contamination (including site walkover) completed by Tonkin & Taylor Limited in 2011 of the Site which concluded that any possible contamination of the Site was low level, localised and typically constrained to surface soils; and
- A small residential-sized glasshouse was constructed at the Site in the mid-late 1990s (or later) when persistent pesticides defined as a HAIL activity (A10) was no longer in use and were banned.

Based on the review of historical aerial photographs, ECan's LLUR, property files retrieved from SDC, and historical certificates of title, there was no information to suggest that any HAIL activities have occurred at the Site. However, PDP consider that for this to be concluded, it would be prudent to undertake soil sampling to confirm the findings of the PSI, the most applicable and cost-effective off-site disposal facilities for surplus soils from the broad-acre areas of the Site and around buildings (e.g. presence of lead-based paints and/or asbestos), and the applicability of the NES_{Soil}. Foodstuffs intends to undertake selected soil sampling at the Site prior to commencing the works and will forward the results to SDC once completed.

3.5 Transport Environment

An ITA has been prepared by Abley (**Appendix E**), of which the key aspects of the current transport environment are summarised below.

The Site is bound by Levi Road to the north and Lincoln Rolleston Road to the west. Levi Road (from Weedons Road to Lowes Road) and Lincoln Rolleston Road (from Masefield Drive to Selwyn Road) are both classified as arterial roads under the SDP. An arterial road is defined under the SDP as a road that “*connects areas of district importance not already provided by State Highways. Arterial roads connect the districts townships and other important places and activities together, including across district boundaries. Arterial roads are subject to tighter access controls than collector and local roads to promote efficient traffic flow.*”

Levi Road is a two-lane two-way road with a large grass berm on its southern side, and a footpath, grass berm and kerb and channel on its northern side. The speed limit along the Site frontage is 50km/hr. The carriageway width is approximately 7.5m. There is no provision for parking on the northern side of the road, however informal parking is possible on the grass berm on the southern side of the road. There are no cycle lanes within the carriageway. Levi Road intersects with Lincoln Rolleston Road, Masefield Drive and Lowes Road at the western end of the Site, and transitions into Weedons Road approximately 1.5km to the east of the Site, ultimately leading to the Weedons Interchange on the SH1 Christchurch Southern Motorway Stage 2 (**CSM2**). Levi Road is a key connection between the Rolleston township and CSM2 for travel to and from Christchurch and further north. Beaumont Drive intersects with Levi Road and is ‘Give Way’ controlled. It is located approximately 100m from the intersection of Levi Road, Lincoln Rolleston Road, Masefield Drive and Lowes Road.

Lincoln Rolleston Road is a two-lane two-way road with a large grass berm on its eastern side and a sealed shared path separated by a narrow grass verge of varying width (1-2m) on its western side. The speed limit is 50km/h from the roundabout with Levi Road, Masefield Drive and Lowes Road to approximately 185m south, and changes to 60km/h continuing to the south. The carriageway width is approximately 7m with no formal parking provision on either side of the road, however there is sufficient width for informal parking on the grass berm on the eastern side of the road. There are no cycle lanes within the carriageway. Lincoln Rolleston Road is a key link between the Rolleston Town Centre and Prebbleton and Lincoln and other outlying areas to the south.

Lincoln Rolleston Road intersects with Levi Road and is controlled by a 14m diameter four-leg roundabout, which also connects with Masefield Drive and Lowes Road. It is noted that this intersection is scheduled to be upgraded to become signalised by SDC in 2025/26.

3.6 Cultural Environment

A review of ECan’s GIS shows no statutory acknowledgement areas or silent file areas on the Site. The Site is located within the rohe of Te Taumutu Rūnanga.

4 Proposal

The Proposal is to establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping at 157 Levi Road, Rolleston.

The specific features of the Proposal are summarised below and further illustrated in the Architectural Drawings, Renders and Design Statement prepared by McCoy Wixon Architects (**Appendix A**).

4.1 Demolition

The existing residential dwelling and accessory buildings (sheds) located within the Site will be demolished.

4.2 Built Form and Land Use

The key built form and broad land use features of the Proposal can be summarised as follows:

- A new PAK'nSAVE supermarket with a building footprint of approximately 7,232m² and gross floor area of approximately 8,108m²;
 - Maximum building height of approximately 12.52m above existing ground level;
 - Food hall and checkouts;
 - Click & Collect facility;
 - Bulk storage and chillers/freezers;
 - Produce, bakery, deli and butchery preparation areas;
 - Plant room;
 - Staff room, amenities and offices; and
- Signage;
- Car parking;
- Boundary fencing; and
- Landscaping.

The supermarket building will have a Finished Floor Level of RL48.20.


4.3 Transport

The key transport aspects of the Proposal are set out in detail in the ITA and summarised below.

4.3.1 Vehicle Access

Vehicle access to the Site will be gained via five new vehicle crossings - three new vehicle crossings on Levi Road and two new vehicle crossings on Lincoln Rolleston Road.

- 'Access A' will be located near the southern corner of the Site on Lincoln Rolleston Road and will be the main access on this road frontage. It will allow access and egress for all movements with 'Give Way' control. The vehicle crossing will be approximately 11.2m wide at the Site boundary and will have a



queueing length of approximately 30m. The vehicle crossing will be available to delivery vehicles to access and egress, except for semi-trailers;

- 'Access B' will be located near the centre of the Site on Lincoln Rolleston Road and will act as a secondary access on this road frontage. It will allow access and egress left-in and left-out only with 'Give Way' control. The vehicle crossing will be approximately 7.8m wide at the Site boundary and will have a queueing length of approximately 11.3m;
- 'Access C' will be located near the north-west corner of the Site on Levi Road. It will provide for 'Exit Only' movements on Levi Road for left turning vehicles leaving the Site only. The vehicle crossing will be approximately 6.3m wide at the Site boundary and will have a queueing length of approximately 6m;
- 'Access D' will be located near the centre of the Site on Levi Road and will be the main access on this road frontage. It will allow access and egress for all movements with 'Give Way' control. The vehicle crossing will be approximately 16.3m wide at the Site boundary and will have a queueing length of approximately 28.3m. A pedestrian refuge is provided to assist pedestrians on Levi Road crossing this vehicle crossing; and
- 'Access E' will be located in the north-east corner of the Site on Levi Road and will act as a secondary access on this road frontage for left turning vehicles accessing the Site only. The vehicle crossing will be approximately 7.4m wide at the Site boundary and will have a queueing length of approximately 3.8m. The vehicle crossing will be available for semi-trailer and other delivery vehicle access.

4.3.2 Vehicle Movements

Staff Vehicle Movements

Staff vehicles will enter the Site via the proposed vehicle crossings on Levi Road and Lincoln Rolleston Road, except outside supermarket hours they will only access the Site via Access A to limit noise and light spill on neighbouring properties at night-time. The supermarket will employ up to 260 staff, comprising of part-time and full-time workers.

Customer Vehicle Movements

Customer vehicles will be able to enter and exit the Site via any one of the proposed vehicle crossings on Levi Road and Lincoln Rolleston Road.


Servicing Movements

The loading and unloading area for service vehicles will be located at the rear of the building, near the eastern boundary of the Site.

Inward Foodstuffs truck and trailer deliveries will occur between 4:30am and 12:00pm Monday to Sunday, with large delivery vehicles, such as B-trains, truck and trailers, and/or refrigerated trucks accessing the Site in the early morning (between 4:30am and 5:15am) to carry out deliveries of bread or chilled and frozen goods. The trucks will enter the Site via either Access A or Access E, complete their delivery, and exit in a forward direction via Access A. Semi-trailers will only enter the Site via Access E and exit via Access A.

Trip Generation

Based on 12.5 vehicle trips per 100m² supermarket GFA, the supermarket is expected to generate approximately 1,013 two-way vehicle trips in the evening peak hour. The Rolleston Transport Model has a two-



hour demand so it has been assumed (for modelling purposes) that the trips rate leading up to and after the peak hour is 80% of the peak rate. The peak hour of generation has been assumed to be between 4:45pm to 5:45pm. The all-day traffic generation associated with the Proposal is estimated to be in the order of 10,000 vehicle movements per day. Two-thirds of the traffic associated with the supermarket is already travelling past the Site or nearby on the road network (i.e. pass-by and diverted trips).

4.3.3 Pedestrian Movements

Pedestrian connections are proposed to lead from the customer parking area directly to the supermarket entrance, and will connect to the pedestrian network external to the Site. All internal pedestrian crossings are marked as zebra crossing and include raised treatments to enhance safety of pedestrians within the Site and manage the speed of vehicles manoeuvring in the customer parking area.

Footpaths are proposed immediately outside the Site on both Levi Road and Lincoln Rolleston Road to integrate the Site with the wider pedestrian network. A future shared path is proposed along the northern side of Levi Road opposite the Site which will connect to the surrounding shared path network.

4.3.4 Parking

Car Parking

A total of 517 on-site parking spaces are proposed, including 10 accessible parking spaces, 14 staff parking spaces and eight Click & Collect parking spaces.

Staff parking spaces are located at the rear (south-east) of the Site in a dedicated staff parking area.

Customer parking is located at the northern, western and southern sides of the Site. Click & Collect parking spaces are located next to the Click & Collect facility adjacent to the north-west elevation of the supermarket building.

Accessible parking spaces will be provided at the closest possible point to the supermarket entrance which provides the most direct route to the supermarket activity for people whose mobility is restricted. The accessible parking spaces will be clearly signed.

Cycle Parking

A total of 28 cycle parks, including 14 staff cycle parks, are proposed for the supermarket, as illustrated in the Architectural Drawings, Renders and Design Statement.

Staff cycle parks are located at the rear (south-east) of the Site, next to the staff parking area.

Customer cycle parks are located at the supermarket entrance.

4.4 Hours of Operation

The supermarket will operate seven days a week. Typical supermarket opening hours will be 7:00am to 10:00pm Monday to Sunday.

A small number of staff will arrive and leave for the early and late shifts just before and after the supermarket opening hours, respectively. There will also be a small number of deliveries several times a day outside of supermarket opening hours, as outlined in **Table 2**.

Table 2 | Details of delivery operations for a typical day outside of supermarket opening hours

Delivery time	Vehicle type	Delivery type	Number of vehicles	Duration of stay
4:30am	Large bread truck	Bread	1	30
4:45am	Large truck and trailer	Chilled and frozen goods	1	30

4.5 Signage

Freestanding and façade signage will be established with a total face area of approximately 98.5m², as illustrated in the Architectural Drawings, Renders and Design Statement and described below:

- Façade Signage – total face area of 61.75m²
 - 1 x 'PAK'nSAVE' facade sign located on the north-west building elevation. The sign will have a face area of approximately 22m² (10m x 2.206m); and
 - 1 x 'PAK'nSAVE' facade sign located on the south-west building elevation. The sign will have a face area of approximately 39.75m² (13.250m x 3m).
- Freestanding Signage – total face area of 36.8m²
 - 2 x 10m high freestanding 'PAK'nSAVE' pylon sign located adjacent to Access A on Lincoln Rolleston Road and Access D on Levi Road. The signs will each have a face area of approximately 14.8m² (7.4m x 2m);
 - 2 x 1.5m high freestanding 'Welcome' signs located adjacent to Access B on Lincoln Rolleston Road and Access E on Levi Road. The signs will each have a face area of approximately 1.8m² (1.5m x 1.2m);
 - 1 x 1.5m high freestanding 'Exit' sign located adjacent to Access C on Levi Road. The sign will have a face area of approximately 1.8m² (1.5m x 1.2m); and
 - 2 x 1.5m high freestanding 'Goods Only' sign located adjacent to the staff parking area at the south-eastern corner of the Site. The signs will each have a face area of approximately 1.8m² (1.5m x 1.2m).

All signage will relate to the PAK'nSAVE supermarket.

4.6 Earthworks

A Civil Design Advice Memorandum has been prepared by Powell Fenwick (**Appendix G**), the key earthworks aspects of the Proposal of which are summarised below.

Earthworks will be required to establish the building foundations, soak pits, hardstand, and landscaping. Approximately 30,800m³ of earthworks will be required, comprising of approximately 15,100m³ of excavation and 15,700m³ of fill. The maximum depth of excavation will be approximately 6m to establish the soak pit, and the maximum depth of fill will be approximately 0.34m.

Up to 15,100m³ of material will be removed off-site.

4.7 Landscaping

A Landscape Plan and Assessment have been prepared by Rough Milne Mitchell Landscape Architects (**RMM**) (**Appendix F**), the key aspects of which are summarised below.

The Site will be landscaped in general accordance with the Landscape Plan. The comprehensive landscape treatment includes:

- A pocket park and arbor linkage;
- North-east biodiversity planting strip (10m wide);
- Road frontage landscape strips;
- Tree planting and header gardens within the customer parking area;
- Entrance planting; and
- Planting around the staff parking area.

4.8 Stormwater Management

The key stormwater treatment and disposal aspects of the Proposal are described in detail in the Civil Design Advice Memorandum and summarised below.

Three soak pits are proposed to be located within landscaped areas:

- A large soak pit (Soakpit A) is proposed to be in the north-west corner of the Site. This soak pit will dispose of approximately 7,300m³ of the supermarket building roof stormwater and approximately 10,150m³ of hardstand stormwater;
- Soakpit B is proposed in the southern corner of the Site. This soak pit will dispose of approximately 10,250m³ of hardstand stormwater; and
- Soak pit C is proposed in the eastern corner of the Site. This soak pit will dispose of approximately 1,500m³ of the remaining supermarket building roof stormwater and approximately 3,550m³ of hardstand stormwater.

The soak pits will be designed to contain and discharge flow from all events including and up to the 2% AEP (1:50 year, 24-hour event) without impacting on the supermarket building or neighbouring sites. As the Site will have rapid soakage, the critical duration is expected to be around one hour or less. Surface water from rarer rain events (greater than 1:50) will discharge overland flow to Lincoln Rolleston Road without detrimentally affecting neighbouring properties. South-east of the Proposal, kerb and channel will restrict secondary flow into the undeveloped portion of the Site, directing it instead towards Lincoln Rolleston Road.

4.9 Proposed Conditions of Consent

Foodstuffs propose a condition of consent to surrender its existing resource consent (RC185461) to establish and operate a supermarket with associated car parking and landscaping at 84-92 Rolleston Drive, Rolleston, provided this proposal is granted consent subject to satisfactory conditions.

4.10 Regional Consenting Requirements

A regional consenting requirements memorandum has been prepared by Whiterock Consulting Limited (**Appendix L**). The memorandum confirms that the Proposal will require resource consent from ECan to discharge stormwater (construction and developed) as a Restricted Discretionary Activity.

5 District Plan Assessment

The SDP is currently under review. The pSDP was publicly notified and the submission period opened in October 2020. The summary of submissions was notified in April 2021 and further submissions closed in May 2021. Hearings on the pSDP commenced in August 2021 and are expected to be completed in June 2022. SDC is expected to make decisions and the appeal period is expected to open in October 2022, with the pSDP fully operative (subject to any Environment Court appeals) at the end of 2022.

The following assessment is based on the status of the relevant SDP and pSDP provisions at the time of lodgement.

5.1 Operative Selwyn District Plan

As shown in **Figure 5**, an extract from SDP Online Planning Maps, the Site is located in the Living Z Zone and within the Township boundary. The Site is also subject to Rolleston ODP Area 4 (**ODP 4**), as shown in **Figure 6**. The Site is not subject to any special features or overlays as identified on the Planning Maps.

The Living Z Zone covers new urban growth areas within or adjacent to the edge of existing townships. These areas are to be subject to an ODP to ensure that good standards of urban design and connectivity with existing townships are achieved. The Zone provides for a range of site sizes and living options, including provisions for lower density standalone housing and semi-detached or attached medium-density housing types.



Figure 5 | Excerpt from the Operative Selwyn District Plan Online Planning Maps

ODP 4 seeks to create a density transition between the rural and residential land through a band of low-density allotments, with a minimum allotment size exceeding 1,000m² along the eastern boundary of the Site. Medium-density housing is sought in the north-east corner of the loop road. The ODP diagram shows a neighbourhood park in proximity to the medium-density housing, which is centrally located within the Site, setback from Levi Road and Lincoln Rolleston Road. ODP 4 includes a loop road with access restricted to two connection points on Lincoln Rolleston Road.

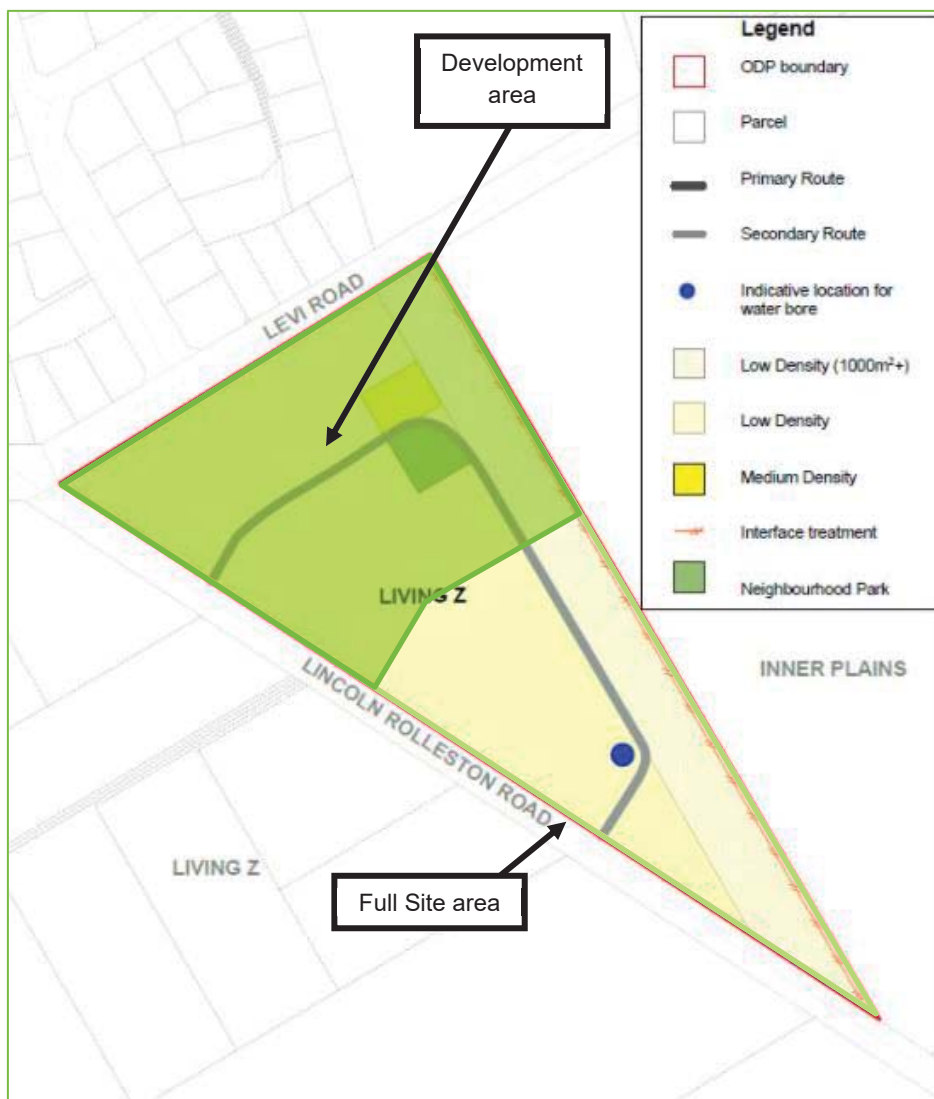


Figure 6 | Excerpt from the Rolleston Outline Development Plan Area 4

5.1.1 Relevant Definitions

Relevant SDP definitions for the Proposal include:

- **Retail activity:** the use of land or buildings for displaying or offering goods for sale or hire to the public, including service stations;
- **Principal building:** includes any building or buildings which is/are used as part of the primary activity or activities on the site. Principal buildings include dwellings but do not include accessory buildings. The supermarket building will be the principal building on the Site;
- **Township:** means an urban area within the District that comprises a Living zone(s) and in some situations a Business zone(s). As such, the Site is located within the Rolleston township;
- **Comprehensive medium-density:** means four or more semi-detached or attached dwellings that are designed, clustered, and built in an integrated manner and built on a block of land identified for medium-density housing on a Living Z Outline Development Plan or zoned Business 1; and
- **Comprehensive residential development:** means eight or more residential units clustered, planned and designed in an integrated and comprehensive manner. Comprehensive residential development

applies where all required land use and subdivision consents are submitted concurrently or where the required land use consent for comprehensive residential development is submitted and approved prior to a subdivision consent being submitted for the same.

In addition, **Key Activity Centres (KACs)** are defined under the CRPS as key existing and proposed commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development. Map A identifies Rolleston and Lincoln as the existing KACs within the Selwyn area of Greater Christchurch.

5.1.2 Relevant Provisions of the Operative Selwyn District Plan

A summary of those rules and standards of the SDP that trigger the need for resource consent is provided in **Table 3** below. A full compliance assessment of the Proposal against the relevant rules and standards is provided at **Appendix H**.

Table 3 | Summary of Compliance with the relevant provisions of the operative Selwyn District Plan

Rule/Standard Reference	Explanation / Requirement	Activity Status
Part C, 2 Living Zone Rules – Earthworks		
Rule 2.1.1 - Permitted Activities – Earthworks	<p><i>Any earthworks shall be a permitted activity if the following conditions are met:</i></p> <p>2.1.1.6 <i>Except where Rule 2.1.1.5 applies, any earthworks has:</i></p> <p><i>A volume of not more than 2,000m³ per project; and</i></p> <p><i>(a) A vertical cut face where no more than 5% of the total vertical cut is over 2 metres.</i></p>	<p>Does not comply:</p> <p>As outlined in the Civil Design Advice Memorandum, the total volume of earthworks associated with the Proposal will be approximately 30,800m³.</p> <p>No more than 5% of the total vertical cut will be over 2m.</p>
Rule 2.1.8 – Discretionary Activities – Earthworks	<p><i>The following shall be discretionary activities:</i></p> <p>2.1.8.2 <i>Any activity which does not comply with any of Rules 2.1.1.1 to 2.1.1.4 and 2.1.1.6 to 2.1.1.8.</i></p>	Discretionary Activity
Part C, 4 Living Zone Rules – Buildings		
4.8 Buildings and Building Height		
Rule 4.8.1 - Permitted Activities – Buildings and Building Height	<i>The erection of any building which has a height of not more than 8 metres shall be a permitted activity.</i>	<p>Does not comply:</p> <p>As shown in the Architectural Drawings, Renders and Design Statement, the proposed supermarket will have a maximum height of approximately 12.52m above existing ground level.</p>
Rule 4.8.5 - Discretionary Activities – Buildings and Building Height	<i>Any activity which does not comply with Rule 4.8.1 or Rule, 4.8.2 shall be a discretionary activity.</i>	Discretionary Activity

Rule/Standard Reference	Explanation / Requirement	Activity Status
Part C, 5 Living Zone Rules – Roads and Transport		
5.2 Vehicle Accessways		
Rule 5.2.1 - Permitted Activities — Vehicle Accessways	5.2.1.2 Any site with more than one road frontage to a road that is formed and maintained by Council, shall have access to the formed and maintained (and legal) road with the lowest classification, except that where a site has frontage to a collector and a local road frontage may be obtained to either road.	Does not comply: The Site will have access to both Levi Road and Lincoln Rolleston Road. Both are classed as Arterial roads under Appendix 7 of the SDP. There are no lower classed roads that border the Site.
5.2.3 - Discretionary Activities — Vehicle Accessways	Any activity which does not comply with any of Rules 5.2.1.2 to 5.2.1.6 inclusive shall be a discretionary activity.	Discretionary Activity
5.3 Vehicle Crossings		
Rule 5.3.1 - Permitted Activities — Vehicle Crossings	The forming of any vehicle crossings shall be a permitted activity if the following conditions are met: 5.3.1.1 The vehicle crossing is formed and sited to comply with the relevant requirements in Appendix E13.2.2, E13.2.4, E13.2.5; and	Does not comply: The Site will have five new vehicle crossings and Accesses A, B, D and E will exceed 7m in width. Access A: 11.2m wide, Access B: 7.8m wide, Access C: 6.3m wide, Access D: 16.3m wide, and Access E: 7.4m wide.
	5.3.1.4 The site does not have access directly on to a State Highway or arterial road listed in Appendix 7; unless: (a) The speed limit on that part of the road to which access is gained is 70 km/hr or less; or (b) The site is used solely to house a utility structure; and (c) The site generates less than 100 equivalent car movements per day; and	Does not comply: The Site will have access directly on to Levi Road and Lincoln Rolleston Road (arterial roads) and will generate more than 100 equivalent car movements per day. The speed limit on this part of these roads is 50km/h.
Rule 5.3.2 - Restricted Discretionary Activities — Vehicle Crossings	Any activity which does not comply with Rule 5.3.1.1 and Rule 5.3.1.2 shall be a restricted discretionary activity.	Restricted Discretionary Activity
Rule 5.3.4 - Restricted Discretionary Activities — Vehicle Crossings	Any activity which does not comply with Rule 5.3.1.4 shall be a restricted discretionary activity.	Restricted Discretionary Activity

Rule/Standard Reference	Explanation / Requirement	Activity Status
Part C, 7 Living Zone Rules – Outdoor Signs and Noticeboards		
7.1 Outdoor Signs — General		
Rule 7.1.1 - Permitted Activities — Outdoor Signs – General	Where any sign is not covered by Rules 7.2, Rule, 7.3 and Rule 7.4 it shall be a permitted activity if the following conditions are met:	Does not comply: A total of seven signs (including two façade signs and five freestanding signs, and excluding three directional signs) are proposed.
	7.1.1.2 The total number of signs on any site does not exceed 2, inclusive of any freestanding sign located on a footpath or grass berm outside the site but adjoining the site. This rule does not apply to signs associated with service stations or shops; and	
	7.1.1.5 The sign does not exceed the height of: (a) The building to which it is attached, or (b) 2 metres if the sign is not attached to a building, and	Does not comply: The proposed façade signage will not exceed the height of the supermarket building. The two proposed pylon signs will have a height of 10m above ground level.
	7.1.1.6 The sign does not exceed 1m ² in size, and	Does not comply: All seven proposed signs (including two façade signs and five freestanding signs, and excluding three directional signs) will exceed 1m ² in size.
Rule 7.1.2 - Discretionary Activities — Outdoor Signs – General	Any activity which does not comply with Rule 7.1.1 shall be a discretionary activity.	Discretionary Activity
7.2 Outdoor Signs — Directional		
Rule 7.2.1 - Permitted Activities — Outdoor Signs – Directional	Any sign to direct pedestrians, cyclists or motorists shall be a permitted activity if the following conditions are met: 7.2.1.2 The display area of the sign does not exceed 0.6m ² ; and	Does not comply: The three proposed 'Welcome' and Exit' directional freestanding signs each have a display area of 1.8m ² .
Rule 7.2.2 - Discretionary Activities — Outdoor Signs – Directional	Any activity which does not comply with Rule 7.2.1 shall be a discretionary activity.	Discretionary Activity

Rule/Standard Reference	Explanation / Requirement	Activity Status
Part C, 10 Living Zone Rules – Activities		
10.6 Activities and Noise		
Rule 10.6.1 - Permitted Activities — Activities and Noise	<p>Any activity which is not a residential activity, spiritual activity or educational activity, shall be a permitted activity if the following noise limits are not exceeded within the time-frames stated.</p> <ul style="list-style-type: none"> 7.30am – 8.00pm - 50 dBA L10 8.00pm – 7.30am - 35 dBA L10 7.30am – 8.00pm - 85 dBA Lmax 8.00pm – 7.30am - 70 dBA Lmax 	<p>Does not comply:</p> <p>As outlined in the Acoustic Assessment, noise received at dwellings closest to Accesses A and/or E from the two night-time deliveries is likely to exceed the night-time permitted noise standards in outlined in Rule 10.6.1.</p>
Rule 10.6.3 - Discretionary Activities — Activities and Noise	Any activity which is not residential, spiritual or educational which does not comply with Rule 10.6.1 shall be a discretionary activity	Discretionary Activity
10.8 Activities and Scale of Activities		
Rule 10.8.1 - Permitted Activities — Activities and Scale of Activities	<p>Any activity, which is not a residential activity, shall be a permitted activity if the following conditions are met:</p> <p>10.8.1.1 No more than two full time equivalent staff employed on the site live off site, and</p>	<p>Does not comply:</p> <p>No staff employed on the Site will live on-site.</p>
	<p>10.8.1.2 The gross floor area of any building(s) other than a dwelling does not exceed 300m², or in the case of any building used for spiritual activities does not exceed 500m², and</p>	<p>Does not comply:</p> <p>The gross floor area of the supermarket building will be 7,232m².</p>
	<p>10.8.1.3 Vehicle movements do not exceed:</p> <p>State Highways, Arterial Roads and Collector Roads: 40 per day plus 4 heavy vehicle movements per day</p> <p>Local Roads: 20 per day plus 2 heavy vehicle movements per day. (PC42)</p> <p>Except that a public Parking Area is a permitted activity in Precinct 6 (Rolleston Reserve) of the Rolleston Key Activity Centre.</p>	<p>Does not comply:</p> <p>The Proposal will generate more than 40 vehicle movements per day and more than four heavy vehicle movements per day on to arterial roads (Levi Road and Lincoln Rolleston Road).</p>
Rule 10.8.3 - Discretionary Activities — Activities and Scale of Activities	Any activity which is not a residential activity, and which does not comply with Rules 10.8.1 or 10.8.2 shall be a discretionary activity.	Discretionary Activity

Rule/Standard Reference	Explanation / Requirement	Activity Status
10.9 Activities and Hours of Operation		
Rule 10.9.1 - Permitted Activities — Activities and Hours of Operation	<p><i>Any activity, which is not a residential activity, shall be a permitted activity if the following conditions are met:</i></p> <p>10.9.1.2 <i>Visits by customers, patrons, clients or other people to the site, who are not resident on the site shall only occur between the hours of 7:00am and 10:00pm on any day.</i></p>	<p>Does not comply:</p> <p>The proposed supermarket activity will involve visits by customers who are not resident on the Site between the hours of 7:00am and 10:00pm, seven days a week. The activity will also involve a small number of visits by staff who are not resident on the Site outside of these supermarket opening hours as they arrive and leave for the early and late shifts, respectively. There will also be a small number of delivery vehicle movements outside of supermarket opening hours</p>
Rule 10.9.2 - Discretionary Activities — Activities and Hours of Operation	<p><i>Any activity which is not a residential activity, and which does not comply with Rule 10.9.1 shall be a discretionary activity.</i></p>	Discretionary Activity

5.1.3 Rule Summary

Based on the above assessment, resource consent is required for the Proposal under the SDP for the following:

Part C, 2 Living Zone Rules - Earthworks

- Rule 2.1.8 – Discretionary Activities – Earthworks

Part C, 4 Living Zone Rules - Buildings

- Rule 4.8.5 - Discretionary Activities — Buildings and Building Height

Part C, 5 Living Zone Rules – Roads and Transport

- Rule 5.2.3 - Discretionary Activities — Vehicle Accessways
- Rule 5.3.2 - Restricted Discretionary Activities — Vehicle Crossings
- Rule 5.3.4 - Restricted Discretionary Activities — Vehicle Crossings

Part C, 7 Living Zone Rules – Outdoor Signs and Noticeboards

- Rule 7.1.2 - Discretionary Activities — Outdoor Signs – General
- Rule 7.22 - Discretionary Activities — Outdoor Signs – Directional

Part C, 10 Living Zone Rules - Activities

- Rule 10.6.3 - Discretionary Activities — Activities and Noise
- Rule 10.8.3 - Discretionary Activities — Activities and Scale of Activities
- Rule 10.9.2 - Discretionary Activities — Activities and Hours of Operation

Overall, applying the most stringent activity status, the Proposal is to be considered as a **Discretionary Activity** under the SDP.

5.1.4 Private Plan Change 71 – 139 Levi Road

The rural property adjoining the Site to the east at 139 Levi Road is currently subject to Private Plan Change 71 (**PC71**) which seeks to change the SDP by rezoning approximately 53ha from Rural (Inner Plains) to Living Z. If successful, this would enable approximately 660 residential properties to be developed on the land. PC71 also seeks amendments to the Rolleston Outline Development Plan Area 4 (ODP 4) which currently overlays the Site. PC71 was publicly notified on 30 June 2021. Ten submissions were received, including one from Foodstuffs. A hearing is scheduled to be held in early February 2022. The proponents of PC71 have also lodged a submission on the pSDP effectively seeking the same relief as PC71.

5.2 Proposed Selwyn District Plan

As shown in **Figure 7**, an extract from pSDP Online Planning Maps, the Site is located in the General Residential Zone. The Site is also located within the Rolleston 1 Development Area, as shown in **Figure 8**. It is subject to the Plains Flood Management Overlay. It is not subject to any other special features or overlays.

The pSDP states the purpose of the General Residential Zone is to provide areas for a higher density of residential development than elsewhere in the Selwyn District. The Zone will provide for a range of housing typologies to meet the diverse needs of the community. Semi-detached and terraced housing is anticipated in the Zone, provided the design maintain and enhances the amenity values of the surrounding environment and achieves high-quality on-site amenity for future residents. The Zone also generally provides a higher level of services, including footpaths, street lighting, and neighbourhoods that are internally well connected by roads, pedestrian paths, and cycle routes. More intense development in close proximity to centres, public transport, open space and community infrastructure facilities will assist in minimising urban sprawl and increasing housing supply and housing choice within the District. Non-residential activities that are not compatible with residential character and residential amenity values, or which are more appropriately located in commercial zones will be discouraged. Given the large expanse of General Residential Zoned land, the development of land is to occur in a coordinated and integrated way. Accordingly, many areas are identified as development areas, where an ODP has been developed to guide future land use and development.

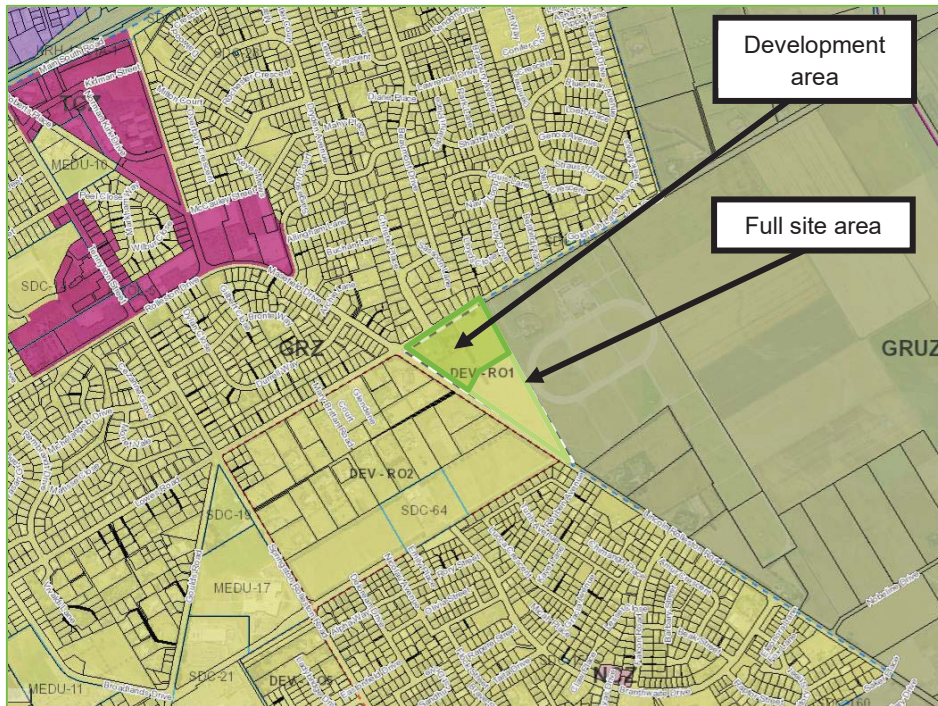


Figure 7 | Excerpt from Proposed Selwyn District Plan Online Planning Maps

The Rolleston 1 Development Area has less detail than ODP 4. It seeks to create low-medium-density residential development across the Site. The Development Area diagram shows a reserve centrally located within the Site, setback from Levi Road and Lincoln Rolleston Road. The Rolleston 1 Development Area includes the same loop road with access restricted to two connection points on Lincoln Rolleston Road as shown on ODP 4.



Figure 8 | Excerpt from the Rolleston 1 Development Area

As illustrated in **Figure 9**, the pSDP contains an Urban Growth Overlay which covers spatial locations identified in Development Plans that have been adopted by SDC. The Site is located within the Township boundary and not contained within the Urban Growth Overlay, i.e. the Site is already recognised as part of the urban environment. The Urban Growth Overlay assists in determining where new urban areas can locate around townships and delivering the outcomes that are anticipated to be achieved within these environments. Any urban development or subdivision of land outside of the existing township boundaries is precluded unless the urban growth policies have been fulfilled through the zoning process under Schedule 1 of the RMA. The overlay shows significant urban growth to the south of the Site, much of which is currently the subject of private plan change requests to change the SDP to facilitate residential development.

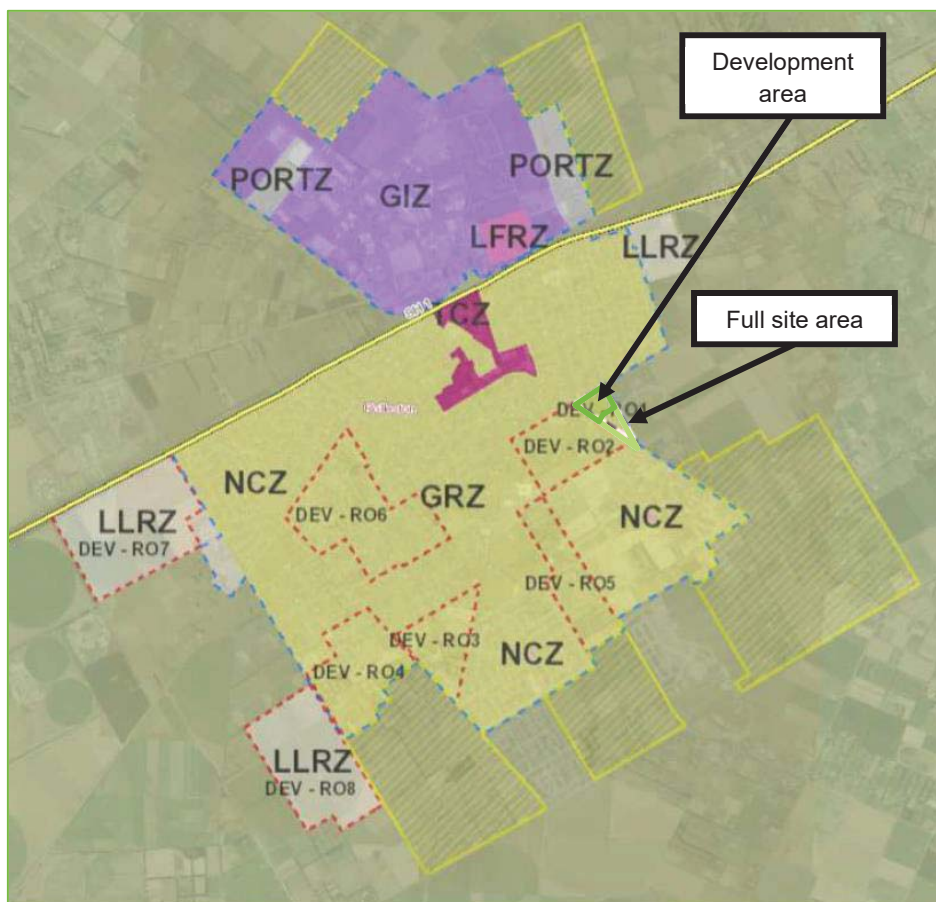


Figure 9 | Extract of the Urban Growth Overlay contained in the Proposed Selwyn District Plan

5.2.1 Relevant Provisions of the Proposed Selwyn District Plan

There are no pSDP rules deemed to have immediate legal effect (under Section 86B of the RMA) that apply to the Site or the Proposal. The pSDP provisions of relevance to the Site have limited weight (if any) as they have yet to be tested through the RMA plan process. Foodstuffs has made submissions on the pSDP seeking to better enable supermarket activity on the Site.

6 Rolleston Structure Plan

The Rolleston Structure Plan was adopted by SDC in July 2008 to provide a framework for guiding development over the next 70 years to achieve a high level of town planning and urban design. Therefore, it is important that the Proposal takes into account the Rolleston Structure Plan's vision. An extract of the Structure Plan is shown in **Figure 10 | Extract of the Rolleston Structure Plan**

Rolleston is the largest town in the Selwyn District. As described further in Section 2.2 of this application, Statistics New Zealand's latest projections pick the District to have the fastest population growth rate of all territorial authorities to 2048 under its low, medium, and high scenarios. District food retail demand is also growing significantly, with demand up to 2043 supporting approximately eight additional supermarkets under the medium scenario, ten additional supermarkets under the high scenario, and nine additional supermarkets under the average scenario. While the Rolleston Structure Plan aims to provide for retail and commercial activities in key areas, such as the Rolleston Town Centre and Neighbourhood Centres, there is limited (if any) opportunity for a supermarket operator to secure sufficient land for a large-format discount supermarket in the Town Centre under the SDP or pSDP. This constraint has the potential to result in loss of social and economic wellbeing for the community and does not give effect to the NPS-UD.

The Rolleston Structure Plan encompasses three principles, including improving wellbeing and self-sufficiency. It is considered the Proposal is consistent with each of these principles, in particular it will allow the community to provide for its social and economic wellbeing as the Proposal will provide an essential service to the local community. As discussed in the Economic Assessment, the Proposal will help to meet the reasonably foreseeable grocery needs of future generations, particularly with regards to the ability to service the growing population in Rolleston. The proposal also promotes the concept of a self-reliant town that is also well connected to the wider environment by providing opportunities to live, work and shop locally. The supermarket will be located within comfortable walking distance of existing and growing residential areas. It will enable surrounding residents to comfortably walk to the Proposal through the provision of pedestrian footpaths connecting with the existing footpath network on Levi Road and Lincoln Rolleston Road. The proposal will enhance shopping opportunities and consumer choice to meet the grocery needs of not only the growing township, but regional needs. It will also provide employment opportunities for the local community.

Along with the Town Centre, which acts as a recognisable community focus, the Rolleston Structure Plan also identifies five Neighbourhood Centres intended to serve the broader residential community without affecting the viability of the Town Centre, and smaller Local Centres catering for the basic daily needs of local residents. The Site is not identified as a Neighbourhood or Local Centre. As outlined in the Urban Design Assessment prepared by McIndoe Urban (**Appendix K**), only two of the fifteen planned centres have emerged, with many of the centre locations given over to housing. The Economics Assessment considers the Proposal will have very little impact on the Rolleston Town Centre's various roles and functions, such as being the civic and commercial heart.

The Proposal represents an efficient use of natural and physical resources because it will utilise a natural resource (land) to enable people and communities to provide for their social and economic wellbeing. The Proposal will help meet recent and projected future district retail demand growth for a supermarket in the Selwyn District by providing a large-format discount supermarket to meet district and regional grocery needs. It will also generate additional expenditure, employment and incomes during the temporary construction period, provide employment opportunities within Rolleston, and result in numerous consumer benefits, including reduced travel time/cost to access a supermarket, competitive pricing, and access to a wider range of groceries. Furthermore, consideration has been given to the design and layout of the Proposal to achieve a good design outcome for the Site, as demonstrated in the Urban Design Assessment and Landscape Plan and Assessment.

For the above reasons, and those contained in Sections 7 and 8 of this application, the Proposal is considered to be aligned with the intent of the Rolleston Structure Plan.

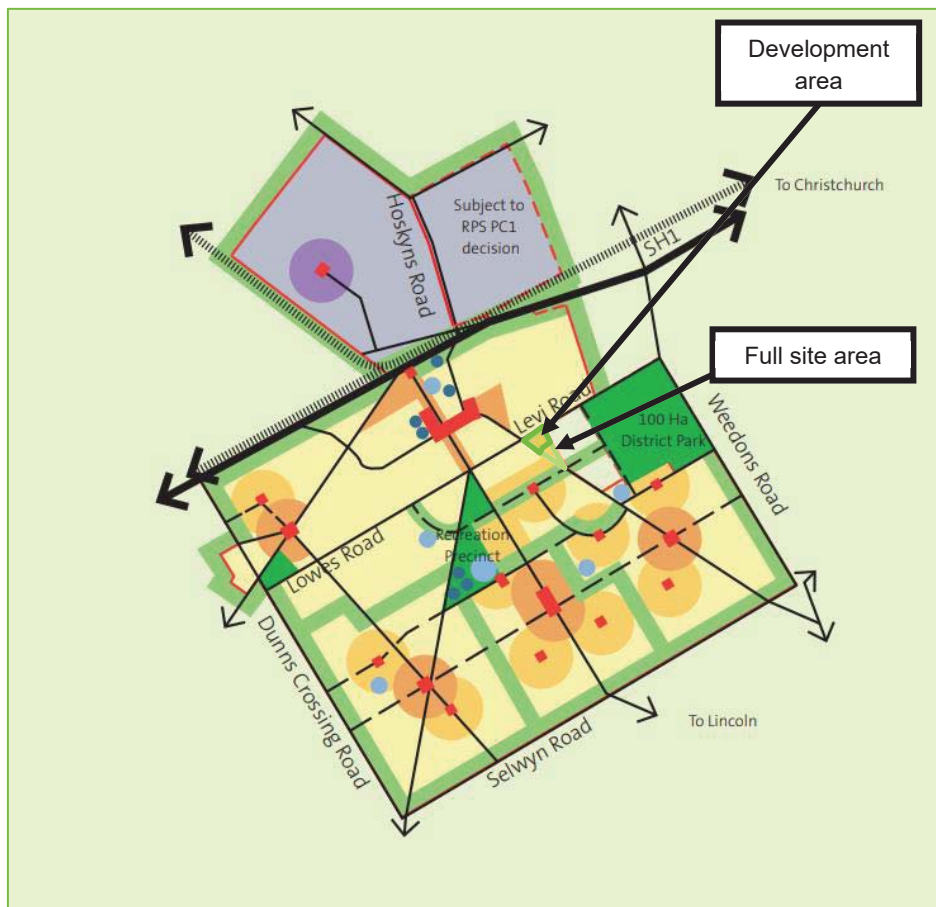


Figure 10 | Extract of the Rolleston Structure Plan

7 Assessment of Environmental Effects

As a Discretionary Activity, SDC is unlimited in the matters that it may consider when determining this application. However, it is considered that the matters most relevant to this application relate broadly to:

- Positive effects;
- Construction effects
 - Earthworks;
 - Flood hazards;
 - Site contamination;
- Operational effects
 - Noise effects;
 - Transport effects;
 - Economic effects; and
 - Residential character and amenity.

Section 5 of this application has assessed compliance with the relevant SDP criteria and, in so doing, has to a significant degree identified the environmental effects of relevance to the Proposal. The following assessment is focussed accordingly on these effects and presents a summary of the wider effects assessment that has been completed through the various investigations, analysis and assessments undertaken in respect of the Proposal.

7.1 Positive Effects

The term 'effects' under Section 3 of the RMA includes positive effects. The Proposal will result in a number of positive effects, including:

- Helps meet recent and projected future district retail demand growth from 2018 to 2043. As demonstrated in the Economic Assessment, future district retail demand growth will support up to ten additional supermarkets across the Selwyn District over time, but there is likely to also be pent-up demand for additional supply based on recent, rapid growth in district demand. The proposal acknowledges and responds to this market opportunity;
- Additional expenditure, employment and incomes during the temporary construction period. The Economics Assessment indicates that the expected cost of constructing a supermarket in Rolleston would be approximately \$30 million, and would create full-time employment for 100 people for two years and generate just over \$10 million in household incomes;
- The Proposal will provide employment opportunities within Rolleston. Once built, a new PAK'nSAVE supermarket can employ more than 260 people permanently and generate millions of dollars of household incomes each year, making it one of the largest employers in the Selwyn District;
- Reduced travel time/cost associated with Selwyn District residents not having to travel to the nearest large-format supermarket in Hornby, Christchurch. The Economic Assessment found a new PAK'nSAVE supermarket in Rolleston would save 260,000 hours of travel time for Selwyn District residents per annum, just over two million litres of fuel, and nearly \$7 million of total (fuel and travel time) savings each year. Over a 20-year timeframe, these would add up to total district savings of more than \$138 million;

- Support for a New Zealand owned and operated business, which means that all the profits earned, and taxes paid, by Foodstuffs' supermarkets stay in New Zealand. Enabling Foodstuffs to establish at the Site will result in the community directly supporting a New Zealand business;
- Consumer benefits, including:
 - Reduced travel time/cost due to the supermarket being closer or more conveniently accessed;
 - Ability to visit a new supermarket that incorporates the latest architectural design;
 - Competitive pricing due to increased supermarket competition; and
 - Access to a wider product range;
- Comprehensive residential development is not precluded on the remainder of the Site in the future; and
- The proposal is consistent with enabling people and communities to provide for their economic wellbeing and the efficient use and development of natural and physical resources.

7.2 Construction Effects

Once a Contractor is appointed and prior to start of the main construction works, a Construction Management Plan (**CMP**) will be prepared that will set out the details of the proposed construction methodology and measures to be taken to minimise the potential effects of earthworks.

7.2.1 Earthworks

Earthworks are an expected and inevitable component of development projects. To this end, provided the adverse effects of the proposed earthworks can be mitigated to an extent that any adverse effects are deemed to be no more than minor, earthworks can be considered to be an appropriate aspect of development works. Notwithstanding this, it is acknowledged that noise, vibration and dust are the principal construction-related effects, and a number of mechanisms exist to attenuate or suppress such effects to acceptable levels.

The general earthworks operation will be programmed to minimise the amount of ground being exposed during any one construction period and ensure a better control of potential sediment and dust off the Site. In this regard, any excavation will typically occur in conjunction with filling to reduce vehicle movements and the duration of time that open excavations are present on-site.

An ESCP has been prepared by Powell Fenwick and is attached at **Appendix G**. The approach to controlling potential erosion and sediment run-off will be based predominantly on the implementation of best management practices, with these matters to be determined as part of detailed engineering design. Any dust generated on the Site will be mitigated with the use of water dampening by sprinkler or water cart, or other such dust suppressant means. Erosion and sediment management controls will typically recognise the following principles, thereby ensuring any actual or potential adverse effects of the earthworks are no more than minor:

- Minimising the amount of disturbed material and open ground;
- Controlling run-off water from flowing across the Site and disturbed open earthworks areas where practical;
- Separating clean run-off water from adjacent road and properties from on-site run-off;
- Avoiding surface erosion by protecting any exposed areas from overland run-off, effect of heavy rain events and wind blow;
- Preventing sediment from leaving the Site by directing water to remain on-site and avoiding run-off and loose sediment from reaching adjoining properties;

- Covering stockpiles and open ground with appropriate material when exposed for a length of time and/or is prone to wind erosion;
- Removing stockpiles from site as soon as possible. Stockpiles will be kept tidy and constructed in a safe manner. They will not be greater than 4m in height and will have a stable slope;
- Covering excavated access formation with a running course as soon as possible to reduce potential erosion; and
- Inspection and maintenance of control measures, and rectification works as necessary.

As with the mitigation of dust nuisance, potential noise nuisance will be controlled by applying a strict specification on the Contractor. The Contractor will be required to comply with the New Zealand Standard 6803:1999 for construction noise.

Any adverse visual effects associated with the proposed construction will be temporary and, in any event, commensurate with typical construction activity. Any such effects are therefore considered acceptable.

There will be a limited amount of construction traffic required to take the surplus excavation material away from the Site. It is considered that vehicle movements can be readily accommodated on Levi Road and/or Lincoln Rolleston Road, and that the impact of the construction traffic on the roading network will be acceptable. As mentioned above, the earthworks will not alter the existing natural (unfilled) and filled ground levels in the vicinity. In addition, excavations will not affect the stability of neighbouring properties or their susceptibility to subsidence or erosion.

As mentioned in Section 3.3 of this application, groundwater at the Site exceeds 10m below ground level. On this basis, the proposed earthworks, with a maximum depth of excavation of approximately 6m to establish the soak pits, are unlikely to adversely affect groundwater quality.

For the above reasons, it is considered that any adverse effects arising from earthworks can be appropriately avoided, remedied or mitigated to an acceptable level.

7.2.2 Flooding Hazards

The key flood hazard assessment findings from the Civil Design Advice Memorandum are summarised below.

Modelling shows that during the 1:200 year flood, stormwater from Beaumont Drive to the north of the Site cuts across Levi Road and into the Site. After site development, it is anticipated the 1:200 flood can be directed further south-west on Levi Road, to enter the Site at the proposed landscaped area in the western corner.

The New Zealand Building Code requires the FFL of any building with an adjacent parking area to have 500mm freeboard above a 1:50 year secondary flow event (not the 1:200 year event). This significant amount of freeboard is to prevent water damage to buildings from wave action from vehicles driving through the flooded areas. Considering the extent of currently modelled flooding relative to the position of the supermarket building, the western end of the supermarket is 220mm higher than maximum ponding.

The anticipated risk to the supermarket building and operations due to 1:200 year flooding is considered low for the following reasons:

- Ponded areas will be a fair distance from the supermarket building after development due to the relocated location of the secondary flow. This is especially true if by design the flood flow path can be moved to the large, landscaped area instead of flowing into the site directly opposite Beaumont Drive as it does currently;
- Flow velocity of 1:200 flood event is expected to be very low given the flat terrain;

- Flooding affects only two of five new vehicle crossings at the Site - the south-west vehicle crossing on Levi Road (Access C) and western vehicle crossing on Lincoln Rolleston Road (Access B). The other vehicle crossings will still be available during the event;
- Affected vehicle crossings and ponded parking spaces could be temporarily closed to prevent vehicle access, and resultant wave action; and
- Flooding temporarily puts out of action only approximately 35 of the 517 proposed parking spaces (7%).

7.2.3 Site Contamination

As outlined in Section 9 of this application, the earthworks associated with the Proposal have been assessed, conservatively, as a Discretionary Activity under Regulation 11 of the NES_{Soil}. This is on the basis that the NES_{Soil} Permitted Activity soil disturbance volumes may be exceeded by proposed earthworks required to establish the building foundations, soak pits, hardstand, and landscaping, and no DSI currently exists. Selected soil sampling will be undertaken prior to the works commencing to confirm the findings of the PSI, the most applicable and cost-effective off-site disposal facilities for surplus soils from the broad-acre areas of the Site and around buildings (e.g. presence of lead-based paints and/or asbestos), and the applicability of the NES_{Soil}. The results will be forwarded to SDC upon receipt.

The PSI determined that the based on the proposed 'less-conservative' use of the land (i.e. from current rural-residential to commercial), there is no reason why the Proposal would not be able to proceed, and it is considered highly unlikely that there will be a risk to human health as a result of the proposed change in land use and soil disturbance and removal. However, given no DSI exists at the time of lodgement, further selected soil sampling will be undertaken and a Contaminated Site Management Plan (**CSMP**) will be prepared if required to manage ongoing risk to human health and environmental receptors during earthworks and construction. The CSMP will provide a methodology for management and removal of materials off-site for disposal, and in the event previously unidentified contamination sources or suspected contaminated material is discovered on-site.

7.2.4 Construction Traffic Effects

Construction traffic will access the Site from Lincoln Rolleston Road and/or Levi Road.

- Heavy construction plant and machinery would likely remain on the construction Site itself, once delivered, and are therefore not expected to use the road network on a regular basis;
- Where possible, a portion of the Site will be provided for construction site parking to minimise interference with the road network;
- Before commencing work, the Contractor will submit for approval the methodology for ensuring satisfactory control of traffic throughout the term of the contract;
- The control of traffic, and the use of signs, will be in accordance with the Transit New Zealand "Manual of Temporary Control of Traffic;" and
- The Contractor will be required to carry out the work in such a manner as to not unduly affect the flow of traffic and to provide sufficient road signs, drums, barrels, barricades, and lamps, to ensure that the works are carried out in a safe manner for the duration of the physical works contract.

With the implementation of these measures the movement of construction traffic will not unduly affect the local road infrastructure in terms of additional noise, numbers, safety and the deposition of material.

7.2.5 Construction Site Access

Stabilised construction accesses will be constructed on the Site during the execution of the physical works. A stabilised pad of aggregate will be located at the access points where construction traffic will be entering and leaving the Site on Lincoln Rolleston Road and/or Levi Road. This will prevent the Site access becoming a sediment source, minimise dust generation, and tracking of soil onto the road network. Access to the Site and construction will be undertaken to ensure that adjacent dwellings and properties are not affected by the construction work.

7.2.6 Visual Impact and Amenity Values

The construction works will result in areas of bare earth being exposed temporarily. This will be visible for traffic using Levi Road and Lincoln Rolleston Road.

7.2.7 Archaeological Values

The area is not known to contain any archaeological sites and has little or no known archaeological significance.

In the event that any archaeological remains are uncovered during the execution of the physical works, work will cease in the area of the discovery and SDC and Heritage New Zealand will be contacted so that the appropriate action may be taken before the construction works recommence.

7.2.8 Construction Noise Effects

Construction noise from the Site during physical works will comply with the construction noise limits of the New Zealand Standard (NZS 6803:1999). The Contractor's attention will be drawn to the fact that the Site operations are to be conducted within an urban area and that precautions will be required to protect the public and prevent unnecessary noise and other nuisance.

7.2.9 Health and Safety

The Contractor will at all times during the physical works contract comply with the provisions of the Health and Safety in Employment Act 1992.

7.2.10 Hazardous Substances

No hazardous substances or materials are likely to be stored on the Site. Site facilities, such as the provision of toilets, will be provided with a waste collection facility to ensure that waste products are removed from the Site. All construction plant and equipment will be in sound mechanical condition, and any accidental emissions/spills will be removed immediately.

7.2.11 Monitoring

Foodstuffs' engineering consultants will oversee and monitor the execution of the physical works contract and in the event that remedial measures are required these will be actioned as appropriate. Overall, any effects arising from demolition, earthworks and construction works are temporary and able to be appropriately minimised via the preparation of a CMP prior to the physical works proceeding. The preparation of the CMP can be required, if considered necessary, as a condition of consent. This will ensure that any potential for adverse effects can be appropriately avoided or mitigated at the time of physical works consistent with the methods outlined above.

7.3 Operational Effects

7.3.1 Noise Effects

Rule 10.6.1 of the SDP permits any activity which is not a residential activity, spiritual activity or educational activity if noise limits do not exceed 50 dBA L_{10} and 85 dBA L_{max} during the day-time (7.30am – 8.00pm), and 35 dBA L_{10} and 70 dBA L_{max} at night-time (8.00pm – 7.30am) at any point within the boundary of a residential zoned property. Noise limits also apply at the notional boundary of the adjoining rural zoned property at 139 Levi Road.


An Acoustic Assessment has been prepared by Marshall Day Acoustics (**Marshall Day**) (**Appendix J**), the key assessment findings of which are summarised below.

As outlined in Section 4.3.2 of this application, two large delivery vehicles are proposed to access the Site in the early morning (between 4:30am and 5:15am) to carry out deliveries of bread and chilled and frozen goods. The assessment undertaken by Marshall Day found that noise received at dwellings closest to Accesses A and/or E (including 134-154 Levi Road² and excluding 139 Levi Road), 341 Lincoln Rolleston Road (Lot 2 DP 71474), 353 Lincoln Rolleston Road (Lot 7 DP 71474), and 1 Lowes Road (Lot 8 DP 71474) from night-time deliveries is likely to exceed the night-time permitted noise standards outlined in Rule 10.6.1 by up to 17 dB. This noise exceedance will be generated by an arriving large delivery vehicle turning into the Site from the arterial road and driving down the accessway along the eastern and/or southern boundary of the Site. Similarly, on departure noise will be generated by the large delivery vehicle driving down the accessway towards the arterial road and leaving the Site. In both cases, noise will last under a minute during each truck movement. This will occur four times per night, with truck movements able to be distributed over both Accesses A and E, meaning dwellings near either access will experience these noise events twice per night.

It is noted that noise levels at the notional boundary of the rural property at 139 Levi Road (approximately 40m from the Site boundary) will comply with the SDP permitted noise limits, with a noise control barrier or fence at least 2m in height proposed along the eastern boundary of the Site. Day-time traffic movements for customers and deliveries are predicted to comply with SDP permitted noise limits. Marshall Day are satisfied that noise from mechanical plant can be designed such that any cumulative noise emissions do not lead to further exceedance of the SDP permitted night-time noise limits, and no adverse effect will arise.

Marshall Day note that Chapter 15 of the National Planning Standards for Noise and Vibration (**NPS-NV**) requires district plans adopt the 2008 versions of NZS 6801 and 6802, along with up-to-date versions of other 680X acoustics standards. Any plan rules must also adopt noise assessment methodology using the L_{Aeq} rating level and L_{max} , provided that the noise to be assessed falls within the scope of NZS 6802:2008. The SDP uses the L_{A10} noise parameter and NZS 6802:1999, which may be considered 'incomplete' due to its pre-dating the NPS-NV. In such instances of conflict, the NPS-NV prevails. It is noted that the pSDP references the 2008 versions of both NZS 6801 and NZS 6802 in accordance with the NPS-NV. For the nearest dwellings to the Site, the noise exceedance would be up to 8 dB above the pSDP permitted night-time noise limit of 40 dB L_{Aeq} (15 min) based on comparison with guidance from WHO and NZS 6802:2008, which Marshall Day consider to be generally appropriate for residential zones, but somewhat conservative in a setting near the confluence of busy arterial roads. Marshall Day note that arterial roads tend to carry both larger traffic numbers at the night-time and in the early morning, and traffic picks up earlier and faster on these roads compared to local roads at the start of the morning commute. In these areas of high night-time activity, it is considered appropriate to have

² Dwellings from 134-154 Levi Road include 134 Levi Road (Lot 36 DP 466697), 136 Levi Road (Lot 37 DP 466697), 138 Levi Road (Lot 38 DP 466697), 140 Levi Road (Lot 39 DP 466697), 142 Levi Road (Lot 40 DP 466697), 144 Levi Road (Lot 41 DP 466697), 146 Levi Road (Lot 68 DP 403542), 148 Levi Road (Lot 67 DP 403542), 150 Levi Road (Lot 66 DP 403542), 152 Levi Road (Lot 65 DP 403542), and 154 Levi Road (Lot 64 DP 403542).



permitted night-time noise limits more closely aligned with the upper end of guidance from NZS 6802:2008 given these arterial roads typically carry more commercial and goods vehicle traffic.

It is recognised that the main noise sensitive activity in the surrounding environment is the residential activities immediately to the north, south and west of the Site. Given only a limited number of large vehicle deliveries will occur at the Site at night-time (two large vehicle deliveries), noise from each delivery being for a short duration (less than a minute as the truck arrives or departs the access), and the similarity in character of the truck movements to other vehicles using the arterial roads, Marshall Day do not anticipate that any significant adverse noise effects will arise from the Proposal. Dwellings within these residential zones are separated from the Site by arterial roads (Levi Road and Lincoln Rolleston Road) which are likely to become busier over time regardless of the Proposal due to the growth of Rolleston and linkages to the CSM2. Based on the findings of the ITA, Marshall Day do not consider trip generation caused solely by the supermarket will have any perceptible effect on noise generated on Levi Road and Lincoln Rolleston Road due to the high proportion of trips expected to already be network related.

Mitigation measures are proposed to further protect the character and amenity of the surrounding environment. These include limiting the number of large delivery vehicles arriving at the Site between 10:00pm and 7:00am to two deliveries per day, which will result in a total of four large delivery vehicle movements at night-time. Waste collection will only occur between the hours of 7:00am and 7:00pm to minimise annoyance and disruption to neighbours from impulsive noise events (bangs and crashes). As mentioned above, a noise control barrier or fence at least 2m high will be installed along the eastern boundary of the Site to provide sufficient screening between the vehicle movement paths and the notional boundary of the rural property at 139 Levi Road. Noise from mechanical services plant will be designed to meet SDP permitted night-time noise limits. Based on the implementation of these mitigation measures, Marshall Day consider any actual adverse effects will be acceptable.

7.3.2 Transportation Effects

The key assessment findings from the ITA are summarised below.

Vehicle Crossings

Access to the Road with the Lowest Classification

Under Rule 5.2.3 of the SDP, any site with more than one road frontage to a road that is formed and maintained by SDC shall have access to the formed and maintained (and legal) road with the lowest classification, except that where a site has frontage to a collector and a local road frontage may be obtained to either road. The Site will have access to Levi Road and Lincoln Rolleston Road, which are both classified as arterial roads under the SDP.

Given the nature and the scale of the supermarket activity, and the extensive Site frontage on both Levi Road and Lincoln Rolleston Road, providing vehicle access to both roads is supported and considered necessary to integrate the supermarket activity with the wider transport network. As noted in the ITA, approximately one third of supermarket trips are pass-by trips which means they are undertaken by vehicles which already use these roads. Providing vehicle access from both Levi Road and Lincoln Rolleston Road means pass-by vehicles do not need to deviate off their chosen route which would place additional demands on the Levi Road/Lincoln Rolleston Road/Masefield Road/Lowes Road intersection.

Abley consider this non-compliance to be acceptable in the context of the supermarket activity and the receiving transport environment.



Access on to an Arterial Road

The proposal will include five new vehicle crossings on two arterial roads listed in Appendix 7 of the SDP (Levi Road and Lincoln Rolleston Road) and will generate more than 100 equivalent car movements per day.

While the Proposal is for a Discretionary Activity overall, guidance on the relevant assessment matters relating to access on to an arterial road can be taken from Rule 5.3.4, in which Council restricts its discretion to consideration of:

- Whether the site can have access from another road which is not a State Highway or arterial road listed in Appendix 7;
- The design and location of the vehicle crossing;
- The number and type of vehicles or pedestrians, and using the access; and
- Any adverse effects, including cumulative effects, on traffic safety or flow on the State Highway or arterial road.

Arterial roads are designed to accommodate higher volumes of traffic and will accommodate the flows that are generated by the Proposal. As demonstrated in the transportation modelling contained in the ITA, the network, including Levi Road and Lincoln Rolleston Road, will operate safely and efficiently in the short-term and long-term with the operation of the supermarket. The modelling has also considered the cumulative effect of known future residential plan changes with supermarket traffic, therefore providing a robust assessment of the impact of trips generated by the Proposal on these corridors and the wider network.

The Proposal has been designed to reduce any conflict between adjacent accesses, with all vehicle crossings to the Site located at least 50m apart. The vehicle crossings have been designed to integrate well with the surrounding transport network, including future planned infrastructure. The transportation modelling shows that the number and location of vehicle crossings has been designed such that they operate with good level of service and will integrate well with the function of the frontage road corridors and the wider network. The ITA concludes that there is sufficient capacity in the road network to comfortably accommodate the traffic generated by the supermarket, both before or after the planned and SDC-funded upgrade of the adjacent Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road intersection.

The Proposal will promote active travel modes by providing high-quality infrastructure. New footpaths are proposed and designed along the Site frontages to link the supermarket to footpaths and shared paths on the surrounding road network. Furthermore, on-site customer and staff cycle parking provisions will appeal to prospective users.

It is important to note that a high proportion of supermarket trips are pass-by trips. With the supermarket being located at the corner of two arterial roads, the pass-by trips are able to access the Site without any additional diversions or travel on the transport network. This means that locating a supermarket on arterial roads supports efficient use of the transportation network.

Overall, the ITA considers the proposed accesses onto the two frontage arterial roads to be acceptable based on the transportation modelling undertaken and in the context of the supermarket activity and current and future receiving transport environment.

Number of Vehicle Crossings

The SDP permits a maximum of one vehicle crossing per site in a Living Zone. The proposal will include five new vehicle crossings on Levi Road and Lincoln Rolleston Road. It is relevant to note that under a Living Z subdivision, a significant larger number of accesses could be expected along the frontage roads associated with individual allotments.

Guidance on the relevant assessment matters relating to the number of vehicle crossings per site can be taken from Rule 5.3.2:

- Any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists;
- Any potential increase in the cost or difficulty of maintaining the road and vehicle crossings, including transporting of mud and chip on to any sealed road, if the vehicle crossing or vehicle accessway is not sealed; and
- Any visual effects on street design and residential amenity values from not forming the vehicle crossing or vehicle accessway to the specified standards.

It is considered appropriate that several vehicle crossings are available to provide maximum flexibility to integrate the supermarket activity with the wider transport network, given the nature and the scale of the supermarket activity and the extensive Site frontage on Levi Road and Lincoln Rolleston Road. It is noted that Rule 5.3.1.1 of the SDP anticipates residential activity on the Site, and supermarket activities typically have two or more vehicle crossings along road frontages.

As demonstrated in the transportation modelling contained in the ITA, spreading the traffic generated by the supermarket across several vehicle crossings will result in a good level of service at the vehicle crossings and at the Levi Road/Lincoln Rolleston Road//Masefield Drive/Lowes Road intersection. Multiple vehicle crossings will enable pass-by traffic on one of the frontage roads to not have to deviate off the road they are travelling on. It will also reduce any additional traffic movements through the Levi Road/Lincoln Rolleston Road//Masefield Drive/Lowes Road intersection which would otherwise occur if the PAK'nSAVE supermarket were only accessed at one location or off one of the two frontage roads.

The design of the Site, including vehicle crossings, has been undertaken to ensure the accesses are sufficiently separated, including from adjacent intersections, to ensure the safe and efficient operation of the local network. The sightlines from each vehicle crossing are considered to be excellent as both road frontages have straight horizontal and vertical alignment with generous sight distances all round. Consideration has also been given to the design of the vehicle crossings to manage conflicts with pedestrians and cyclists passing the vehicle crossings by adopting markings on the footpaths for Accesses C and E and installing a pedestrian refuge island within the Site for Access D.


The secondary vehicle crossings (Accesses B, C and E) will have limited vehicle movements, including a left-in only access on Levi Road, a left-out only egress on Levi Road, and a left-in and left-out only access on Lincoln Rolleston Road. This ensures that the potential conflict between pedestrians and turning vehicles is lesser than a full movement intersection. To ensure that pedestrian safety is not compromised, no vegetation greater than 0.5m in height or permanent structures will be located within the 2.5m x 5m pedestrian visibility splays at all vehicle crossings.

Based on the above, any effects associated with this non-compliance are considered acceptable in the context of the supermarket activity and the receiving transport environment.

Maximum Width of Vehicle Crossings

The SDP permits a maximum vehicle crossing width of 7m in a Living Zone. All vehicle crossings, except Access C, will exceed 7m in width. Access A will have a width of 11.2m, Access B will have a width of 7.8m, Access C will have a width of 6.3m, Access D will have a width of 16.3m, and Access E will have a width of 7.4m. The vehicle crossings have been designed to provide a sufficient standard based on the usage of the Site and to accommodate design vehicles as appropriate using vehicle tracking.

Guidance on the relevant assessment matters relating to the maximum width of vehicle crossings can be taken from Rule 5.3.2 outlined above.



The key transport issue associated with an oversized vehicle crossing is pedestrian safety. It is noted that there are currently no footpaths outside the Site however footpaths are proposed along the Site frontages as part of the Proposal. As these are yet to be designed and implemented, the footpaths will be subject to a series of safety audits that would ensure that the safety of all road users, including pedestrians, is assured.

As discussed above, other than the two main accesses, the secondary accesses (Accesses B, C and E) will have limited vehicle movements, which will ensure that the conflict between pedestrians and turning vehicles is lesser than a full movement intersection. No vegetation greater than 0.5m in height or permanent structures will be located within the 2.5m x 5m pedestrian visibility splays at all vehicle crossings to ensure that pedestrian safety is not compromised. Markings will also be installed on the footpaths for Accesses B, C and E to clearly mark the intended use of this space and a pedestrian refuge island is proposed between the ingress and egress lanes for Access D to reduce the crossing distance required in a single movement. This is a standard treatment which has been successfully installed elsewhere by Foodstuffs, including at Prestons New World on Prestons Road. There is no pedestrian facility located to the south of Access A on Lincoln Rolleston Road as there is no requirement for pedestrians to cross this vehicle crossing.

Overall, the ITA concludes that the safety of pedestrians will not be compromised by the width of the vehicle crossings and that the vehicle crossing width non-compliance is acceptable in the context of the design treatments proposed to mitigate any safety concerns.

Hours of Operation

The supermarket will operate during the hours of 7:00am and 10:00pm, seven days a week when it is open to customers. Outside of these hours, the supermarket will be closed to customers and there will be no customers generating traffic.

The majority of vehicle movements will be between 7:00am and 10:00pm when the supermarket is open to customers. There will be a small number of vehicle movements just before and after the supermarket opening hours as staff arrive and leave for the early and late shifts, respectively. There will also be a small number of delivery vehicle movements outside of supermarket opening hours, specifically one bread truck and one refrigerated semi-trailer per day. As such, the occurrence of vehicle movements outside of these hours is very limited.

Staff and visitors to the Site will be advised to reduce their vehicle speeds outside of supermarket operating hours to minimise noise that may affect residents in the vicinity of the PAK'nSAVE supermarket. This will be supported by installing speed limit roundels on each access to limit the speed of vehicles on site to 10 km/h.


Staff and delivery vehicles will be advised to use Access A on Lincoln Rolleston Road where there are adjacent rural lifestyle activities and a hedge to block light outside of supermarket operating hours to reduce any light spill onto adjacent properties outside of 7:00am and 10:00pm. The only exceptions will be the refrigerated semi-trailer which will access the Site via Levi Road (Access E). These movements will not result in light spill as all nearby residential properties are on the northern side of Levi Road.

Overall, the ITA considers the level of activity outside of the permitted hours of 7:00am and 10:00pm is considered acceptable in the context of the low number of vehicle movements, speed restrictions and access arrangements associated with the Site.

Trip Generation

The proposal will generate more than 40 vehicle movements and more than four heavy vehicle movements per day. The trip generation for the supermarket, based on 12.5 vehicle trips per 100m² GFA, is expected to be approximately 1,013 two-way trips in the evening peak hour (assumed to be 4:45pm to 5:45pm).

Abley's transportation modelling assessment used the Rolleston Traffic Model and concluded that the local network and accesses all operate well during the evening peak hour which is the period with highest network



demands and levels of activity at the supermarket. The assessment found that the Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road intersection in its current form operates well out to 2024, after which it is programmed to be signalised by SDC. The transportation modelling considered the cumulative effect of supermarket traffic with potential urban development promoted by the pSDP's Urban Growth Overlay and current Private Plan Changes, and therefore provides a robust assessment of the long-term performance of the network, demonstrating that the network will operate safely and efficiently.

All vehicle crossings on Levi Road and Lincoln Rolleston Road will operate well and efficiently distribute traffic entering and existing the Site onto the local network. Based on the transportation modelling assessment, the ITA concludes that the Site:

- Is located to attract pass-by trips between Rolleston and Christchurch, Prebbleton and Lincoln, and therefore minimises effects on the road network;
- Reduces reliance on Christchurch by Rolleston residents for grocery shopping, and therefore has the potential to reduce traffic volumes and corresponding vehicle-related emissions on the wider network;
- Integrates well with future growth areas and planned infrastructure upgrades that are anticipated and planned for by SDC; and
- Does not result in any adverse effects on the transport network.

Overall, the ITA considers any traffic generation effects resulting from the Proposal are acceptable.

7.3.3 Economic Effects

The key findings from the Economic Assessment are summarised below.

Trade Impacts

The proposed supermarket will affect the turnover of nearby food retailers to varying degrees based on their relative proximity, with the greatest trade impacts (-21% and -22%) felt by the two supermarkets in Rolleston (Countdown Rolleston and New World Rolleston) due to their immediate proximity, followed by New World Lincoln (12%), and Four Square West Melton (11%). The estimated trade impacts for Prebbleton and Hornby are 9% and 6%, respectively.

While the magnitudes of these estimated trade impacts reflect the relative proximities of existing supermarkets to the Site, the Economics Assessment considers these are likely to be overstating the impacts on Rolleston, while understating the impacts on PAK'nSAVE Hornby and Countdown Hornby. This is because the Integrated Retail Model used does not differentiate PAK'nSAVE supermarkets from other supermarkets, such as Countdown and New World, and instead treats them all as being the same. In practice, the proposed supermarket will compete more directly with PAK'nSAVE Hornby than the Integrated Retail Model results suggest because it is the closest existing PAK'nSAVE supermarket. Consequently, the estimated trade impacts on PAK'nSAVE Hornby should be interpreted as a best-case scenario, and those on Rolleston the worst-case scenario.

The Economics Assessment considers it is highly unlikely that the Proposal would cause any competing supermarkets to close. It notes that there has been rapid growth in the Selwyn District's population, and thus supermarket spending, over the last 5-10 years, but with only two small supermarkets opening during that time (Four Square West Melton and Fresh Choice Prebbleton). As such, existing supermarkets have traded well and were therefore able to sustain estimated trade impacts and remain viable. The sales of both Countdown Rolleston and New World Rolleston are estimated to remain above \$10,000 per square metre following entry of the proposed supermarket at the Site, which indicates that they will both remain viable and therefore are at no material risk of closing as a result of the Proposal. It is noted that Countdown Rolleston is the only Woolworths-owned supermarket in the District, and it would be extremely unlikely for its owners to cede market

share by closing it and effectively handing a quasi-monopoly to Foodstuffs. As a result, the Economics Assessment concludes that the Proposal will not cause risk of supermarket closure and that the risk of retail distribution effects is significantly lowered as a result.

Retail Distribution Effects

As a discount supermarket that only sells food items and other household essentials, the Economics Assessment considers the Proposal will have very little impact on the Rolleston Town Centre's various roles and functions, such as being the civic and commercial heart. The Proposal will have no impact on the Rolleston Community Centre, Rolleston Library, banks, hairdressers, travel agent, real estate agent, playgrounds, cafés, restaurants, bars, takeaway outlets, florists, or laundromats. As such, the Proposal is considered to have little impact on the Town Centre overall.

The Proposal will not create an alternative 'town centre' for the following reasons:

- Only one supermarket is proposed at the Site and there are no plans to enable any other non-residential developments on the balance of the Site. The Living Z zoning (or General Residential zoning under the pSDP) provides the appropriate mechanism to assess and control any further development;
- Very few customers want to visit additional stores after completing a grocery shop, with most normally driving straight home to put perishable items away. This is particularly the case for large 'main order' shops, which are commonly done at PAK'nSAVE supermarkets; and
- Grocery shopping is usually undertaken as a single-purpose visit and is rarely (if ever) done for recreation or leisure purposes. Recreational shoppers, often with friends as part of a social outing, will continue to do so in the Town Centre, whereas grocery shoppers, shopping either alone or with their immediate family, will either go to their usual supermarket or to the new supermarket.

In summary, the Economics Assessment does not consider the Proposal will pose any material risk of adverse effects on the Rolleston KAC because it is the Selwyn District's largest centre and therefore performs several roles and functions, nearly all of which will be wholly unaffected by the Proposal. Furthermore, the Rolleston KAC's retail components are securely anchored by two supermarkets (New World Rolleston and Countdown Rolleston) and a department store (The Warehouse), with none of its specialty retailers being directly affected by the Proposal. District retail demand is forecast to grow rapidly over time, so any trade impacts will be both minor and short-lived.


Furthermore, with such significant retail leakage out currently occurring, the Proposal represents a valuable opportunity to help stem this flow and therefore increase the size of the district retail pie without any adverse effect on other district retailers. The proposal will be highly visible and accessible and will attract customers from a wide catchment. This will effectively spread any competitive effects across several other centres, rather than just being shouldered by the Rolleston KAC. The proposal will not include any comparison retail shopping, therefore people who previously shopped at comparison retail stores in Rolleston will return there even if they also frequent the supermarket as those specialty retailers remain the best way to meet the specific retail needs.

7.3.4 Residential Character and Amenity

Landscape and Visual Effects

The key assessment findings of the Landscape Assessment are summarised below.

The Site currently has a working rural character, with a low degree of rural amenity given most of the Site is concealed by a shelterbelt along the Levi Road and Lincoln Rolleston Road boundaries. The proposal will result in a large-format supermarket building and associated car parking being developed within the Site, as well as commercial activities associated with a discount supermarket. The Landscape Assessment recognises




that the built form and supermarket activity will detract from the current rural landscape values and amenity, specifically the perceptual values within the receiving environment, however that this change should also be considered in terms of its Living Z zoning which would allow for the Site to be developed for residential living subject to ODP 4, that includes medium-density housing adjoining a neighbourhood park. The key landscape issues include the degree to which the Proposal has the potential to affect the foreseeable residential character, coherence, amenity and outlook of its setting in relation to the surrounding Living 1 and Living Z zones, and the Inner Plains rural zoning to the east of the Site.

As illustrated in the Landscape Plan, the proposed landscape design provides an attractive interface with adjoining arterial roads (Levi Road and Lincoln Rolleston Road) and helps clearly define access to the Site. The landscape design includes significant buffering along the Site's boundary with rural property to the east (139 Levi Road) in the form of a biodiversity indigenous planting band, which will avoid any reverse sensitivity effects. Internal landscaping within the Site will assist with legibility and wayfinding, while also softening the provision of carparking. The quantity and arrangement of trees within the customer and staff parking areas will provide screening of the Proposal to the extent that it appears more in proportion with the anticipated residential character for the Site. A special feature of the landscape design that will provide a high level of amenity is the pocket park in the north-west corner of the Site. It is noted that the ODP 4 includes a neighbourhood park which is much smaller than the proposed pocket park and positioned internally within the Site. In contrast, the pocket park will be prominently located opposite a main intersection at the prominent south-eastern approach to the Rolleston Town Centre (Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road intersection).

The Landscape Assessment recognises that Levi Road is the main primary road used by people who live and work in the vicinity, as well as people travelling from Weedons Road to the Rolleston Town Centre via Levi Road and Mansfield Drive. It is also a key connection between the Rolleston township and CSM2 for travel to and from Christchurch and further north. The supermarket building will most likely protrude above the existing shelterbelt defining the neighbouring rural property's road frontage at 139 Levi Road. For the most part along the Site's interface with Levi Road, the Proposal will be screened from view by a tall pleached hedge (maintained to a height of 5.5m) and smaller hedge just inside the boundary (maintained to a height of 1.2m) as illustrated in the Landscape Plan. At maturity, these hedges will restrict views into the Site. Similar to the existing vegetation patterns along the Site's northern boundary, more expansive views into the Site will be available at the vehicle crossings, however views of the Proposal will be softened by trees and shrub planting within the customer parking area. The pocket park at the southern end of Levi Road will provide a distinct change in landscape character, creating visual interest and amenity. The grouping of trees will maintain a coherent pattern of greenery along the Levi Road interface, while framing views into an inviting area of open public space surrounded by trees and earth mounding planted with tussock grasses. Overall, the Landscape Assessment concludes the visual effects of the Proposal from Levi Road will be **low to moderate**.

The roundabout the intersection of Levi Road, Lincoln Rolleston Road, Masefield Drive and Lowes Road is a busy junction used by people who live and work in the vicinity, as well as people travelling to and from Rolleston to the south and east. The supermarket will significantly open-up views into the Site, and the pocket park directly opposite the roundabout will provide a pleasant landmark of greenery and open space. While the Landscape Assessment acknowledges that the Proposal will be visible in the background, the grouping of trees and planted earth mounding in the pocket park will be the focus of the view from the roundabout, and this will be backdropped by the concentration of trees within the customer parking area directly behind the pocket park. The planted arbor linkage extending from Lincoln Rolleston Road to the supermarket building will be visible approximately 100m away, providing visual interest. Overall, the Landscape Assessment considers the visual effects of the Proposal from the Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road roundabout will be **low** and possibly even positive once the tree planting in the pocket park matures.

Lincoln Rolleston Road is a main primary road used by people who live and work in the vicinity, as well as people travelling south-east between Lincoln and Rolleston. As illustrated in the Landscape Plan, the proposed landscape treatment along the Site's interface with Lincoln Rolleston Road will comprise mixed tussock and grass planting, interspersed with an informal arrangement of cabbage trees and lancewoods. The Landscape




Assessment considers this planting combination will have a natural and open appearance, and that the change in landscape treatment compared to the more formal clipped hedges proposed along Levi Road will provide visual interest and amenity. The supermarket building will be more prominent for people travelling south-east on Lincoln Rolleston Road as the building will be within their peripheral vision, whereas heading north-west, the building is at right angles and is outside of the peripheral view. Views of the Proposal will be softened by tree planting within the customer parking area, which will visually help to ground the building into its setting. This planting will be particularly effective for people travel south-east where the biggest concentration of trees is proposed (five rows) and the planted arbor linkage, with trained climbers providing additional greenery. The Landscape Assessment notes that the Lincoln Rolleston Road interface includes two vehicle crossings, which similar to Levi Road will be surrounded by landscaping, and highlighted with standard PAK'nSAVE directional signage as described in Section 4.5 of this application. The landscaped soak pit in the southern corner of the Site will be an attractive landscape feature adjacent to Access A. Overall, the visual effects of the Proposal from Lincoln Rolleston Road are assessed in the Landscape Assessment as being **low to moderate**.

Residential dwellings are located to the north of the Site on the northern side of Levi Road. These dwellings are generally oriented north and away from the Site, with their garages and driveways facing the supermarket. The supermarket building is approximately 70m away from the nearest dwellings on Levi Road. It is acknowledged that the Proposal will be prominent when viewed from the nearest dwellings on Levi Road, however it will be softened by the pleached hedge and hedgerow landscape treatment along the Levi Road boundary and trees within the customer parking area. Views through the narrow open band between the two hedges will draw the eye, however the hedges will provide a solid wall of greenery and screening similar to the existing shelterbelt surrounding the Site.

In terms of visual effects, the Landscape Assessment considers the most affected neighbouring properties are those immediately adjacent to the three vehicle crossings on Levi Road (Accesses C, D and E), where open views into the Proposal can be obtained. Of these, the two residential properties directly opposite Access D, being 152 Levi Road and 154 Levi Road, have the greatest potential adverse visual effects. However, like other residential dwellings along Levi Road, these properties are oriented north and away from the Site and much of their road frontage contains solid timber fencing above eye-level to screen views to the south. In addition, as illustrated in the Landscape Plan, Access D on Levi Road includes an island of trees and shrub planting setback inside the entrance, which the access road sweeps around. This island of vegetation provides reasonable screening of the north-west corner of the supermarket building. The southern road interface landscaping also has a return extending into the Site, at the main entrance, that will provide screening of the customer parking area to the south-west. Overall, the Landscape Assessment considers the visual effects will be **low to moderate** for residential properties on Levi Road directly opposite the Site, particularly those properties directly opposite vehicle crossings into the Site.

There are currently there are no rural lifestyle dwellings opposite the Site on Lincoln Rolleston Road that have a prominent view into the Site. Rural lifestyle properties on the western side of Lincoln Rolleston Road are mostly concealed from view by bold vegetation patterns that follow the boundaries and fence lines of the allotments. However, it is acknowledged that residential properties developed immediately opposite the Site in accordance with its underlying Living Z zoning may experience potential adverse visual effects from the Proposal. While future residential properties forming part of a finer-grain of residential development opposite the Site would have a north-west outlook towards the Site, it is likely they will be developed with high solid fences along the arterial road frontage to provide acoustic protection and privacy for outdoor living areas.

With regard to visual effects, the Landscape Assessment considers the residential properties that will be most affected by the Proposal are those that might be built along Lincoln Rolleston Road opposite the southern half of the Site in the future. These properties will be set back approximately 90m from the supermarket building at its closest point. Future residential properties to the north will be orientated toward the pocket park which would provide a high level of landscape amenity. Meanwhile, any future residential properties to the south would have views into the southern corner of the customer parking area. Overall, given half the future residential properties will have favourable views of the pocket park, and the remaining residential properties will have partial screening of the distant supermarket building, the Landscape Assessment concludes that the visual



effects of the supermarket and associated access, loading, car parking, signage, earthworks and landscaping on residential properties on Lincoln Rolleston Road will be **low to moderate**.

The existing dwelling on the rural property to the east of the Site at 139 Levi Road is aligned with the southern portion of the supermarket building and is located approximately 80m away. The living areas appear to be orientated north and away from the Site, however a swimming pool is located on the western side of the dwelling where potential views of the Proposal are possible. Potential views of the Proposal are also available from the harness racing track that is located approximately 100m away from the supermarket building. The dwelling and its curtilage are surrounded by a hedge maintained at a level above eye-level, which will likely provide screening of the Proposal from the swimming pool area in the western part of the curtilage area. There is also a shelterbelt along the rural property's western boundary that provides screening of the Site.


As illustrated in the Landscape Plan, a 10m-wide band of indigenous vegetation, including trees, shrubs, and groundcover is proposed along the Site's eastern interface with the rural property at 139 Levi Road. This will be located behind a 2m tall solid timber fence and retaining wall on the eastern boundary of the Site. The indigenous planting band will provide generous buffering between the Proposal and rural property. Once the tree planting matures and protrudes beyond the height of the fence and neighbouring shelterbelt, it will provide dense screening of the Proposal, as well as a varied green backdrop to the rural property. No façade signage will be visible from this rural property and the Proposal will simply appear as a large grey building of which, only the upper portion of the roof will be visible protruding above the indigenous planting band, when the planting reaches maturity. Overall, the Landscape Assessment considers the visual effects on the neighbouring rural property to the east of the Site as being **low** in relation to the position and orientation of existing features within the rural property and the buffering that will eventually be provided by the indigenous planting band.

Overall, the magnitude of change in landscape character arising from the Proposal is acknowledged to be significant, particularly for people commuting along Levi Road and Lincoln Rolleston Road, and people living in neighbouring properties adjacent the Site. However, the Landscape Assessment considers the visual effects can be mitigated by appropriate landscaping, generous road and internal boundary setbacks, and the provision of a pocket park in the highly visible north-west corner of the Site. The landscape treatment of the Levi Road and Lincoln Rolleston Road boundaries, and inclusion of a pocket park, will provide a different amenity to that currently provided by the existing shelterbelt, and what residential development that might have been developed under ODP 4 for the Site. In terms of the level of amenity, the Landscape Assessment expects the comprehensive landscaping at the Site's interface will achieve a higher level of amenity than the existing shelterbelts, and the same or higher level of amenity than what might be implemented under the Living Z zoning under the SDP. The Landscape Assessment concludes that the Proposal has been designed integrate into its evolving residential setting, with landscape and visual effects considered to be **low to moderate** in magnitude, while also providing a safe and well-functioning discount supermarket that will be highly utilised by a growing community.

Urban Design

The key assessment findings from the Urban Design Assessment are summarised below.

McIndoe Urban recognise that in terms of town-wide urban structure, urban growth is focused to the south of Rolleston, which creates an imbalance with respect to Town Centre amenities. Additionally, planned local centres have not emerged. The Proposal will redress this pattern and offer improved access for neighbourhoods to essential services. The use of the Site for a supermarket will generate superior urban design outcomes for the Town Centre than the authorised PAK'nSAVE supermarket to be constructed. This would allow the existing New World Rolleston to be upgraded, providing improved integration and vibrancy for the Town Centre that the authorised supermarket would fail to achieve. The Proposal will not compromise residential development occurring on the balance of the ODP 4 land to the south of the Proposal, subject to adequate planting and pedestrian links.




In terms of site planning, character and urban form, the Site is strategically located, visually dominant, and significant as a town-wide landmark. The corner location justifies variation in local patterns, creation of a focal point and memorable outcomes different to the surrounding suburban context. McIndoe Urban consider the location of the supermarket building within the Site promotes contextual integration, reducing bulk and dominance. They consider the location of the active frontages away from the adjoining roads in preference for attractive landscaped Site edges is appropriate to the amenity values of surrounding dwellings on Levi Road and Lincoln Rolleston Road. Quality landscape edges have been developed to create appropriate interfaces with adjoining roads and dwellings. The primary north-south and east-west accessways along the eastern and southern boundaries of the Site differentiate from the customer carparking area and will create legible and high-amenity outcomes. The network of pedestrian routes link with surrounding streets will connect local housing to the supermarket, while the pocket park will provide a quality invitational space for the wider Rolleston community.

McIndoe Urban have assessed the amenity effects on residential neighbours in terms of privacy/overlooking, bulk/visual dominance and sunlight shading. They consider any privacy/overlooking effects on all nearby properties on Levi Road and Lincoln Rolleston Road (including the rural property at 139 Levi Road) will be **less than minor** due to the considerate design of the Proposal, including generous road and internal boundary setbacks, comprehensive landscaping and façade/window placement to achieve an acceptable level of effect. The Urban Design Assessment considered bulk/visual dominance effects on properties to the north of the Site along Levi Road will be mitigated by the combination of tall pleached hedge (maintained to a height of 5.5m) and smaller hedge just inside the boundary (maintained to a height of 1.2m) that will create a considerable green edge screening views towards the supermarket building. McIndoe Urban note that this landscape outcome is very similar to the existing situation at the Site and therefore local residents will experience a very similar visual outcome. Accordingly, bulk/visual dominance effects on properties to the north of the Site along Levi Road are considered to be less than minor. Bulk/visual dominance effects on properties to the south-west along Lincoln Rolleston Road are assessed as being **minor**. An appropriate balance has been achieved with a density and type of planting that creates a landscaped edge, but permits views to the supermarket building and customer carparking area, supporting legibility. It is considered the rural property to the east will experience **less than minor** bulk/visual dominance effects due to the building's design and the size of the Site enabling ample opportunity for buffer planting along the eastern boundary. Shading effects are assessed by McIndoe Urban to be **less than minor** for all surrounding properties.

In terms of architectural concept and design, the Urban Design Assessment notes that large supermarkets do not easily conform to traditional urban design outcomes. The merits of the Proposal include creating a point of difference within the suburban context on a prominent corner, using high-quality landscapes to create attractive street interfaces and utilising setback to moderate impacts. The façade facing Lincoln Rolleston Road is well setback but visible from the road (set back approximately 76m). The Levi Road façade is setback approximately 47m from the road and is approximately 100m in length. This façade will be generally screened from view by a tall pleached hedge (maintained to a height of 5.5m).

In terms of streets and spaces, McIndoe Urban consider the Proposal will enhance the 'place' role of Lincoln Rolleston Road and Levi Road by improving local pedestrian amenity for existing and planned housing. The signalisation of the adjacent Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road intersection will augment the 'place' function of the locality. A high level of public realm integration will be provided with five vehicle crossings to the Site, complimented by seven pedestrian access points. Attractive open landscaped spaces will be provided, including a 3,000m² pocket park in the north-west corner of the Site, creating a landmark at the nexus of the roads and a high-quality pedestrian entrance. The design of the Proposal is such that public invitation and any perceived privatisation is avoided by the presence of inviting and consistent landscape edges interspersed with numerous clear and legible access points to the Site.

The Urban Design Assessment considers the Proposal will deliver safe public streets, as well as safe and secure on-site movement. A high degree of legibility is provided by the two main vehicle crossings (Accesses A and D). Seven pedestrian access points are proposed that will be designed as open, inviting and well-lit spaces. The north-west frontage offers limited surveillance of Levi Road or the customer carparking area and



will rely on CCTV, managed planting to ensure sight lines, and overlooking from the dwellings along the opposite side of the road.

With respect to signage, the two 10m high pylon signs proposed along the Levi Road and Lincoln Rolleston Road frontages pylon signs will be lower than the maximum height of the supermarket building (12.52 above ground level). Given the supermarket building setback, the pylon sign proposed along the Lincoln Rolleston Road frontage will sit above the roofline of the supermarket building and will be expressed on the skyline. In relation to the surrounding single-storey residential environment, the pylon sign will be an obvious element in the streetscape, being roughly twice as tall. While its effect will be reduced due to the large Lincoln Rolleston Road boundary length (approximately 268m) and orientation of dwelling living spaces away from the Site, McIndoe Urban consider there may still be localised effects for nearby dwellings where the juxtaposition creates out-of-scale outcomes. The planned residential environment in the vicinity of the pylon sign, albeit localised, will experience adverse effects on visual amenity. Along the Levi Road frontage, the proposed pylon sign along will punctuate the skyline and is significantly taller than adjacent dwellings. The residential environment in the vicinity of the pylon sign will experience adverse effects on visual amenity that is considered **minor**.

The Urban Design Assessment has been structured around urban design good practice, site-specific matters and relevant SDP provisions. Overall, the findings of the assessment are that the Proposal achieves a high level of consistency with the assessment framework. It concludes that the Proposal *“has been carefully positioned on the Site to mitigate bulk/dominance, privacy and shading effects on neighbours. A quality landscape edge has been developed to create an appropriate interface with adjoining streets and housing. The scale, form and layout of the Proposal is acceptable in its ‘urban connector’ road context, enhancing ‘place’ based outcomes for existing and planned housing. Locally accessible essential retail services are provided that support growing neighbourhood catchments.”* The conclusion is mindful of the planned Rolleston Structure Plan and intended provision of services and facilities that have not been implemented.

For the reasons outlined in the Urban Design Assessment, the Proposal is supported from an urban design perspective.


Architectural Design

The key assessment findings from the Architectural Design Statement are summarised below.

The Proposal provides a well-balanced and articulated supermarket building volume that engages with the Levi Road and Lincoln Rolleston Road frontages. The articulated and modelled facades of the building respond to street and solar orientation, with the intent of creating a building that has a variety of clearly articulated component parts to break down the mass.

Finer-grain materials and textures softened by integrated landscaped edges will respond to the residential context and ‘human scale’ at points of activation and customer interface with the building. Roofs overhang as large eaves supported by projecting wing walls that help create shadow and visual interest to the façade, and also provide some degree of solar protection to the windows.

The supermarket entrance is located along the south west-facing glazed façade facing the customer carparking area and Lincoln Rolleston Road, with large pedestrian canopies/pergola roofs set below a standard branded PAK’nSAVE floating wall. These features generate an inviting, weather-protected, and transparent approach for customers. The double height volume experience at the supermarket entrance continues through the supermarket and provides connection to the exterior context, with an abundance of glazing both at high level to the east and full height to the west. Vertical expressed steel structure to the south-west, supermarket entrance, and south-east facades, combined with grated screening at high level, provide visual relief through varied depth and shadow. These glazed building frontages provide activation to the Levi Road and Lincoln Rolleston Road aspects. The gable ridge falls to the north-east, and with a further set-down section of lean-to roof housing the back of house bulk store, reduces mass and mitigates associated sun shading effects to the nearest residential properties on the opposite side of Levi Road and the adjoining rural property to the east.



A central architectural focus was to design a supermarket building that is interesting and well modelled through articulation of facades, with varied transparency, depth and shadow lines that are aimed at reducing the bulk of the building as much as possible. To assist this concept, the building form has been softened with vegetated street edges and a natural recessive earthy palette of colours. The landscape concept design is integral to the approach of embedding the Proposal into the Rolleston context. While softening the building and providing significant visual and pedestrian amenity, the landscape projects and reinforces the key building 'axis', such as the main entry points. Building siting and orientation also intentionally provides opportunity for location-specific planting, following the theme of a building envelope which also responds to orientation. Site-wide planting assists with further screening and moderation of the building mass.


Outdoor Signage

The proposed freestanding and façade signage will exceed the maximum permitted number of signs on-site, the maximum permitted height of freestanding signs, the maximum permitted area of signs, and the maximum permitted display area for directional signs in a Living Zone.

Recognising that the proposed freestanding and façade signage has been designed and located to capture attention and provide information about the operations on the Site, matters relating to traffic and pedestrian safety are of particular relevance. In this regard, the visibility of the signage to drivers will be limited to views from the north, south and west within a low-speed environment of 50km/h along Levi Road, Lincoln Rolleston Road, Masfield Drive and Lowes Road. The signage does not include any intermittent or flashing illumination, will not cause an obstruction to driving sight distances, traffic signs or signals, or unnecessarily intrude into a driver's field of view. The nature and scale of the signage is such that it will not reduce driver's concentration in any weather conditions, or impact drivers who may have epilepsy or other similar medical conditions. Furthermore, the signage does not resemble a traffic control sign or signal or make a traffic control sign or signal difficult to discern, with respect to both colour and shape. The signage will not adversely affect public health and safety and will be established in accordance with all relevant building code requirements. Any views of the façade signage from Levi Road and Masfield Drive to the north, Lowes Road to the west, and Lincoln Rolleston Road to the west and south will be limited to distant views in excess of 47m. The two high freestanding pylon signs will be visible from the north, east, south and west along Levi Road, Lincoln Rolleston Road, Masfield Drive and Lowes Road. These signs will not cause an obstruction to driving sight distances, traffic signs or signals, or unnecessarily intrude into a driver's field of view. To this end, any potential adverse transport effects associated with the signage are considered to be negligible and appropriate in the context of the surrounding environment

Matters relating to the visual amenity of the locality are also considered to be of particular relevance. As evident from the Architectural Drawings, Renders and Design Statement and discussed in the Urban Design Assessment and Landscape Plan and Assessment, the nature, scale, content and colour of the freestanding and façade signage has been designed to capture attention and provide essential site-identification information, while respecting the visual amenity of the locality. The signage will be seen at variable distances from public areas, including from Levi Road to the north-west and Lincoln Rolleston Road to the south-west. While the Proposal exceeds the maximum permitted number of signs on-site, the maximum permitted height of freestanding signs, the maximum permitted area of signs, and the maximum permitted display area for directional signs, the signage comprises of façade signage along two elevations and freestanding signage. The north-west building elevation fronting Levi Road will contain a 22m² façade sign, while the south-west building elevation fronting Lincoln Rolleston Road will contain a 39.75m² façade sign. Given the façade signage is along two elevations, it is considered that the scale of façade signage is appropriate as in most instances as only one elevation of façade signage will be seen from either the north or west.

Most views of the signage will be from Levi Road, Lincoln Rolleston Road, Masfield Drive and Lowes Road, and residential properties to the north and west. The signage will be seen in the context of the 12.52m high supermarket building and other vertical utilitarian infrastructure, such as streetlight poles and overhead power lines. The visual amenity of the locality is considered to be maintained due to the scale and design of the



signage in relation to the scale of the Proposal, the size of the Site, its location on Levi Road and Lincoln Rolleston Road (arterial roads), and proximity to the Rolleston Town Centre. The signage is simple and recognisable, incorporating standard PAK'nSAVE national branding, and is of a scale and design that maintains the visual amenity afforded to the locality. The signage provides simple and concise messages of an appropriate colour and design and will not include any intermittent or flashing illumination. As such, it is considered that the scale of the signage is reasonable and will not have any significant adverse effects on the visual amenity of the locality.

Signage for any retail development is a key component to economic growth and this proposal is no different, having the clear positive benefit of capturing the attention of motorists and directing them to the activities on site in a safe, fluid manner. The freestanding signage has been positioned adjacent to the proposed vehicle crossings on Levi Road and Lincoln Rolleston Road and is designed to both advertise the supermarket activity and guide motorists to the Site's vehicle access points. As discussed in the Architectural Design Statement, it is considered that the two freestanding pylon signs are respectfully located at the main Site access points on Levi Road and Lincoln Rolleston Road (Accesses A and D) and provide an introductory hint of the supermarket building beyond which is largely screened by planting. It is noted that Rolleston is growing rapidly and ancillary signage is considered an expected and complementary land use. When considered in the context of the proposed supermarket building, the growing population of Rolleston, and the surrounding road network, the freestanding pylon signs will not appear offensive. The standard national branding will maintain a clear consistency of corporate imaging in a manner which will maintain the amenity and character associated with the Living Z Zone.

Overall, it is considered that the proposed signage will not compromise the visual amenity of the Living Z Zone environment.

7.4 Summary

Supermarkets are essential services, and have particular operational and functional needs, as well as locational constraints which can be dictated by market and catchment demands. The proposal will help meet recent and projected future district retail demand growth for a supermarket in the Selwyn District by providing a large-format discount supermarket to meet district and regional grocery needs. It will also generate additional expenditure, employment and incomes during the temporary construction period, provide employment opportunities within Rolleston, and result in numerous consumer benefits, including reduced travel time/cost to access a supermarket, competitive pricing, and access to a wider range of groceries. It is considered that in conjunction with the implementation of an ESCP, and use of appropriate façade materials (including precast concrete panels, metal grating screens, and glazing), colours, architectural design and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip), combined with generous road and internal boundary setbacks and location at the corner of two arterial roads and near the Rolleston Town Centre, any actual or potential adverse effects of the Proposal will be appropriately avoided, remedied and/or mitigated to a level that is appropriate in the context of the receiving environment. Overall, it is considered that there is no resource management impediment to the granting of resource consent as sought.

8 Objective and Policy Assessment

8.1 Section 104

Section 104 of the RMA requires that the relevant provisions of the relevant operative and/or proposed policy statement(s) or plan(s), national environmental standards or any other matter the consent authority considers relevant and reasonably necessary, to be considered when assessing an application.

In respect of Section 104(1)(b), the objectives and policies of the following national, regional and district planning documents are relevant to this proposal:

- Urban Growth Agenda (UGA)
- NPS-UD;
- Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill;
- Recovery Strategy;
- LURP;
- CRPS;
- SDP; and
- pSDP.

8.2 Urban Growth Agenda

In September 2017, the New Zealand Government established the UGA. The UGA is a programme that aims to remove barriers to the supply of land and infrastructure and make room for growth up and out. The main objective of the UGA is to improve housing affordability, underpinned by affordable urban land. This objective is supported by wider objectives to:

- Improve choices about the location and type of housing;
- Improve access to employment, education and services;
- Assist emission reductions and build climate resilience; and
- Enable quality-built environments, while avoiding unnecessary sprawl.

The UGA directly supports the Proposal because it enables more flexibility for the development of land for business activities in appropriate locations, including outside of a centre, subject to appropriate management of effects.

8.3 National Policy Statement on Urban Development

The NPS-UD came into force July 2020. The NPS-UD contributes to the UGA by addressing constraints in the planning system to ensure the system enables growth and supports well-functioning urban environments. The NPS-UD applies to planning decisions, which include resource consents, that affect an urban environment (e.g. any area of land that is, or is intended to be, predominantly urban in character; and is, or is intended to be, part of a housing and labour market of at least 10,000 people). To this end, the Proposal must have regard to any relevant provisions of the NPS-UD, most relevantly:

- **Objective 1:** *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*
- **Objective 3:** *Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*
 - (a) *the area is in or near a centre zone or other area with many employment opportunities*
 - (b) *the area is well-serviced by existing or planned public transport*
 - (c) *there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*
- **Objective 6:** *Local authority decisions on urban development that affect urban environments are:*
 - (a) *integrated with infrastructure planning and funding decisions; and*
 - (b) *strategic over the medium term and long term; and*
 - (c) *responsive, particularly in relation to proposals that would supply significant development capacity.*
- **Objective 8:** *New Zealand's urban environments:*
 - (a) *support reductions in greenhouse gas emissions; and*
 - (b) *are resilient to the current and future effects of climate change*
- **Policy 1:** *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*
 - ...
 - (b) *have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
 - ...
 - (d) *support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- **Policy 2:** *Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short-term, medium-term, and long-term.*
- **Policy 10:** *Tier 1, 2, and 3 local authorities: that share jurisdiction over urban environments work together when implementing this National Policy Statement; and engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and engage with the development sector to identify significant opportunities for urban development.*

As outlined above, Policy 2 of the NPS-UD requires SDC, as a Tier 1 local authority, to 'provide at least sufficient development capacity to meet expected demand for housing and for business land over the short-term, medium-term, and long-term.' In order to be 'sufficient' to meet expected demand for business land, the development capacity must be plan-enabled, infrastructure-ready, suitable to meet the demands of different business sectors and able to meet the expected demand plus the appropriate competitiveness margin. As demonstrated in the Economic Assessment, future district retail demand growth will support up to ten additional supermarkets across the Selwyn District in the next 25 years. With the exception of its existing New World site in the Town Centre, there is limited (if any) opportunity for a supermarket operator, such as Foodstuffs, to secure sufficient land that meets the strict site and location criteria for a large-format supermarket in the Rolleston Town Centre under the SDP and pSDP. This constraint in business land availability has the potential

to result in loss of social and economic wellbeing for the growing Rolleston community and does not give effect to Policy 2 of the NPS-UD.

As demonstrated in the Economic Assessment and ITA, the Proposal supports Objective 1 and Policies 1(b) and 1(d) as it provides for a well-functioning urban environment that enables people and communities to provide for their social and economic wellbeing, and health and safety, now and into the future. The supermarket will provide an essential service to the local community and enhance shopping opportunities and consumer choice to meet the grocery needs of the growing township, particularly to the south of the Town Centre. It will also provide employment opportunities for the local community, both during construction and once operating. It is considered that the Proposal will help to meet the reasonably foreseeable grocery needs of future generations, particularly with regards to the ability to service the growing population in Rolleston. The proposal will also enable people and communities to provide for their health and safety by providing opportunities to live, work and shop locally. The supermarket will be located within comfortable walking and cycling distance of existing and growing residential areas. This will enable surrounding residents to comfortably walk or cycle to the Proposal through the provision of pedestrian footpaths connecting with the existing footpath network on Levi Road and Lincoln Rolleston Road, and a future shared path along the northern side of Levi Road. A large portion of supermarket trips will also be pass-by trips (comprising one third of all trips to the supermarket) due to its convenient location at the corner of two arterial roads, thus reducing the need for additional diversions or travel on the transport network.

In accordance with Objective 3, the Proposal is located near a centre zone, with the Town Centre located approximately 500m north-west of the Site on Masefield Drive. The Site is well-serviced by existing public transport and is located on the Bus Route 5 - Rolleston/New Brighton. The nearest bus stop located approximately 200m north-west of the Site on Masefield Drive (near Durrell Way). The proposal is also located in an area of an urban environment where there is high demand for housing in the area, which is acknowledged by the Site being subject to ODP 4.

The Proposal supports Objective 6 and Policy 10 as the Site is suitably located in the vicinity of planned transportation infrastructure investment identified in SDC's Long Term Plan 2021-31. This includes the signalisation of the adjacent Levi Road/Lincoln Rolleston Road/Masefield Drive/Lowes Road intersection and continued investment in walking and cycling infrastructure. On this basis, the Proposal integrates well with infrastructure planning in the Selwyn District. The development of an additional supermarket in Rolleston also supports Objective 8 and Policy 1 as it will reduce longer distance travel to Christchurch by Rolleston residents to meet shopping needs, with a subsequent reduction in vehicle-related greenhouse gas emissions. For those residents already travelling to or from Christchurch, Prebbleton or Lincoln, the Proposal is strategically located on key arterial roads serving these centres, such that no additional travel is required by pass-by traffic to visit the supermarket.

Overall, it is considered the Proposal in close proximity to the Town Centre and within the Township boundary, being proximate to the many planned urban growth areas, and well-serviced by existing public transport, gives effect to the NPS-UD.

8.4 Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill (**the Bill**) passed into law 15 December 2021. The Bill proposes to rapidly accelerate the supply of housing in Tier 1 local authorities by introducing medium density residential standards and further intensifying activity (in addition to the NPS-UD) around centres. The Bill directs Tier 1 local authorities (which includes SDC) to have Medium-Density Residential Standards (**MDRS**) in every relevant residential zone in Rolleston (excluding Large Lot Residential Zones).

As a consequence of the Bill:

- Any aspects of the pSDP that propose changes to the residential areas or create new residential areas which do not give effect to MDRS must be withdrawn (unless they have been heard before 20 February 2022); and
- A new Intensification Streamlined Planning Process (**ISPP**) which gives effect to the Bill will be notified by 20 August 2022 and the rules have immediate legal effect for existing residential areas (with any plan provisions which are inconsistent with the Bill ceasing to have effect). SDC has signalled it will likely need to re-notify parts of the pSDP as a result (e.g. Residential and Subdivision Chapters). Depending on the scope of the ISPP, it may require those submitters that sought rezoning of land to resubmit under this additional process.

The future permitted baseline of the surrounding residential environment at a date on or before August 2022 will include residential properties that can be intensified through the development of up to three residential units per site, with development up to a height of 11m, without the need for resource consent. This will inevitably change the nature, character and amenity of the surrounding environment within which the Proposal would exist.

8.5 Recovery Strategy for Greater Christchurch

The Recovery Strategy contains six components of recovery, including built environment recovery.

The Strategy identifies goals relating to the built environment recovery, including supporting innovative urban design, buildings, technology and infrastructure to redefine Greater Christchurch as a safe place built for the future. Social recovery aims to strengthen community resilience, safety and wellbeing, and enhance quality of life for residents and visitors. Economic recovery seeks to revitalise Greater Christchurch as the heart of a prosperous region for business, work, education and increased investment in new activities. It is considered that the Proposal is aligned with the built environment recovery, economic and social recovery components of the Recovery Strategy. The establishment and operation the PAK'nSAVE supermarket is in accordance with the Recovery Strategy. It has been designed with community and economic resilience in mind in a prominent location at the corner of two arterial roads (Levi Road and Lincoln Rolleston Road) used by people who live and work in the vicinity, as well as people travelling from Weedons Road to the Rolleston Town Centre via Levi Road and Mansfield Drive, between the Rolleston township and CSM2 for travel to and from Christchurch and further north, and south-east between Lincoln and Rolleston.

8.6 Land Use Recovery Plan

The LURP came into effect on 6 December 2013. It helps to achieve the vision of the Recovery Strategy and provides direction for residential and business land use development to support recovery and rebuilding across metropolitan Greater Christchurch in the next 10-15 years. The LURP is a statutory document prepared under the Canterbury Earthquake Recovery Act 2011 (**CER Act**) which aims to provide the delivery mechanisms necessary to (amongst other things) meet the land use needs of business activities in existing urban areas to accommodate rebuilding and growth, support recovery and rebuilding of centres, and ensure development of transport networks support these activities. These delivery mechanisms are supported by actions that local and central government agencies are required to undertake to ensure the recovery needs relating to residential and business land use are met. Relevant to this proposal is Action 24, which generally requires SDC to enable in their district plan review provision to revitalise centres. While the Site is not located within an identified centre, the Economic Assessment and Urban Design Assessment demonstrate that the Proposal supports the recovery and increased resilience of Greater Christchurch and is not considered inconsistent with the Recovery Strategy and the LURP.

8.7 Canterbury Regional Policy Statement

The CRPS provides an overview of the resource management issues in the Canterbury region. The purpose of the CRPS is to set out the objectives, policies and methods to address those issues and to achieve integrated, consistent and coordinated management of the natural and physical resources of the region. These methods include directions for provisions in district and regional plans, which must not be inconsistent with the CRPS.

The CRPS was prepared under the previous NPS-UDC, so it cannot be assumed that it fully gives effect to the NPS-UD. The NPS-UD will prevail over a RPS in the case of conflict between the provisions of the two documents. That said, the CRPS provides for development in and around existing urban areas as the *primary* focus for accommodating the region's growth (Objective 5.2.1 Location, Design and Function of Development), and recognises that new commercial activities are *primarily* directed to the central city, key activity centres and neighbourhood centres (Objective 6.2.6(3) Business Land development); and a range of other business activities are provided for in appropriate locations (Objective 6.2.6(4) Business Land development). The CRPS also expressly provides that some new commercial development will be appropriate outside of a centre subject to appropriate management of effects. The Proposal is considered to be consistent with the CRPS.

8.7.1 Land-Use and Infrastructure

Chapter 5: Land Use and Infrastructure of the CRPS seeks to ensure that development occurs in a consolidated manner in existing urban areas and that any adverse effects of development are adequately managed. The relevant objectives and policies contained within Chapter 5: Land Use and Infrastructure of the CRPS are assessed in **Table 4**.

Table 4 | Relevant objectives and policies contained within Chapter 5: Land Use and Infrastructure of the Canterbury Regional Policy Statement

Objectives and policies	Assessment
<p>Objective 5.2.1 - Location, Design and Function of Development (Entire Region)</p> <p><i>Development is located and designed so that it functions in a way that:</i></p> <ol style="list-style-type: none"> 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: <ol style="list-style-type: none"> a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values; b. ... c. encourages sustainable economic development by enabling business activities in appropriate locations; d. minimises energy use and/or improves energy efficiency; e. ... 	<p>The proposal is considered to be consistent with Objective 5.2.1 and associated Policy 5.3.2 as the Site is located within the Living Z Zone, which is a zone included within the Rolleston township boundary and will contribute towards consolidated growth in an existing urban area. As detailed in the Economic Assessment, the Proposal will enable people and communities, including future generations, to provide for their social and economic wellbeing and health and safety by providing convenient and safe access to a large-format discount supermarket, and ensuring opportunities for employment and social interaction. The proposal will enable commercial development in an appropriate location without adversely affecting other centres.</p> <p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, Architectural Design Statement, and Economic Assessment, the supermarket will achieve consolidated, well designed and sustainable growth. The scale and design of the Proposal is not considered to be incompatible with the surrounding residential and rural environment given its generous road and internal boundary setbacks and location at the corner of two arterial roads, combined with the use of appropriate</p>

Objectives and policies	Assessment
<p><i>f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</i></p> <p><i>g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</i></p> <p><i>h. ...</i></p> <p><i>i. avoids conflicts between incompatible activities.</i></p>	<p>façade materials, colours, architectural design and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip).</p> <p>The proposal is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure (arterial roads), as detailed in the ITA.</p>
<p>Policy 5.3.2 - Development conditions (wider region)</p> <p>To enable development including regionally significant infrastructure which:</p> <p>1. ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose :</p> <p><i>a. existing or consented regionally significant infrastructure;</i></p> <p><i>b. options for accommodating the consolidated growth and development of existing urban areas;</i></p> <p><i>c. the productivity of the region's soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;</i></p> <p><i>d. the protection of sources of water for community supplies; e. significant natural and physical resources;</i></p> <p>2. avoid or mitigate:</p> <p><i>a. natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;</i></p> <p><i>b. reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas; and</i></p> <p>3. integrate with:</p> <p><i>a. the efficient and effective provision, maintenance or upgrade of infrastructure; and</i></p> <p><i>b. transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.</i></p>	

Objectives and policies	Assessment
<p>Objective 5.2.2 - Integration of land-use and regionally significant infrastructure (Wider Region)</p> <p><i>In relation to the integration of land use and regionally significant infrastructure:</i></p> <ol style="list-style-type: none"> <i>1. To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.</i> <i>2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:</i> <ol style="list-style-type: none"> <i>a. development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.</i> <i>b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.</i> <i>c. there is increased sustainability, efficiency, and liveability.</i> 	<p>As described in the ITA, the Site is strategically located on Levi Road (arterial road) which provides a key connection between the Rolleston township and CSM2 (via the Weedons Interchange) for travel to and from Christchurch and further north. The Proposal is therefore consistent with Objective 5.2.2.</p>
<p>Objective 5.2.3 - Transport network (Wider Region)</p> <p><i>A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:</i></p> <ol style="list-style-type: none"> <i>1. supports a consolidated and sustainable urban form;</i> <i>2. avoids, remedies or mitigates the adverse effects of transport use and its provision;</i> <i>3. provides an acceptable level of accessibility; and</i> <i>4. is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.</i> 	

8.7.2 Recovery and Rebuilding of Greater Christchurch

Chapter 6: Recovery and Rebuilding of Greater Christchurch of the CRPS seeks to manage growth and development within the Greater Christchurch area, directing growth to the Central City, KACs and Neighbourhood Centres, and requiring development give effect to the principles of good urban design. The relevant objectives and policies relating to the recovery and rebuilding of Greater Christchurch contained within Chapter 6: Recovery and Rebuilding of Greater Christchurch of the CRPS are assessed in **Table 5**.

Table 5 | Relevant objectives and policies contained within Chapter 6: Recovery and Rebuilding of Greater Christchurch of the Canterbury Regional Policy Statement

Objectives and policies	Assessment
<p>Objective 6.2.1 - Recovery framework</p> <p><i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <ol style="list-style-type: none"> <i>1. identifies priority areas for urban development within Greater Christchurch;</i> <i>2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;</i> <i>3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</i> <i>4. ...</i> <i>5. protects and enhances indigenous biodiversity and public space;</i> <i>6. maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;</i> <i>7. maintains the character and amenity of rural areas and settlements;</i> <i>8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise;</i> <i>9. integrates strategic and other infrastructure and services with land use development;</i> <i>10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</i> <i>11. optimises use of existing infrastructure; and</i> <i>12. provides for development opportunities on Māori Reserves in Greater Christchurch.</i> 	<p>The proposal is considered to be consistent with Objective 6.2.1 as it will be suitably located within an urban area. The proposal will protect indigenous biodiversity and public space, maintain the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air, maintains the character and amenity of rural areas, and protect people from unacceptable risk from natural hazards and the effects of sea-level rise. As demonstrated in the ITA, the Proposal will integrate with strategic and other infrastructure and will not adversely affect the strategic infrastructure and freight hubs.</p>
<p>Objective 6.2.2 - Urban form and settlement pattern</p> <p><i>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:</i></p> <ol style="list-style-type: none"> <i>1. ...</i> <i>2. ...</i> <i>3. ...</i> 	<p>The proposal will contribute towards the self-sufficiency of Rolleston, consistent with Objective 6.2.2. It will be suitably located on land identified as a greenfield priority area under the CRPS. As demonstrated in the Economic Assessment, future district retail demand growth will support up to ten additional supermarkets across the Selwyn District over time. The proposal acknowledges and responds to this market opportunity. The proposal will bring in additional expenditure, employment and incomes during the temporary construction period. Once built, it will provide employment opportunities within Rolleston, and will reduce travel time/cost associated with Selwyn District residents not having to travel to the</p>

Objectives and policies	Assessment
<p>4. providing for the development of greenfield priority areas, and of land within Future Development Areas where the circumstances set out in Policy 6.3.12 are met, on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;</p> <p>5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</p> <p>6. ...</p> <p>7. ...</p>	<p>nearest large-format PAK'nSAVE in Hornby, Christchurch.</p>
<p>Objective 6.2.5 - Key activity and other centres</p> <p>Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period:</p> <ol style="list-style-type: none"> 1. The Central City 2. Key Activity Centres 3. Neighbourhood centres. <p>These centres will be high quality, support a diversity of business opportunities including appropriate mixed use development, and incorporate good urban design principles. The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.</p>	<p>As outlined in the Economic Assessment, Insight Economics do not consider the Proposal will pose any material risk of adverse effects on the Rolleston KAC because it is the District's largest centre and therefore performs several roles and functions, nearly all of which will be wholly unaffected by the Proposal. The proposal will present no risk of supermarket closure and the risk of retail distribution effects arising from the Proposal is low. As such, the Proposal is considered to be consistent with Objective 6.2.5.</p>
<p>Objective 6.2.6 - Business land development</p> <p>Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:</p> <ol style="list-style-type: none"> 1. ... 2. ... 3. New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres; 4. A range of other business activities are provided for in appropriate locations; and 5. Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments. 	<p>The proposal is considered to be consistent with Objective 6.2.6(3) which only requires new commercial activities be "primarily" directed to centres. The Proposal is only for one commercial activity (supermarket) at the Site which is located near the Town Centre. While not located within a centre, the Proposal will not prevent other new commercial activities from being "primarily" located in a centre. Foodstuffs has identified this site as the most appropriate and suitable site. There is not sufficient business land in the Rolleston Town Centre for this large-format discount supermarket. Furthermore, supermarkets are not contemplated within Neighbourhood Centres given the definition under the SDP for a "Neighbourhood Centre" is a "group of principally convenience stores".</p> <p>As outlined in the Economic Assessment, the projected growth in district demand can support an additional 26,000m² of food retail GFA under the medium scenario (approximately eight additional supermarkets), and 36,500m² under the high scenario (approximately ten additional supermarkets).</p> <p>For reasons contained in the Assessment of Environmental Effects in Section 7, it is considered the</p>

Objectives and policies	Assessment
	<p>Proposal is appropriately located in accordance with Objective 6.2.6(4) and has adopted appropriate urban design qualities as demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement. The use of appropriate façade materials, colours, architectural design and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip), combined with generous road and internal boundary setbacks and location at the corner of two arterial roads will ensure the scale and design of the Proposal is not incompatible with the surrounding residential and rural environment.</p>
<p>Policy 6.3.3 - Development in accordance with outline development plans</p> <p><i>Development in greenfield priority areas or Future Development Areas and rural residential development is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:</i></p> <p>...</p>	<p>The scale of the Proposal will not preclude achieving the average net density of 10 units per hectare within the Living Z Zone. A pocket park will be located in the north-west corner of the Site, in a more prominent location than the neighbourhood park shown in ODP 4. However, as development will not occur in accordance with ODP 4, it is considered the Proposal is partially consistent with Policy 6.3.3.</p>
<p>Policy 6.3.6 - Business land</p> <p><i>To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:</i></p> <ol style="list-style-type: none"> <i>1. Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;</i> <i>2. Recognises demand arising from the relocation of business activities as a result of earthquake damaged land and buildings;</i> <i>3. Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres;</i> <i>4. Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects;</i> <i>5. Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial</i> 	<p>It is considered the Proposal is consistent with Policy 6.3.6 which provides for new commercial activity to locate out of centres where it will not give rise to significant adverse distributional or urban form effects. It is considered this is an appropriate circumstance to locate out of centre as the Proposal will not give rise to significant adverse distributional or urban form effects, as demonstrated in the Assessment of Environmental Effects contained in Section 7, the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, Architectural Design Statement, and Economic Assessment.</p> <p>The proposal acknowledges and responds to future district retail demand growth, which will support up to ten additional supermarkets across the Selwyn District over time. The proposal will bring in additional expenditure, employment and incomes during the temporary construction period. Once built, the supermarket will provide employment opportunities within Rolleston, and will reduce travel time/cost associated with Selwyn District residents not having to travel to the nearest large-format PAK'nSAVE in Hornby, Christchurch.</p>

Objectives and policies	Assessment
<p>activities, and that commercial use in these areas is restricted;</p> <p>6. Recognises that existing business zones provide for a range of business activities depending on:</p> <ul style="list-style-type: none"> i. the desired amenity of the business areas and their surrounds; and ii. the potential for significant distributional or urban form effects on other centres from new commercial activity. <p>7. Utilises existing infrastructure availability, capacity and quality;</p> <p>8. Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against;</p> <p>9. Ensures close proximity to labour supply, major transport hubs and passenger transport networks;</p> <p>10. Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch;</p> <p>11. Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and</p> <p>12. Incorporates good urban design principles appropriate to the context of the development.</p>	

8.7.3 Contaminated Land

The relevant objectives and policies contained within Chapter 17: Contaminated Land of the CRPS are assessed in **Table 6**.

Table 6 | Relevant objectives and policies contained within Chapter 17: Contaminated Land of the Canterbury Regional Policy Statement

Objectives and policies	Assessment
<p>Objective 17.2.1 – Protection from adverse effects of contaminated land</p> <p><i>Protection of people and the environment from both on-site and off-site adverse effects of contaminated land.</i></p>	<p>The proposal is consistent with Objective 17.2.1 and Policy 17.3.2, with the PSI undertaken by PDP finding no information to suggest that any HAIL activities have occurred at the Site. Selected soil sampling will be undertaken prior to the works to confirm the findings of the PSI. Furthermore, controls will be in place for the appropriate management and off-site disposal of soils to ensure that any adverse effects during soil removal are avoided, mitigated or remedied. In regard to stormwater discharges, all stormwater discharge to ground will be located outside the areas of contamination.</p>
<p>Policy 17.3.2 Development of, or discharge from contaminated land</p> <p><i>In relation to actually or potentially contaminated land, where new subdivision, use or development is proposed on that land, or where there is a discharge of the contaminant from that land:</i></p>	

Objectives and policies	Assessment
<p>1. a site investigation is to be undertaken to determine the nature and extent of any contamination; and</p> <p>2. if it is found that the land is contaminated, except as provided for in Policy 17.3.3, the actual or potential adverse effects of that contamination, or discharges from the contaminated land shall be avoided, remedied or mitigated in a manner that does not lead to further significant adverse effects.</p>	

8.7.4 Summary

The Proposal is considered to be in accordance with the general tenet of the relevant objectives and policies of the CRPS. The proposal will contribute towards consolidated growth in an existing urban area and enable people and communities, including future generations, to provide for their social and economic wellbeing and health and safety by providing convenient and safe access to a large-format discount supermarket, and ensuring opportunities for employment and social interaction. Importantly, the economic evidence supports that the Proposal will not give rise to significant adverse distributional or urban form effects (including on the Rolleston KAC) from locating out of centre.

8.8 Operative Selwyn District Plan

The SDP recognises and provides for the growth of townships, recognising that many of its towns are expanding as the Selwyn District population increases. The most relevant objectives and policies are identified below.

The SDP has not given effect to the NPS-UD. The provisions of the SDP should be read in a way what is consistent with the NPS-UD or alternatively, the NPS-UD will prevail over the SDP in the case of conflict between the provisions of the two documents.

8.8.1 Growth of Townships

Residential and Business Development

The relevant objectives and policies relating to residential and business development contained within Part B, B4 Growth of Townships of the SDP are assessed in **Table 7**.

Table 7 | Relevant objectives and policies relating to residential and business development contained within Part B, B4 Growth of Townships of the Operative Selwyn District Plan

Objectives and policies	Assessment
<p>Objective B4.3.1</p> <p><i>The expansion of townships does not adversely affect:</i></p> <ul style="list-style-type: none"> ■ Natural or physical resources; ■ Other activities; ■ Amenity values of the township or the rural area; or 	<p>The Living Z Zone is included under the definition of 'township,' and the Proposal will therefore not involve expanding the Rolleston township and is consistent with this objective.</p> <p>The Proposal has been architecturally designed and landscaped (including a pocket park and comprehensive road boundary treatment) to ensure it does not adversely affect natural or physical resources, other activities, amenity values of the township or the rural area, or any</p>

Objectives and policies	Assessment
<ul style="list-style-type: none"> Sites with special ecological, cultural, heritage or landscape values. 	<p>sites with special ecological, cultural, heritage or landscape values.</p>
<p>Objective B4.3.3</p> <p><i>For townships within the Greater Christchurch area, new residential or business development is to be provided within existing zoned land or priority areas identified in the Regional Policy Statement and such development is to occur in general accordance with an operative Outline Development Plan.</i></p>	<p>The Proposal is suitably located within land identified for urban growth under the CRPS and appropriately zoned for urban development within existing Township boundary. The scale of the Proposal does not preclude achieving the comprehensive residential development and indicative roading contained in ODP 4 in the remainder of the Site. A pocket park will be located in the north-west corner of the Site, in a more prominent location than the neighbourhood park shown in ODP 4. However, it is considered the Proposal is partially consistent with Objective B4.3.3 as development will not occur in general accordance with ODP 4.</p>
<p>Objective B4.3.6</p> <p><i>Ensure that subdivision and development in Living Z zoned areas achieves an average net density over an Outline Development Plan area of at least ten household units per hectare.</i></p>	<p>The Proposal will not preclude the balance of the Site from being developed as generally anticipated by the Living Z Zone and the associated ODP so is partially consistent with this policy.</p>
<p>Objective B4.3.8</p> <p><i>Commercial growth is primarily focused within the Key Activity Centres of Rolleston and Lincoln in a way and at a rate that:</i></p> <p><i>(1) Meets the economic needs of commercial businesses, provides for their communities with convenient access to goods and services, and ensures opportunities for employment and social interaction: and</i></p> <p><i>(2) Ensures an adequate supply of land to meet commercial and community demands.</i></p>	<p>The supermarket will not be located within the Rolleston Town Centre as the most appropriate site for this activity is on the Site.</p> <p>As demonstrated in the Economic Assessment, the Proposal will not prevent commercial growth from being primarily focused within the Town Centre, and will not compromise the viability of the same. The proposal will further contribute towards providing the community with convenient access to meet their grocery needs, and ensuring opportunities for employment and social interaction.</p> <p>Accordingly, it is considered the Proposal is consistent with Objective B4.3.8 due to the inclusion of the word “primarily” in the objective. While the Proposal is not located within a centre, it is located near the Town Centre without impact to it.</p>
<p>Policy B4.3.1</p> <p><i>Ensure new residential, rural residential or business development either:</i></p> <ul style="list-style-type: none"> ...; or <i>The land is rezoned to an appropriate Living or Business zone and, where within the Greater Christchurch area, is contained within existing zoned land and greenfield priority areas identified in the Regional Policy Statement and developed in accordance with an Outline Development Plan incorporated into the District Plan.</i> 	<p>The scale of the Proposal will not preclude achieving the average net density of 10 units per hectare within the balance of the Site. A pocket park will be located in the north-west corner of the Site, in a more prominent location than the neighbourhood park shown in ODP 4. However, as development will not occur in accordance with ODP 4, it is considered the Proposal is only partially consistent accordance with Policy B4.3.1.</p>

Objectives and policies	Assessment
<p>Policy B4.3.4</p> <p><i>Encourage new residential or business development to occur on vacant land in existing Living or Business zones, if that land is available and appropriate for the proposed activity.</i></p>	<p>In accordance with Policy B4.3.4, the Proposal will be located within vacant land in an existing Living Z Zone, this land is available and for the reasons contained in the Assessment of Environmental Effects in Section 7 of this report, the Proposal is considered appropriate in this location. The Proposal is consistent with this policy.</p>
<p>Policy B4.3.6</p> <p><i>Encourage townships to expand in a compact shape where practical.</i></p>	<p>The proposal is consistent with Policy B4.3.6 as the Site is zoned for urban development purposes and located within the Rolleston Township boundary.</p>
<p>Policy B4.3.10</p> <p><i>To ensure that the key principles and outcomes sought in operative Outline Development Plans are achieved and where development is proposed that is not in general accordance with an operative Outline Development Plan in the District Plan, consideration shall be given as to whether:</i></p> <ul style="list-style-type: none"> ■ <i>the proposed change will better achieve the key principles of the Outline Development Plan, as set out in Policy 4.3.7 and any specific ODP requirements set out in any area-specific ODP policy, than the land use pattern shown in the operative ODP;</i> ■ <i>the proposed change will potentially compromise the outcomes sought within the remainder of the Outline Development Plan area. This is especially the case where changes are proposed that only cover a portion of an ODP area and/or have implications for other parts of the ODP area beyond the applicant's control. Where development that is not in general accordance with the ODP is proposed via a subdivision consent application, it is preferable that the application covers the entire ODP area so that the implications of such changes are able to be fully understood and assessed;</i> ■ <i>adequate provision has been made to ensure that such changes are aligned with the corresponding land use provisions of the District Plan and that this is transparent to current and future landowners.</i> 	<p>It is considered the Proposal will not preclude achieving the key principles and outcomes sought in ODP 4 in the remainder of the Site, including achieving the average net density of 10 units per hectare within the Living Z Zone. A pocket park will be located in the north-west corner of the Site. However, as development will not occur in general accordance with ODP 4, it is considered the Proposal is only partially consistent with Policy B4.3.1.</p>
<p>Policy B4.3.77</p> <p><i>Ensure that development within each of the Outline Development Plan areas identified on the Planning Maps and Appendices within Rolleston addresses the specific matters relevant to each ODP Area number listed below:</i></p> <p>Outline Development Plan Area 4</p> <ul style="list-style-type: none"> ■ <i>Provision of a local secondary road connection accessing Lincoln Rolleston Road;</i> 	<p>The proposal will not preclude the remainder of ODP 4 from providing a local secondary road connection accessing Lincoln Rolleston Road, pedestrian and cycle links within and through the ODP area, a comprehensive stormwater system that has sufficient capacity for the ODP area, or reticulated water supply and wastewater systems that have sufficient capacity for the ODP area. The supermarket will replace the development potential of approximately 40 households, enabling approximately 34 households to be accommodated in the remainder of the Site (ODP 4). The Proposal does not preclude the balance of the Site from achieving a minimum net density</p>

Objectives and policies	Assessment
<ul style="list-style-type: none"> ■ <i>Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban area to the west;</i> ■ <i>Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;</i> ■ <i>Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;</i> ■ <i>Provision of a minimum net density of 10 households per hectare averaged over the ODP area.</i> 	<p>of 10 households per hectare averaged over the balance of the ODP area. As such, it is considered the Proposal can still achieve the outcomes sought by Policy B4.3.77 and is partially consistent with this policy.</p>

8.8.2 Health, Safety and Values

Quality of the Environment

The relevant objectives and policies relating to the quality of the environment contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 8**.

Table 8 | Relevant objectives and policies relating to the quality of the environment contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Objectives and policies	Assessment
<p>Objective B3.4.1</p> <p><i>The District's townships are pleasant places to live and work in.</i></p>	<p>The proposal will contribute towards a township which is a pleasant place to live and work in. As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been architecturally designed and landscaped to reflect the high standards of amenity and character associated with the Living Z Zone in Rolleston.</p> <p>The use of appropriate façade materials, colours, architectural design and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip), combined with generous road and internal boundary setbacks and location at the corner of two arterial roads will ensure the scale and design of the Proposal is not incompatible with the surrounding residential and rural environment. The supermarket building meets the relevant road and internal boundary setbacks and recession plane requirements for the Living Z Zone.</p> <p>The Site will be comprehensively landscaped to mitigate any adverse effects of the supermarket and associated car parking and signage on the amenity and character of surrounding residential and rural properties. These measures will ensure the Proposal integrates with the environment without causing adverse effects on the ability for people to continue to enjoy their homes and properties, and is compatible with the character, quality of the environment and amenity values of the Living Z Zone.</p>
<p>Objective B3.4.2</p> <p><i>A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.</i></p>	

Objectives and policies	Assessment
	<p>As demonstrated in the ITA, the supermarket is well-connected, safe, accessible, and resilient. The proposal will enhance economic and social outcomes for the benefit of the entire District by providing the community with convenient access to a large-format discount supermarket, and ensuring opportunities for employment and social interaction.</p> <p>Accordingly, it is considered the scale and design of the supermarket and associated car parking and signage is in keeping with the character and amenity of the surrounding residential environment and is consistent with Objective B3.4.1 and Objective B3.4.2 .</p>
<p>Objective B3.4.3</p> <p><i>“Reverse sensitivity” effects between activities are avoided.</i></p>	<p>With regard to Objective B3.4.3, it is not considered any “reverse sensitivity” effects will result from the Proposal. Therefore, it is considered to be consistent with this objective.</p>
<p>Objective B3.4.4</p> <p><i>Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium-density housing typologies located within areas identified in an Outline Development Plan.</i></p>	<p>The proposal will ensure that township growth has a compact urban form in line with Objective B3.4.4 and will provide a high-level connectivity both within the development and with adjoining land areas as sought by Objectives B3.4.5.</p> <p>The proposal will maintain a compact urban form being located within the existing urban area. Medium-density housing typologies will not be located within the area identified in ODP 4, however the Proposal does not preclude providing medium-density housing typologies in the remainder of the Site. Accordingly, it is considered the Proposal will be partially consistent with Objective B3.4.4.</p>
<p>Objective B3.4.5</p> <p><i>Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with adjoining land areas (where these have been or are likely to be developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.</i></p>	<p>The proposal will provide a high level of connectivity within the development and with adjoining land areas and will provide suitable access to a variety of forms of transport, consistent with Objective B3.4.5. As demonstrated in the Architectural Drawings, Renders and Design Statement, the Proposal will provide pedestrian footpaths from the supermarket entrance to/from Levi Road and Lincoln Rolleston Road, and along the road boundary to connect with the existing pedestrian footpath network. The Site is located on Bus Route 5 - Rolleston/New Brighton, with the nearest bus stop located approximately 200m north-west of the Site on Masfield Drive. Cycle parks are proposed close to the entrance to the supermarket building to ensure they are highly visible and accessible.</p>

Zones

The objective and policy framework for the Living Zone primarily focuses on the maintenance or enhancement of the character of residential areas by ensuring adverse effects of activities on the amenity of an area are avoided, remedied or mitigated. The relevant objectives and policies relating to zones contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 9**.

Table 9 | Relevant transport network objectives and policies relating to zones contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Objectives and policies	Assessment
<p>Policy B3.4.1</p> <p><i>To provide zones in townships based on the existing quality of the environment, character and amenity values, except within Outline Development Plan areas in the Greater Christchurch area where provision is made for high quality medium-density housing.</i></p>	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been designed and landscaped to maintain and enhance the quality of the environment character and amenity values of the Living Z Zone by ensuring that the Proposal is of a scale appropriate to the locality. The supermarket building is sited in a location to enable privacy and retain open space and access to sunlight and daylight, and meets the relevant SDP road and internal boundary setbacks and recession plane requirements. A pocket park will be located in the north-west corner of the Site, in a more prominent location than the neighbourhood park shown in ODP 4. Accordingly, the Proposal is considered to be consistent with Policy B3.4.1.</p>
<p>Policy B3.4.2</p> <p><i>To provide for any activity to locate in a zone provided it has effects which are compatible with the character, quality of the environment and amenity values of that zone.</i></p>	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, and as concluded in the Assessment of Environmental Effects in Section 7, it is considered the Proposal will have effects which are compatible with the character, quality of the environment and amenity values of the Living Z Zone consistent with Policy B3.4.2.</p> <p>The proposal has been designed to integrate with the environment without causing unacceptable adverse effects on the ability for people to continue to enjoy their homes and properties. The supermarket building is sited in a location to enable privacy and retain open space and access to sunlight and daylight. The supermarket building meets the relevant road and internal boundary setbacks and recession plane requirements for the Living Z Zone.</p> <p>The Site will be comprehensively landscaped, with a pocket park and road boundary landscape treatment to mitigate any adverse effects of the supermarket and associated car parking and signage on the amenity and character of surrounding residential and rural properties.</p>
<p>Policy B3.4.3</p> <p><i>To provide Living zones which:</i></p> <ul style="list-style-type: none"> ■ <i>are pleasant places to live in and provide for the health and safety of people and their communities;</i> ■ <i>are less busy and more spacious than residential areas in metropolitan centres;</i> ■ <i>have safe and easy access for residents to associated services and facilities;</i> ■ <i>provide for a variety of living environments and housing choices for residents, including medium-</i> 	<p>The Proposal has been architecturally designed and landscaped to maintain environmental quality and aesthetic and amenity values as demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement. It is considered the design and layout on the Site, including supermarket building design, parking layout and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip) of the Proposal will make the Living Z Zone a pleasant place to live in and provide for the health and safety of people and their communities consistent with Policy B3.4.3.</p>

Objectives and policies	Assessment
<p><i>density areas identified in Outline Development Plans;</i></p> <ul style="list-style-type: none"> ■ <i>ensure medium-density residential areas identified in Outline Development Plans are located within close proximity to open spaces and/or community facilities and</i> ■ <i>ensure that new medium-density residential developments identified in Outline Development Plans are designed in accordance with the following design principles:</i> ■ <i>access and connections to surrounding residential areas and community facilities and neighbourhood centres are provided for through a range of transport modes;</i> ■ <i>block proportions are small, easily navigable and convenient to encourage cycle and pedestrian movement;</i> ■ <i>streets are aligned to take advantage of views and landscape elements;</i> ■ <i>section proportions are designed to allow for private open space and sunlight admission;</i> ■ <i>a subdivision layout that minimises the number of rear lots;</i> ■ <i>layout and design of dwellings encourage high levels of interface with roads, reserves and other dwellings;</i> ■ <i>a diversity of living environments and housing types are provided to reflect different lifestyle choices and needs of the community;</i> ■ <i>a balance between built form and open spaces complements the existing character and amenity of the surrounding environment and;</i> ■ <i>any existing natural, cultural, historical and other unique features of the area are incorporated where possible to provide a sense of place, identity and community.</i> 	<p>The proposal will enable people and communities to provide for their health and safety by providing opportunities to live, work and shop locally. The supermarket will be located within comfortable walking and cycling distance of existing and growing residential areas. This will enable surrounding residents to comfortably walk or cycle to the Proposal through the provision of pedestrian footpaths connecting with the existing footpath network on Levi Road and Lincoln Rolleston Road, and a future shared path along the northern side of Levi Road. A high proportion of supermarket trips will also be pass-by trips due to the Site's convenient location at the corner of two arterial roads.</p> <p>As demonstrated in the ITA, the Proposal will provide safe access and connections for customers to Levi Road and Lincoln Rolleston Road for a range of transport modes, which connect to surrounding residential areas, community facilities and the Rolleston Town Centre.</p> <p>The proposal will provide a balance between built form and open spaces, which will complement the existing character and amenity of the surrounding environment. The supermarket building is sited in a location to enable privacy and retain open space and access to sunlight and daylight. The supermarket building meets the relevant road and internal boundary setbacks and recession plane requirements for the Living Z Zone.</p> <p>A pocket park will be located in the north-west corner of the Site, in a more prominent location than the neighbourhood park shown in ODP 4.</p> <p>Hedges are proposed along the Levi Road frontage of the Site to acknowledge the existing shelterbelts along this interface and incorporate these unique features into the development.</p>

Noise

The relevant objectives and policies relating to noise contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 10**.

Table 10 | Relevant objectives and policies contained relating to noise within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policy	Assessment
<p>Policy B3.4.10</p> <p><i>Ensure noise in all zones does not adversely affect the health or well-being of people.</i></p>	<p>As demonstrated in the Acoustic Assessment, the Proposal will not comply with the SDP permitted night-time noise limits, however Marshall Day consider this non-compliance will not adversely affect the health or wellbeing of people. On this basis, the Proposal is considered to be consistent with Policy B3.4.10.</p>

Glare

The relevant objectives and policies relating to glare contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 11**.

Table 11 | Relevant objectives and policies relating to glare contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policy	Assessment
<p>Policy B3.4.12</p> <p><i>Avoid night lighting and, where practical, glare from reflections shining directly into adjoining sites, in all zones.</i></p>	<p>The proposed lighting will comply with Rule 10.7.1 of the SDP which requires that lighting does not exceed 3 lux spill (horizontal or vertical) on to any part of any adjoining property. All lighting will be directed into the Site and away from adjoining properties and roads. To this end, the Proposal is consistent with Policy B3.4.12.</p>

Dust

The relevant objectives and policies relating to dust contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 12**.

Table 12 | Relevant objectives and policies relating to dust contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policy	Assessment
<p>Policy B3.4.14</p> <p><i>Avoid nuisance effects caused by dust from stockpiled material or construction work in Living or Business zones.</i></p>	<p>Any nuisance effects caused by dust from stockpiled material or construction work will be temporary in nature. Stockpiled material will be appropriately managed using standard sediment and erosion control measures to ensure any effects will be less than minor, and generally consistent with the intent of Policy B3.4.14.</p>

Hours of Operation

The relevant objectives and policies relating to hours of operation contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 13**.

Table 13 | Relevant objectives and policies relating to hours of operation contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policy	Assessment
<p>Policy B3.4.16</p> <p><i>Ensure the operating hours for non-residential activities in Living zones do not disturb surrounding residential activities, particularly at night.</i></p>	<p>The supermarket will be open to customers during the hours of 7:00am and 10:00pm, seven days a week. The supermarket activity will involve a small number of visits by staff outside of supermarket opening hours as they arrive and leave for the early and late shifts, respectively. There will also be a small number of delivery vehicle movements outside of supermarket opening hours. The proposal has been designed and located to not disturb surrounding allotments, consistent with the intent of Policy B3.4.16.</p>

Traffic

The relevant objectives and policies relating to traffic contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 14**.

Table 14 | Relevant objectives and policies relating to traffic contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policies	Assessment
<p>Policy B3.4.18</p> <p><i>Ensure non-residential activities in Living zones generate vehicle and pedestrian movements on a scale compatible with the quality of the environment in Living zones and the local receiving environment.</i></p>	<p>As discussed in the ITA, the Proposal will generate vehicle and pedestrian movements on a scale that is compatible with the quality of the local receiving environment. The Site borders two arterial roads and two-thirds of the traffic associated with the supermarket is predicted to be already travelling past the site or nearby on the road network (i.e. pass-by and diverted trips). As such, it is considered the Proposal is consistent with Policy B3.4.18.</p>
<p>Policy B3.4.19 (a)</p> <p><i>Ensure all activities have appropriate car-parking facilities to avoid, remedy or mitigate any adverse effects of car-parking on:</i></p> <ul style="list-style-type: none"> ■ The amenity values of streets; ■ The privacy of residents; and ■ Safe and convenient access to sites. 	<p>The proposal will provide the required disabled on-site car parking to avoid any adverse effects of car parking on the amenity values of streets and the privacy of residents consistent with Policy B3.4.19(a). The design and layout of the Site will provide safe and convenient access to the Site.</p>
<p>Policy B3.4.19 (b)</p> <p><i>Ensure that a high level of amenity, safety and accessibility is achieved for pedestrians, users of public transport and cyclists when car parking is provided.</i></p>	<p>As demonstrated in the ITA, the Proposal has been designed to ensure a high level of amenity, safety and accessibility is achieved for pedestrians, users of public transport and cyclists consistent with B3.4.19(b), with the provision of cycle parks and pedestrian footpaths from the supermarket entrance to/from Levi Road and Lincoln Rolleston Road, and along the road boundary to connect with the existing pedestrian footpath network. An appropriate level of amenity, safety and accessibility will be achieved for cyclists with the provision of 10 cycle parks close to the entrance to the supermarket building to</p>

Policies	Assessment
	ensure they are highly visible and accessible. The pedestrian footpaths constructed from Levi Road and Lincoln Rolleston Road to the supermarket entrance, together with landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip), will provide a safe, accessible and quality experience for users. The Site is located on Bus Route 5 - Rolleston/New Brighton, with the nearest bus stop located approximately 200m north-west of the Site on Masefield Drive.
Policy B3.4.19 (c) <i>Ensure that access by sustainable transport modes, such as public transport, cycling and walking, is considered when assessing parking needs for new activities.</i>	As demonstrated in the ITA, the Proposal will provide access for sustainable transport modes, notably through provision of appropriately designed pedestrian and cycle facilities and proximity to public transport, which are consistent with Policy B3.4.19(c).

Outdoor Storage

The relevant objectives and policies relating to outdoor storage contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 15**.

Table 15 | Relevant objectives and policies relating to outdoor storage contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policy	Assessment
Policy B3.4.20 <i>Avoid adverse effects on the amenity or aesthetic values of Living and Business 1 Zones from the outdoor storage of goods on sites.</i>	Consistent with Policy B3.4.20, adverse effects on the amenity or aesthetic values of the Living Z Zone from the outdoor storage of goods on-site will be avoided through the location of all outdoor storage at the rear of the Site. As demonstrated in the Architectural Drawings, Renders and Design Statement, all outdoor storage will be screened by the building orientation and proposed fencing and landscape screening.

Outdoor Signs and Noticeboards

The relevant objectives and policies relating to outdoor signs and noticeboards contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 16**.

Table 16 | Relevant objectives and policies relating to outdoor signs and noticeboards contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policies	Assessment
<p>Policy B3.4.21</p> <p><i>Ensure signs in all zones are designed and positioned to avoid:</i></p> <ul style="list-style-type: none"> ■ <i>Adverse effects on the visibility or safety of pedestrians, cyclists or motorists;</i> ■ <i>Impeding access to or past sites;</i> ■ <i>Nuisance effects from sound or motion features on signs or from glare or reflectivity;</i> ■ <i>Adverse effects on the amenity values of the zone; or</i> ■ <i>Dominance of the 'skyline' or view, caused by large signs protruding above the roofs of buildings.</i> 	<p>The proposed signage is designed and positioned to avoid adverse effects on the visibility or safety of pedestrians, cyclists and motorists. The signage will not impede access to or access past sites. It will not create nuisance effects from sound or motion features, or glare or reflectivity. The signage will not dominate the 'skyline' or view as the height of the façade signage will not protrude above the supermarket building. Any adverse effects of the signage on the amenity values of the Living Z Zone will be avoided. For these reasons, it is considered the proposed outdoor signage is designed and positioned consistent with Policy B3.4.21.</p>
<p>Policy B3.4.22</p> <p><i>Ensure signs in Living zones are of a size, design and number which maintain the quality of the environment and amenity values of the zone, but recognise the need for retail activities located in Living zones to have extra signs on the site.</i></p>	<p>The nature, scale, content and colour of the freestanding and façade signage has been designed to capture attention and provide essential site-identification information, while respecting the visual amenity of the locality and maintaining the quality of the environment and amenity values of the Living Z Zone, consistent with Policy B3.4.22.</p>

Building Design

The relevant objectives and policies relating to building design contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 17**.

Table 17 | Relevant objectives and policies relating to building design contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policies	Assessment
<p>Policy B3.4.23</p> <p><i>Allow people freedom in their choice of the design of buildings or structures except where building design needs to be managed to:</i></p> <ul style="list-style-type: none"> ■ <i>Avoid, remedy or mitigate adverse effects on adjoining sites; or</i> ■ <i>Maintain the character of areas with outstanding natural features or landscapes values or special heritage or amenity values; or</i> ■ ... 	<p>The proposed supermarket building has been designed consistent with Policy B3.4.23 which seeks to establish pleasant and attractive streets and public areas. As demonstrated in the Architectural Drawings, Renders and Design Statement, the supermarket building has been positioned to maximise its visibility and interaction with Levi Road and Lincoln Rolleston Road. Furthermore, the provision of comprehensive landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip as shown in the Landscaping Plan, and pedestrian footpaths from Levi Road and Lincoln Rolleston Road to the supermarket entrance connects the activity with the streetscape, and create a variable and visually pleasing environment that is attractive when viewed from these roads.</p>

Policies	Assessment
<p>Policy B3.4.25</p> <p><i>In all zones in townships, ensure buildings:</i></p> <ul style="list-style-type: none"> ■ Do not shade adjoining properties; and ■ Maintain a predominantly low rise skyline. 	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, the Proposal is compliant with the majority of the bulk and location rules of the SDP, including road and internal boundary setbacks and recession plane requirements. The Proposal will not compromise a predominantly low-rise skyline from being maintained. Therefore, the Proposal is considered to be consistent with Policy B3.4.25.</p>
<p>Policy B3.4.26</p> <p><i>Ensure buildings are setback an appropriate distance from road boundaries to maintain privacy and outlook for residents and to maintain the character of the area in which they are located.</i></p>	<p>The supermarket building will be setback approximately 47m from the Levi Road boundary and approximately 76m from Lincoln Rolleston Road boundary, which is considered appropriate for the nature and scale of development proposed. The Proposal is therefore considered to be consistent with Policy B3.4.26.</p>
<p>Policy B3.4.27</p> <p><i>Ensure buildings and structures in Living zones which are used for non-residential activities, are of a size and bulk and in a setting compatible with the quality of the environment and amenity values of a residential area.</i></p>	<p>The size and bulk of the supermarket building and the setting in which the building is located is considered to be compatible with the quality of the environment and amenity values of the residential area. The supermarket building will be contained within a large Site that allows for a considerate building/site layout with generous road and internal boundary setbacks and comprehensive landscaping. The supermarket building is sited to enable privacy and retain open space and access to sunlight and daylight to achieve amenity values compatible with a residential area. The quality of the environment will be maintained through the provision of a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip. Therefore, the Proposal is consistent with Policy B3.4.27.</p>

Landscaping and Amenity Plantings

The relevant objectives and policies relating to landscaping and amenity plantings contained within Part B, B3 Health, Safety and Values of the SDP are assessed in **Table 18**.

Table 18 | Relevant objectives and policies relating to landscaping and amenity plantings contained within Part B, B3 Health, Safety and Values of the Operative Selwyn District Plan

Policy	Assessment
<p>Policy B3.4.31</p> <p><i>Encourage sites in Living and Business 1 Zones to maintain a landscaped area along the road frontage of the site.</i></p>	<p>As illustrated in the Landscape Plan and Assessment, the landscape treatment will include road frontage landscape strips consistent with Policy B3.4.31.</p>

8.8.3 Physical Resources

Transport Network

The relevant objectives and policies relating to the transport network contained within Part B, B2 Physical Resources of the SDP are assessed in **Table 19**.

Table 19 | Relevant transport network objectives and policies relating to the transport network contained within Part B, B2 Physical Resources of the Operative Selwyn District Plan

Objectives and policies	Assessment
<p>Objective B2.1.1</p> <p><i>An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.</i></p>	<p>As outlined in greater detail in the ITA, the Proposal has considered the wider land use and transport network vision, and is appropriately located and designed to ensure the safe and efficient operation of the District's roads and pathways. The proposal has been designed to ensure compatibility with the adjoining road network consistent with Objectives B2.1.1 and B2.1.2.</p>
<p>Objective B2.1.2</p> <p><i>An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid "reverse sensitivity" effects on the operation of transport networks.</i></p>	
<p>Policy B2.1.2</p> <p><i>Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.</i></p>	<p>Consideration has been given to the design and layout of the Site to ensure the Proposal will avoid or mitigate effects on the safe and efficient operation of the District's existing and planned road network. As concluded in the ITA, extensive transportation modelling found the Proposal will not compromise the safe and efficient operation of the District's existing and planned road network. On this basis, it is considered to be consistent with Policy B2.1.2.</p>
<p>Policy B2.1.3</p> <p><i>Recognise and protect the primary function of roads classified as State Highways and Arterial Roads in Part E, Appendix 7, to ensure the safe and efficient flow of 'through' traffic en route to its destination.</i></p>	<p>With regard to Policy B2.1.3, the design and layout of the Site recognises and protects the primary function of Levi Road and Lincoln Rolleston Road as arterial roads to ensure the safe and efficient flow of 'through' traffic en-route to their destination consistent with Policy B2.1.3. The ITA considers the Proposal will not compromise the safe and efficient operation of Levi Road and Lincoln Rolleston Road.</p>
<p>Policy B2.1.4(a)</p> <p><i>Ensure all sites, allotments or properties have legal access to a legal road which is formed to the standard necessary to meet the needs of the activity considering:</i></p> <ul style="list-style-type: none"> ■ <i>the number and type of vehicle movements generated by the activity;</i> ■ <i>the road classification and function; and</i> ■ <i>any pedestrian, cycle, public transport or other access required by the activity.</i> 	<p>The level road accesses to/from Levi Road and Lincoln Rolleston Road will be formed to meet the needs of the supermarket activity consistent with Policy B2.1.4(a).</p>

Objectives and policies	Assessment
<p>Policy B2.1.6(a)</p> <p><i>Require activities to have adequate on-site disabled carparking, where parking is provided, and loading facilities to minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off roads particularly State Highways and Arterial Roads, except where reductions and/or controls are necessary in order to facilitate the urban form of the Rolleston High Street as envisaged by the Rolleston Town Centre Masterplan.</i></p>	<p>Consistent with Policy B2.1.6(a), the Proposal will provide the required level of on-site disabled car parking and loading facilities as confirmed in the ITA. In addition, the supermarket will provide adequate on-site manoeuvring and there will be no need to reverse to or from the Site.</p>
<p>Policy B2.1.7</p> <p><i>Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.</i></p>	<p>Consistent with Policy B2.1.7, the Proposal will provide for pedestrian safety and circulation with the provision of pedestrian footpaths from Levi Road and Lincoln Rolleston Road to the supermarket entrance, and from the parking areas to the supermarket entrance as shown in the Architectural Drawings, Renders and Design Statement. Cycle parks are proposed close to the entrance to the supermarket building to ensure they are highly visible and accessible.</p>
<p>Policy B2.1.10</p> <p><i>Ensure vehicle crossings, intersections, pathways, roadside signs and noticeboards are designed and positioned to ensure good visibility for all road users, and to allow safe passage, access and egress.</i></p>	<p>As discussed in the ITA, the proposed vehicle crossings and footpaths have been designed and positioned to ensure good visibility for all road users, and to allow safe passage, access and egress. The location of the freestanding pylon signs on Levi Road and Lincoln Rolleston Road have been appropriately set back from the vehicle crossings to ensure visibility splays at the access are maintained. To this end, the Proposal is consistent with Policy B2.1.10.</p>
<p>Policy B2.1.13</p> <p><i>Minimise the effects of increasing transport demand associated with areas identified for urban growth by promoting efficient and consolidated land use patterns that will reduce the demand for transport.</i></p>	<p>It is considered the supermarket minimises the effects of increasing transport demand associated with an area identified for urban growth (ODP 4) through its location at the corner of two arterial roads and surrounded by existing and growing residential areas, and through its provision of pedestrian footpaths and cycle parks to encourage people to walk and/or cycle to the supermarket. It is considered the Proposal is consistent with Policy B2.1.13.</p>
<p>Policy B2.1.14</p> <p><i>Encourage people to walk or cycle within and between townships by providing a choice of routes for active transport modes and ensuring there is supporting infrastructure such as parking for cycles, at destinations.</i></p>	<p>The Proposal supports active transport modes through the provision of pedestrian footpaths and cycle parks within the Site, good connectivity to the existing pedestrian and shared path network, and location in proximity to a bus stop, which will encourage people to bus, walk and/or cycle within and between townships. Based on the above, it is considered the Proposal is consistent with Policy B2.1.14.</p>

Objectives and policies	Assessment
<p>Policy B2.1.15</p> <p><i>Require pedestrian and cycle links in new and redeveloped residential or business areas, where such links are likely to provide a safe, attractive and accessible alternative route for pedestrians and cyclists, to surrounding residential areas, business or community facilities.</i></p>	<p>Pedestrian footpaths to/from Levi Road and Lincoln Rolleston Road to the supermarket entrance, the proximity of the nearest bus stop, and the provision of cycle parks will provide a safe, attractive and accessible alternative route for pedestrians and cyclists to surrounding residential areas, business or community facilities consistent with Policy B2.1.15.</p>

Waste Disposal

The relevant objectives and policies relating to waste disposal contained within Part B, B2 Physical Resources of the SDP are assessed in **Table 19**

Table 20 | Relevant transport network objectives and policies relating to waste disposal contained within Part B, B2 Physical Resources of the Operative Selwyn District Plan

Objectives and policies	Assessment
<p>Objective B2.4.1</p> <p><i>People's awareness of the environmental effects of producing and disposing of waste, is increased.</i></p>	<p>A Waste Management Plan will be prepared detailing the initiatives proposed to reduce waste generated from the supermarket operations to be consistent with Objective B2.4.1 and Policy 2.4.1.</p>
<p>Policy 2.4.1</p> <p><i>Promote initiatives to reduce waste generated in the District and to reuse or recycle goods.</i></p>	

8.8.4 Natural Resources

Land and Soil

The relevant objectives and policies relating to land and soil contained within Part B, B1 Natural Resources of the SDP are assessed in **Table 21**.

Table 21 | Relevant objectives and policies relating to land and soil contained within Part B, B1 Natural Resources of the Operative Selwyn District Plan

Objectives and policies	Assessment
<p>Objective B1.1.1</p> <p><i>Adverse effects on people, and their activities, ecosystems and land and soil resources from contaminated soil or unstable land, are minimised.</i></p>	<p>Adverse effects on people and their activities, ecosystems and land and soil resources from contaminated soil will be minimised consistent with Objective B1.1.1.</p>
<p>Policy B1.1.1</p> <p><i>Ensure activities do not contaminate soil.</i></p>	<p>Consistent with Policy B1.1.1, the Proposal will not contaminate soil. Controls will be in place for the appropriate management and off-site disposal of soils to ensure that any adverse effects during soil removal are avoided, mitigated or remedied.</p>
<p>Objective B1.1.2</p> <p><i>New residential or business activities do not create shortages of land or soil resources for other activities in the future.</i></p>	<p>The use of the land as a supermarket and associated parking areas will not create a shortage of land or soil resources in the future. The Proposal constitutes urban development, for which the site is already zoned and</p>

Objectives and policies	Assessment
	within the Township boundary. It is considered the Proposal is consistent with Objective B1.1.2.
Policy B1.1.3 <i>Avoid adverse effects on people's health or well-being from exposure to contaminated soil.</i>	Any adverse effects on people's health or wellbeing from exposure to contaminated soil will be avoided, consistent with Policy B1.1.3. The proposed earthworks are necessary to establish the building foundations, soak pits, hardstand, and landscaping.

Water


The relevant objectives and policies relating to water contained within Part B, B1 Natural Resources of the SDP are assessed in **Table 22**.

Table 22 | Relevant objectives and policies relating to water contained within Part B, B1 Natural Resources of the Operative Selwyn District Plan

Objectives and policies	Assessment
Objective B1.2.1 <i>Expansion of townships in Selwyn District maintains or enhances the quality of ground or surface water resources.</i>	Based on the methods of stormwater disposal, it is considered the Proposal will maintain the quality of groundwater resources is consistent with Objective B1.2.1.
Objective B1.2.2 <i>Activities on land and the surface of water in Selwyn District:</i> <ul style="list-style-type: none"> ■ <i>Do not adversely affect ground or surface water resources;</i> ■ <i>Do not adversely affect waahi tapu or waahi taonga;</i> ■ <i>Maintain or enhance the ecological and habitat values of waterbodies and their margins;</i> ■ <i>Maintain or enhance the water quality and ecological values of sites of mahinga kai (food gathering); and</i> ■ <i>Promote public access along rivers and streams, where appropriate.</i> 	Consistent with Objective B1.2.2, stormwater will be disposed to ground via soak pits that has been appropriately designed to avoid adverse effects on the quality of groundwater. The Site is not a site of waahi tapu and does not contain waahi taonga. The Site is not located near a river, stream, or site of mahinga kai (food gathering).
Policy B1.2.1 <i>Ensure all activities in townships have appropriate systems for water supply, and effluent and stormwater treatment and disposal to avoid adverse effects on the quality of ground water or surface waterbodies.</i>	The proposal will have appropriate systems for water supply, and effluent and stormwater treatment and disposal to avoid adverse effects on the quality of ground water or surface waterbodies consistent with Policy B1.2.1.

8.8.5 Summary

For the reasons outlined above and in the Assessment of Environmental Effects contained in Section 7 of this application, the Proposal has been designed to be, and is considered to be aligned with the majority of the relevant objectives and policies of the SDP. Objectives and policies seeking to undertake development in accordance with an ODP will inevitably be only partially achieved as these policies are residential focused, however the outcomes sought to be achieved by the ODP will not be precluded on the remainder of the Site.



While not been located within a centre, the Proposal is very near to the Town Centre and within the urban area and Township boundary, and will not have any significant urban form or retail distribution impacts. The Proposal has been designed to seek to achieve outcomes sought by provisions for non-residential activities establishing in residential zones (i.e. protect the character, quality of the environment and amenity values of the residential environment) as best it can in the context of the operational and functional requirements necessary to operate a supermarket. The proposal will contribute towards consolidated growth in an existing urban area and enable people and communities, including future generations, to provide for their social and economic wellbeing and health and safety by providing convenient and safe access to a large-format discount supermarket within the residential catchment, and ensuring opportunities for employment and social interaction. Two-thirds of the traffic associated with the supermarket will already be travelling past the Site or nearby on the road network (i.e. pass-by and diverted trips) due to its convenient location. The use of appropriate façade materials, colours, architectural design and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip), combined with generous road and internal boundary setbacks and location at the corner of two arterial roads and near the Rolleston Town Centre will ensure the scale and design of the supermarket building is not incompatible with the surrounding residential and rural environment.

Ultimately, the SDP provisions should be read in a manner which is consistent with the NPS-UD or the NPS-UD prevails. The NPS-UD aims to remove barriers to the supply of land and infrastructure and make room for growth. The Proposal is near the Town Centre and within the Township boundary, being proximate to the many planned urban growth areas and on land which is appropriate and not available in existing zoned business land areas, being well-served by existing public transport, and designed to be sympathetic of neighbourhood amenity is consistent with the NPS-UD.

8.9 Proposed Selwyn District Plan

SDC is able to consider the pSDP objectives and policies when determining the application, applying appropriate weighting alongside the SDP policy framework. As the pSDP provisions are subject to challenge through submissions, hearings have not been completed, and no decisions have been made on submissions, it is considered the pSDP provisions should be given limited weight (if any).

As detailed in Section 8.3 of this application, the NPS-UD requires SDC, as a Tier 1 local authority to 'provide at least sufficient development capacity to meet expected demand for housing and for business land over the short-term, medium-term, and long-term.'

8.9.1 Strategic Directions

District Identity

The relevant strategic directions relating to district identity contained within Part 2 – District Wide Matters of the pSDP are assessed in **Table 23**.

Table 23 | Relevant strategic directions relating to district identity within Part 2 – District Wide Matters of the Proposed Selwyn District Plan

Objectives and policies	Assessment
<p>SD-DI-O1 – Sensational Selwyn</p> <p><i>Selwyn is an attractive and pleasant place to live, work, and visit, where development:</i></p> <ul style="list-style-type: none"> takes into account the character of individual communities; is well-connected, safe, accessible, and resilient; and enhances environmental, economic, cultural and social outcomes for the benefit of the entire District. 	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal will contribute towards an attractive and pleasant place to live, work and visit. The Proposal has been architecturally designed and landscaped to reflect the high standards of amenity and character associated with the Living Z Zone in Rolleston. As demonstrated in the ITA, the Proposal is well-connected, safe, accessible, and resilient. The proposal will enhance economic and social outcomes for the benefit of the entire District by providing the community with convenient access to a large-format discount supermarket, and ensuring opportunities for employment and social interaction. Accordingly, it is considered the Proposal is consistent with SD-DI-O1.</p>
<p>SD-DI-O2 – District well-being and prosperity</p> <p><i>Selwyn's prosperous economy is supported through the efficient use of land, resources, and infrastructure, while ensuring existing activities are protected from incompatible activities.</i></p>	<p>Consistent with SD-DI-O2, the Proposal will support Selwyn's prosperous economy through the efficient use of land enabling people and communities to provide for their economic wellbeing. The proposal is not an incompatible activity with existing surrounding activities and has been designed and located in a manner that is sensitive to adjoining residential activities.</p>
<p>SD-DI-O5 – Vibrant and viable centres</p> <p><i>Selwyn's hierarchy of activity centres are the preferred location for shopping, leisure, cultural, entertainment, and social interaction experiences in accordance with their anticipated role within the Activity Centre Network.</i></p>	<p>The Proposal will not be located within an activity centre. The Site is the most appropriate for the Proposal when considering the unavailability of land within the Rolleston Town Centre under the SDP or pSDP. The reference to the "preferred location" is not directive of activity in those centres if it can be appropriately located near the centre. Accordingly, it is considered the Proposal is consistent with SD-DI-O5.</p>

Urban Form and Development

The relevant strategic directions relating to urban form and development contained within Part 2 – District Wide Matters of the pSDP are assessed in **Table 24**.

Table 24 | Relevant strategic directions relating to urban form and development contained within Part 2 – District Wide Matters of the Proposed Selwyn District Plan

Objectives and policies	Assessment
<p>SD-UFD-O1 – Compact and sustainable township network</p> <p><i>Urban growth is located only in or around existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while responding to the community's needs, natural landforms, cultural values, and physical features.</i></p>	<p>The proposal is consistent with SD-UFD-O1 as the Site is located within the Living Z Zone, which is included as part of the Rolleston township and supports a compact and sustainable urban form that aligns with its anticipated role in the Township Network. The Proposal will respond to the community's grocery needs through enhanced shopping opportunities and consumer choice.</p>

Objectives and policies	Assessment
SD-UFD-02 – Urban growth and development <i>There is sufficient feasible development capacity to meet anticipated demands for housing and business activities.</i>	As demonstrated in the Economic Assessment, there is currently insufficient feasible development capacity to meet anticipated demand for business activities in the Rolleston Town Centre. Therefore, the Proposal is located within the Living Z Zone, which is a zone included as part of the Rolleston township.
SD-UFD-03 – Integration of land use and infrastructure <i>Urban growth and development:</i> <ol style="list-style-type: none"> 1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and 2. has the ability to manage or respond to the effects of climate change. 	Consistent with SD-UFD-03, the Proposal is well-integrated with the efficient provision of infrastructure. The development has the ability to manage or respond to the effects of climate change.

8.9.2 Urban Growth

The Urban Growth section contained in Part 2 – District Wide Matters seeks to provide ongoing urban development capacity through the identification of new urban areas that are subject to the Urban Growth Overlay (**Figure 9**) and by enabling existing sites to be intensified or redeveloped. However, in its current form, this section of the pSDP lacks flexibility in terms of providing provisions that will deliver sufficient, feasible, certain, plan-enabled business land development capacity for commercial use beyond the confines of the Rolleston KAC and Town Centre Zone. The pSDP Urban Growth provisions do not give effect to the NPS-UD, unduly restrict commercial development capacity and limit choice, suitability and competition in the business land market, will create uncertainty in investment and unacceptable costs to businesses with no measurable benefits. The pSDP should be responsive to the variability of urban development capacity within the lifetime of the plan, to ensure the essential servicing needs of residents in the intended catchment are reliably and sustainably met. While the Site is already located with the Township boundary and zoned for urban activity, the fundamentals of achieving an integrated settlement pattern, not compromising the quality of the environment that people value, and not resulting in adverse effects require consideration.

The relevant objectives and policies relating to urban growth contained within Part 2 – District Wide Matters of the pSDP are assessed in **Table 25**.

Table 25 | Relevant objectives and policies relating to urban growth contained within Part 2 – District Wide Matters of the Proposed Selwyn District Plan

Objectives and policies	Assessment
UG-01 <i>Urban growth is provided for in a strategic manner that:</i> <ol style="list-style-type: none"> 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; 	As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been architecturally designed and landscaped to achieve an attractive, pleasant, high-quality, and resilient urban environment. The proposal will maintain the amenity values and character anticipated within the Living Z Zone, with generous road and internal boundary setbacks and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip). There are no identified Heritage Sites, Heritage Settings, and Notable Trees contained within the Site. The proposal will protect the health and wellbeing of water

Objectives and policies	Assessment
<p>5. Provides for the intensification and redevelopment of existing urban sites;</p> <p>6. Integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;</p> <p>7. Is coordinated with available infrastructure and utilities, including land transport infrastructure; and</p> <p>8. Enables people and communities, now and future, to provide for their well-being, and their health and safety.</p>	<p>bodies, freshwater ecosystems, and receiving environments.</p> <p>The Proposal will integrate with existing residential neighbourhood to the north, south and west and the Rolleston Town Centre to the north-west.</p> <p>The proposal will coordinate with available infrastructure and utilities, including land transport infrastructure.</p> <p>As described further in Section 8.3, the Proposal enables people and communities, now and future, to provide for their wellbeing, and their health and safety by providing an essential service to the local community and enhance shopping opportunities and consumer choice to meet the grocery needs of the growing township. It will also provide employment opportunities for the local community. The proposal will also enable people and communities to provide for their health and safety by providing opportunities to live, work and shop locally. The Proposal will be located within comfortable walking and cycling distance of existing and growing residential areas. This will enable surrounding residents to comfortably walk or cycle to the supermarket through the provision of pedestrian footpaths connecting with the existing footpath network on Levi Road and Lincoln Rolleston Road, and a future shared path along the northern side of Levi Road. As described in the ITA, a high proportion of supermarket trips will also be pass-by trips due to the Site's convenient location at the corner of two arterial roads.</p> <p>Overall, it is considered the proposal is consistent with UG-O1.</p>
<p>UG-O2</p> <p><i>Townships maintain a consolidated and compact urban form to support:</i></p> <p>1. Accessible, sustainable and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;</p> <p>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</p> <p>3. The efficient servicing of townships and integration with existing and planned infrastructure.</p>	<p>The proposal is consistent with Policy B4.3.6 as the Site is located within the Living Z Zone, which is a zone included as part of the Rolleston township and maintains a consolidated and compact urban form.</p> <p>The Proposal supports accessible, sustainable and resilient residential neighbourhoods through its location at the corner of two arterial roads, near the Rolleston Town Centre, and surrounded by existing and growing residential areas, and through its provision of pedestrian footpaths and cycle parks to encourage people to walk and/or cycle to the supermarket.</p> <p>The role and function of the urban area and the economic and social prosperity of the District's commercial centres will be maintained, as demonstrated in the Economic Assessment.</p> <p>The proposal will not compromise the efficient servicing of the township and will be well-integrated with existing and planned infrastructure.</p>

Objectives and policies	Assessment
<p>UG-O3</p> <p><i>There is sufficient feasible housing and sufficient business development capacity within Greater Christchurch to ensure:</i></p> <ol style="list-style-type: none"> <i>1. The housing bottom lines are met;</i> <i>2. A wide range of housing types, sizes, and densities are available to satisfy social and affordability needs and respond to demographic change; and</i> <i>3. Commercial and industrial growth is supported by a range of working environments and places to locate and operate businesses consistent with the District's Activity Centre Network.</i> 	<p>As demonstrated in the Economic Assessment, there is insufficient business development capacity in the District's Activity Centre Network to accommodate the Proposal. The location of the Proposal in the Living Z Zone will not prevent housing bottom lines being met. As such, the Proposal is considered to be consistent with UG-O3.</p>
<p>UG-P7</p> <p><i>Any new urban areas shall deliver the following urban form and scale outcomes:</i></p> <ol style="list-style-type: none"> <i>1. Township boundaries maintain a consolidated and compact urban form;</i> <i>2. The form and scale of new urban areas support the settlements role and function within the District's Township Network;</i> <i>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</i> <i>4. The extension of township boundaries along any strategic transport network is discouraged where there are more appropriate alternative locations available.</i> 	<p>The proposal is consistent with UG-P7 as the Site is located within the Living Z Zone, which is an urban zone included as part of the Rolleston township and is therefore not considered a new urban area.</p>
<p>UG-P10</p> <p><i>Ensure the establishment of high-quality urban environments by requiring that new urban areas:</i></p> <ol style="list-style-type: none"> <i>1. Maintain the amenity values and character anticipated within each township and the outcomes identified in any relevant Development Plan;</i> <i>2. Recognise and protect identified Heritage Sites, Heritage Settings, and Notable Trees; and</i> <i>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.</i> 	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been architecturally designed and landscaped to ensure the Proposal contributes towards the establishment of a high-quality urban environment. The Proposal will maintain the amenity values and character anticipated within Rolleston and the outcomes identified in the Rolleston 1 Development Area by ensuring that the Proposal is of a scale appropriate to the locality. The supermarket building is sited in a location to enable privacy and retain open space and access to sunlight and daylight. The building meets the relevant road and internal boundary setbacks and recession plane requirements for the Living Z Zone. As identified in Figure 7, there are no identified Heritage Sites, Heritage Settings, and Notable Trees within the Site. The proposal will preserve the rural outlook that characterises the General Rural Zone to the east of the Site through appropriate landscape mitigation and compliant road and</p>

Objectives and policies	Assessment
	<p>internal boundary setbacks and recession planes under the SDP.</p> <p>Based on the above, it is considered the proposal is consistent with UG-P10.</p>
<p>UG-P17 - Intensification and redevelopment</p> <p><i>Encourage the intensification of urban activities or redevelopment of existing land within urban zones to assist in supporting the district's urban growth needs, including through the implementation of an adopted Urban Intensification Plan or any relevant Development Plan, to:</i></p> <ol style="list-style-type: none"> <i>1. Minimise the loss of the rural land resource;</i> <i>2. Maintain the effective and efficient use of infrastructure and the strategic transport network;</i> <i>3. Support housing choice, increase the availability of affordable housing and enable economically resilient and diverse commercial centres, including by providing mixed use activities in Key Activity Centres' or Local Centre Zones;</i> <i>4. Promote consolidated and compact townships that support resilient, diverse and self-sufficient settlements;</i> <i>5. Promote the regeneration of buildings and land;</i> <i>6. Achieve higher residential densities in and around Key Activity Centres, Town Centres, Core Public Transport Routes and in locations where there is safe and convenient access to public transport and public transport facilities; and</i> <i>7. Achieve higher floor area ratios in the Commercial and Mixed Use Zone and General Industrial Zone to optimise the use of commercial and industrial land;</i> <p><i>provided that intensification or redevelopment does not</i></p> <ol style="list-style-type: none"> <i>8. generate adverse amenity effects on surrounding environments; or</i> <i>9. undermine the safe, efficient or cost-effective operation of infrastructure or utility services.</i> 	<p>The proposal is consistent with UG-P17 as the Site is located within the Living Z Zone, which is a zone included as part of the Rolleston township and promotes a consolidated and compact township that support resilient, diverse and self-sufficient settlement.</p> <p>The proposal promotes self-sufficiency through it being well-connected to the wider environment and providing opportunities to live, work and shop locally. As demonstrated in the Economic Assessment, the Proposal will respond to future district retail demand growth, which will support up to ten additional supermarkets across the Selwyn District over time. The proposal will bring in additional expenditure, employment and incomes during the temporary construction period. Once built, it will provide employment opportunities within Rolleston, and will reduce travel time/cost associated with Selwyn District residents not having to travel to the nearest large-format PAK'nSAVE in Hornby, Christchurch.</p> <p>It will not result in the loss of the rural land resource.</p> <p>As demonstrated in the ITA, the Proposal will not compromise the effective and efficient use of infrastructure and the strategic transport network.</p> <p>As concluded in the Assessment of Environmental Effects contained in Section 7, in conjunction with the avoidance, remediation and/or mitigation measures proposed, any adverse amenity effects on the surrounding environment will be appropriate in the context of the receiving environment.</p> <p>The proposal will not undermine the safe, efficient or cost-effective operation of infrastructure or utility services.</p>

8.9.3 Transport

The relevant objectives and policies relating to transport contained within Part 2 – District Wide Matters of the pSDP are assessed in **Table 26**.

Table 26 | Relevant objectives and policies relating to transport contained within Part 2 – District Wide Matters of the Proposed Selwyn District Plan

Objectives and policies	Assessment
<p>TRAN-O1</p> <p><i>People and places are connected through safe, efficient, and convenient land transport corridors and land transport infrastructure which is well integrated with land use activities and subdivision development.</i></p>	<p>The proposal connects people and places through safe, efficient, and convenient land transport connections for motorists, pedestrians and cyclists from Levi Road and Lincoln Rolleston Road to the supermarket. As shown in the Architectural Drawings, Renders and Design Statement, pedestrian footpaths from the supermarket entrance to/from Levi Road and Lincoln Rolleston Road, and along the road boundary to connect with the existing pedestrian footpath network. The Site is located on Bus Route 5 - Rolleston/New Brighton, with the nearest bus stop located approximately 200m north-west of the Site on Masfield Drive. Cycle parks are proposed close to the entrance to the supermarket building to ensure they are highly visible and accessible. The provision of pedestrian footpaths and cycle parks will encourage people to walk and/or cycle within and between townships. Based on the above, it is considered the Proposal is consistent with TRAN-O1.</p>
<p>TRAN-O2</p> <p><i>Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.</i></p>	<p>The proposal will not compromise the safe and efficient functioning of land transport corridors and land transport infrastructure. It is therefore considered to be consistent with TRAN-O2.</p>
<p>TRAN-P1</p> <p><i>The safety and efficiency of the District's land transport network and systems are enabled through integrated land use and subdivision development that:</i></p> <ol style="list-style-type: none"> <i>1. Manages the levels of service, formation standards and the types of land transport corridors and land transport infrastructure, including through the network road classifications and compliance with the design and operational standards;</i> <i>2. Provides land transport infrastructure that is consistent with the form, function, and character of each zone;</i> <i>3. Ensures there is enough space within land transport corridors to support the efficient and effective operation of network utilities;</i> <i>4. Provides for the safe and efficient movement and operation of emergency services; and</i> <i>5. Recognises cross-boundary connections with adjoining districts.</i> 	<p>The safety and efficiency of the District's land transport network and systems are enabled through integrated land use and subdivision development consistent with TRAN-P1. The proposal is located at the corner of Levi Road and Lincoln Rolleston Road, which are both classified as arterial roads under the SDP which provide land transport infrastructure that is consistent with the form, function, and character of the Living Z Zone. As shown in the Architectural Drawings, Renders and Design Statement, pedestrian footpaths will be provided from the supermarket entrance to/from Levi Road and Lincoln Rolleston Road, and along the road boundary to connect with the existing pedestrian footpath network.</p>
<p>TRAN-P3</p> <p><i>Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:</i></p> <ol style="list-style-type: none"> <i>1. Maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors, including by integrating</i> 	<p>The ITA assesses the effects of the Proposal on the surrounding land transport network and concludes that it will maintain the safety and efficiency of land transport infrastructure. The ITA also acknowledges that the Proposal is supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and</p>

Objectives and policies	Assessment
<p>development with funded improvements to the network and ensuring the timing aligns with capacity; and</p> <p>2. Establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities.</p>	<p>public transport facilities. Accordingly, it is considered the proposal is consistent with TRAN-P3.</p>
<p>TRAN-P7</p> <p>Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</p> <p>1. Managing adverse effects from activities on land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City;</p> <p>2. Ensuring land transport corridors and land transport infrastructure can support the volume and type of transport movements based on the network road classifications; and</p> <p>3. Requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.</p>	<p>As further discussed in the ITA, the Proposal will not compromise the safe and efficient movement of people and goods and will be consistent with TRAN-P7. Any adverse effects from the Proposal on Levi Road and Lincoln Rolleston Road will be appropriately managed. It is considered these roads can support the volume and type of transport movements generated by the Proposal. The design, positioning, and maintenance of the proposed vehicle crossings, footpaths, landscaping, and signs will ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.</p>

8.9.4 Residential Zones

Part 3 – Area Specific Matters of the pSDP seeks to ensure that the built form of residential zones is of a high quality that responds to the character and amenity of the surrounding environment, including development being of a scale appropriate to the locality. The relevant objectives seek to ensure that residential environments are not compromised by non-residential activities. The relevant objectives and policies relating to residential zones contained within Part 3 – Area Specific Matters of the pSDP are assessed in **Table 27**.

Table 27 | Relevant objectives and policies relating to residential zones contained within Part 3 – Area Specific Matters of the Proposed Selwyn District Plan


Objectives and policies	Assessment
<p>RESZ-O1</p> <p>Safe, convenient, pleasant, and healthy living environments that meet the needs and preferences of the community.</p>	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, Architectural Design Statement, and ITA, the Proposal represents a safe, convenient, pleasant, and healthy living environment that meet the grocery needs and preferences of the community consistent with RESZ-O1. The scale and design of the supermarket and associated car parking and signage is in keeping with the character and amenity of the surrounding residential environment.</p>

Objectives and policies	Assessment
<p>RESZ-02</p> <p><i>Residential activities are the principal use in residential zones.</i></p>	<p>The proposal will not preclude residential activities from remaining the principal use in the Residential General Zone under the pSDP, consistent with RESZ-02. Only one supermarket is proposed at the Site and there are no plans to enable any other non-residential developments on the balance of the Site. The General Residential zoning provides the appropriate mechanism to assess and control any further development.</p>
<p>RESZ-05</p> <p><i>Built form is of a high design standard and appearance that responds to and reinforces positive aspects of the local environment.</i></p>	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been architecturally designed and landscaped to achieve a high design standard and appearance that responds to and reinforces positive aspects of the local environment. The use of appropriate façade materials, colours, architectural design and landscaping (including a pocket park, comprehensive road boundary landscape treatment and a 10m wide north-east biodiversity planting strip), combined with generous road and internal boundary setbacks and location at the corner of two arterial roads will ensure the scale and design of the Proposal is not incompatible with the surrounding residential and rural environment.</p> <p>The nature and scale of the Proposal will be appropriate given the generous road and internal boundary setbacks, and comprehensive landscaping will mitigate any adverse effects of the supermarket and associated car parking and signage on the amenity and character of surrounding residential and rural properties. These measures will ensure the Proposal integrates with the environment without causing adverse effects on the ability for people to continue to enjoy their homes and properties, and is compatible with the character, quality of the environment and amenity values of the General Resident Zone under the pSDP. As such, it is considered the Proposal is consistent with RESZ-05.</p>
<p>RESZ-06</p> <p><i>The role, function, and predominant character of the residential zones is not compromised by non-residential activities.</i></p>	<p>The nature, scale and design of the Proposal will ensure the role, function, and predominant character of the Living Z Zone will not be compromised. As such, it is considered the Proposal is consistent with RESZ-06.</p>
<p>RESZ-07</p> <p><i>Residents have access to a range of community, recreation, education, health, and corrections activities and facilities that support, maintain, and enhance the surrounding residential amenity.</i></p>	<p>The Proposal will not preclude residents' access to community, recreation, education, health or corrections activities. The proposed pocket park at the corner of Levi Road and Lincoln Rolleston Road will be visible and accessible to the wider Rolleston community. The proposal is consistent with RESZ-07.</p>
<p>RESZ-P3</p> <p><i>Maintain and enhance the character and amenity values of residential zones by ensuring that all new buildings are:</i></p> <p>1. of a scale appropriate to the locality;</p>	<p>As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been architecturally designed and landscaped to maintain the character and amenity values of the Living Z Zone. The scale of the Proposal is</p>

Objectives and policies	Assessment
<p>2. <i>sited in a location to enable privacy and retain open space and access to sunlight and daylight;</i></p> <p>3. <i>designed to enable ancillary activities such as accessory buildings, manoeuvring, and landscaping to be accommodated on the site.</i></p>	<p>considered appropriate within the locality due to it being contained within a large vacant greenfield allotment already zoned for urban development, which is of a size that allows for a considerate building/site layout and in a strategic location at the corner of two arterial roads. The supermarket building is sited to enable privacy and retain open space and access to sunlight and daylight. The Proposal generously meets the relevant road and internal boundary setbacks and recession plane requirements for the Living Z Zone. The Proposal has been designed to enable manoeuvring and landscaping to be accommodated on the Site. Accordingly, while the Proposal is for a large commercial development, the Site and location is such that it is an appropriate scale and consistent with RESZ-P3.</p>
<p>RESZ-P6</p> <p><i>Landscaping and fencing is provided that maintains and enhances the amenity values and attractiveness of the locality.</i></p>	<p>As illustrated in the Landscape Plan, the road frontages have been comprehensively landscaped, rather than fenced to provide an appropriate interface with the adjacent residential zones and public spaces. Hedges are proposed along the Levi Road frontage to acknowledge the existing shelterbelts along this Site frontage and afford greater privacy for dwellings to the north. Boundary fencing and a 10m wide biodiversity indigenous planting band will maintain the amenity values of the rural property to the east (139 Levi Road). Overall, the landscape treatment proposed will maintain the amenity values and attractiveness of the locality consistent with RESZ-P6.</p>
<p>RESZ-P15</p> <p><i>Provide for non-residential activities and community facilities that:</i></p> <ol style="list-style-type: none"> <i>1. are of a nature and scale that meet the needs of the local community;</i> <i>2. are consistent with the amenity values and character of the locality;</i> <i>3. encourage co-location and shared use of community facilities where practicable; and</i> <i>4. do not undermine the viability of commercial centres.</i> 	<p>As demonstrated in the Assessment of Environmental Effects contained in Section 7, it is considered that the Proposal is of a nature and scale that meet the grocery needs of the growing local community. As demonstrated in the Architectural Drawings, Renders and Design Statement, Landscape Plan and Assessment, and Architectural Design Statement, the Proposal has been designed and landscaped to be consistent with the amenity values and character of the locality. The pocket park will be visible and accessible to the wider Rolleston community. While located in the Living Z Zone and outside of the Rolleston Town Centre, the Proposal will not undermine the viability of commercial centres, as discussed in the Economic Assessment. Accordingly, it is considered the Proposal is consistent with RESZ-P15.</p>

8.9.5 Summary

It is considered the pSDP provisions should be given minimal (if any) weight given the its failure to adequately respond to the NSP-UD, hearings have not been completed and no decisions have been made on submissions. Irrespective of this, for the reasons outlined above and in the Assessment of Environmental Effects contained in Section 7 of this application, the Proposal is considered to be consistent with the relevant objectives and policies of the pSDP. The Proposal will contribute towards a consolidated and compact urban form within the Township boundary and support the District's urban growth needs through the provision of an essential service to the local community. While the Proposal is for a large commercial development within the



Living Z Zone, it is considered appropriate within the locality and compatible with existing surrounding activities due to the Site's size enabling a considerate building/site layout with generous setbacks and comprehensive landscaping, and location within an existing urban area with direct access to two key arterial roads.

9 Resource Management Regulations 2011

9.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011

The NES_{Soil} was gazetted on 13 October 2011 through an Order in Council, with the regulations taking effect 1 January 2012.

The NES_{Soil} are binding regulations that in this instance, replace the SDP rules relating to activities taking place on contaminated or potentially contaminated land. As well as prescribing a nationwide set of planning controls, the NES_{Soil} prescribes a mandated method for determining applicable standards for contaminants in soils, and a consistent approach to site investigations and reporting on contaminated or potentially contaminated land.

As outlined in Section **Error! Reference source not found.** of this application, a PSI has been undertaken by PDP for the Site.

Based on the review of historical aerial photographs, ECan's LLUR, property files retrieved from SDC, and historical certificates of title, there was no information to suggest that any HAIL activities have occurred at the Site. However, PDP consider that it would be prudent to undertake soil sampling to confirm the findings of the PSI, the most applicable and cost-effective off-site disposal facilities for surplus soils from the broad-acre areas of the Site and around buildings (e.g. presence of lead-based paints and/or asbestos), and the applicability of the NES_{Soil}.

The NES_{Soil} Permitted Activity volumes will be exceeded by proposed soil disturbance required to establish the building foundations, soak pits, hardstand, and landscaping. Regulations 8(3)(c) and (d)(ii) permit 25m³ per 500m² of soil disturbance and 5m³ per 500m² of soil removal on a piece of land. Based on a Site area of approximately 4.14ha, the maximum permitted volume of soil disturbance is approximately 2,070m³ and soil removal is approximately 414m³. The proposal will disturb approximately 30,800m³ (including approximately 15,100m³ of excavation and 15,700m³ of fill) of soil, and remove up to 15,100m³ of soil. Given no Detailed Site Investigation (**DSI**) exists at the time of lodgement, resource consent is required under Regulation 11 of the NES_{Soil} as a **Discretionary Activity**. Foodstuffs will undertake selected soil sampling at the Site prior to commencing the works and will forward the results to SDC once received.

Based on the proposed 'less-conservative' use of the land (i.e. from current rural-residential to commercial), there is no reason why the Proposal would not be able to proceed, and it is considered highly unlikely that there will be a risk to human health as a result of the proposed change in land use and soil disturbance and removal.

10 Resource Management Act 1991

10.1 Part 2 – Purpose and Principles

Taking guidance from the recent Supreme Court decision *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316, decisions on resource consents must have regard to the provisions of Part 2 of the RMA where it is appropriate to do so. In this instance, the CRPS and SDP are incomplete as they have not been prepared with regard to the NPS-UD. Therefore, further assessment against Part 2 of the RMA is considered necessary in the determination of this application.

In considering this application, the purpose of the RMA should be taken as the primary point of reference. This purpose is contained in Section 5 of Part 2:

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, “sustainable management” means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while-*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Applying Section 5 involves a broad overall judgement of whether a proposal will promote the single purpose of the RMA and this allows a balancing of conflicting considerations in terms of their respective significance.

The relevant considerations in this application are:

- The NPS-UD is part of the urban planning pillar of the Government's UGA which aims to remove barriers to the supply of land and infrastructure and make room for growth (up and out). The Environment Court has previously said the purpose of the (now superseded) National Policy Statement on Urban Development Capacity 2016 is “... *to open doors for and encourage the development of land for business and housing, not to close them.*” This statement remains applicable to the NPS-UD.
- The NPS-UD is designed to improve responsiveness, and is a recent statement which recognises the national significance of:
 - (a) having well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and in the future; and
 - (b) providing at least sufficient development capacity to meet the different needs of people and communities.
- Of particular relevance, the NPS-UD applies to planning decisions that affect an urban environment (i.e. the pSDP). To give effect to the NPS-UD, the pSDP is:
 - (a) to be enabling of more businesses to be located in areas of urban environment in or near a centre zone or other area with many employment opportunities, where the area is well-served by existing or planned public transport, and where there is high demand for housing (Objective 3);
 - (b) to have or enable as a minimum (to achieve a well-functioning urban environment) a variety of sites that are suitable for different business sectors in terms of location and site size; have good accessibility for all people between housing, jobs, community services, natural spaces, and open

spaces; and support the competitive operation of land and development markets (Policy 1(a), 1(c) and 1(d)).

- The SDP and pSDP do not give effect to the requirements of the NPS-UD that district plans must contribute to a well-functioning urban environment which, as a minimum, enables suitable sites (in terms of both location and size) for business activities to be realised and supported by an associated policy framework.
- Against this backdrop, the SDP and pSDP unduly limit the opportunity for a supermarket operator to secure sufficient land in a centre (and particularly the Rolleston Town Centre Zone) to enable a functional large-scale modern supermarket (i.e. a well-functioning urban environment, as defined by the NPSUD. This will lead to the loss of social and economic wellbeing for the community and will not give effect to the NPS-UD.
- The Proposal represents the sustainable management of natural and physical resources. It represents an efficient use of land zoned for urban development purposes and located within the Rolleston Township boundary because it will help meet recent and projected future district retail demand growth for a supermarket in the Selwyn District in a sustainable manner. The Proposal positively enables people and communities to provide for their social and economic wellbeing, and health and safety, by providing convenient and safe access to a large-format discount supermarket, and ensuring opportunities for employment and social interaction in a manner that generally avoids, remedies, or mitigates the potential adverse effects on the environment;
- The Proposal will not impact adversely on the life supporting capacity of air, water, soil and ecosystems;
- There are no significant adverse effects on the environment that cannot be avoided, remedied or mitigated;
- There are no matters of National Importance from Section 6 that come into play;
- Regard should be had to the efficient use and development of natural and physical resources, maintenance and enhancement of amenity values and the quality of the environment (7b), (c) and (7f), and in that regard:
 - For the reasons contained within the Assessment of Environmental Effects, the quality of the environment will be maintained through the considerate design and layout of the Proposal, including the use of appropriate façade materials, colours, architectural design and landscaping, combined with generous road and internal boundary setbacks and location at the corner of two arterial roads and near the Rolleston Town Centre. Its comprehensive design will result in a quality urban form and provide a high level of amenity for surrounding properties. The Proposal will assist in meeting growing district and regional grocery needs. The Site's location near the Town Centre, zoned for urban development purposes and within the Township boundary, proximate to the many planned urban growth areas, and on land which is appropriate and not available in existing zoned business land areas and well-served by existing public transport, represents an efficient use of the resources. Therefore, the proposal is in accordance with these matters.
- There are no matters of the Treaty of Waitangi from Section 8 that come into play.

Accordingly, having taken into account all of the relevant considerations in Part 2 that apply in this case, and having exercised a broad overall judgement, it is concluded that the Proposal is consistent with the purpose of the RMA.

10.2 Section 95 – Notification Assessment

10.2.1 Public Notification

Section 95A of the RMA states that a consent authority must publicly notify an application if:

- The council decides under Section 95D that the activity will have or is likely to have adverse effects on the environment that are more than minor; or
- If the applicant requests it; or
- If a rule or national environmental standard requires it; or
- There are special circumstances in relation to the application that warrant the application being publicly notified.

Foodstuffs request the application be publicly notified.

10.3 Section 104 – Consideration of Applications

Section 104 of the RMA requires consent authorities to have regard to the actual and potential effects on the environment, the relevant provisions of a plan, policy statement or national environmental standard, and any other matters that may be considered relevant to determine an application. In addition, Section 104B outlines particular restrictions for Discretionary Activities.

Section 5 of this application sets out the relevant provisions of the SDP. Overall, and when considered in the context of the receiving environment, the Proposal is generally consistent (and not inconsistent) with the intent of the relevant objectives and policies contained in the NPS-UD, CRPS, SDP and pSDP.

The Assessment of Environmental Effects provided at Section 7 above concludes that in conjunction with the avoidance, remediation and/or mitigation measures proposed, any actual or potential adverse effects of the Proposal will be at levels that are appropriate in the context of the receiving environment. Overall, there is considered to be no resource management impediment to the granting of resource consent as sought.

11 Conclusion

This report has been prepared to accompany the application by Foodstuffs to establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping at 157 Levi Road, Rolleston.

The proposal will assist in meeting recent and projected future district retail demand growth for a supermarket in the Selwyn District by providing a large-format discount supermarket to meet district and regional grocery needs. It will also generate additional expenditure, employment and incomes during the temporary construction period, provide employment opportunities within Rolleston, and result in numerous consumer benefits, including reduced travel time/cost to access a supermarket, competitive pricing, and access to a wider range of groceries. Furthermore, consideration has been given to the design and layout of the Site to achieve a good design outcome and maintain the character and amenity values of the Living Z Zone.

Based on the above assessment, it is considered that the Proposal adequately addresses the matters set out in Section 104 of the RMA that are relevant to the granting of consent to the application. There are significant benefits and positive effects to the immediate community and District. When considering the mitigation proposed, the actual and potential adverse effects of the Proposal are appropriate in the context of the receiving environment. When considered overall, the Proposal is considered to be in accordance the majority of the relevant provisions in the SDP, SDP, CRPS and NPSUD. The Proposal will meet the sustainable management purpose of the RMA.

On this basis, it is considered that the Proposal adequately addresses the matters outlined in Sections 104 and 104B of the RMA and there is no impediment to granting consent.