

## Landscape Assessment Report

Proposed PAK'nSAVE Supermarket

157 Levi Road, Rolleston

23 February 2022



# Document Quality Assurance

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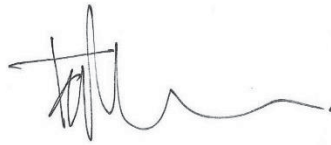
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# 1.0 Introduction

## 1.1 Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) have been engaged by Foodstuffs South Island Limited (**the Applicant**) to prepare a Landscape Assessment (**the report**) to accompany a Resource Consent Application for the proposed PAK'nSAVE (**PnS**) development located at 157 Levi Road, Rolleston (**the site**).

While the Applicant currently holds a consent for a PnS development on its existing New World site within the Rolleston Key Activity Centre, it intends to relocate its proposal for a PnS to the subject site, which is considered more suitable for a large format supermarket.

The site is zoned Living Z under the operative Selwyn District Plan (**SDP**) and General Residential under the proposed Selwyn District Plan (**PSDP**). The PnS proposal is to be assessed under the SDP, and only the objectives and policies of the PSDP, as the PSDP rules do not currently have legal effect.

Given the residential zoning of the site, and that the PnS proposal is a large-scale commercial development and activity, the Resource Consent application is to be assessed as a Discretionary Activity under the SDP.

## 1.2 Methodology

The methodology and terminology used in this report has been informed by the Draft Aotearoa New Zealand Landscape Assessment Guidelines<sup>1</sup>.

This report is tailored to suit the nature of the project and its context including the framework of the governing legislation. A site visit was undertaken on 15 October 2021 to assist in understanding the extent of the proposed PnS development, the landscape character and values within the receiving environment and assessing the proposals actual and potential landscape and visual effects.

The statutory documents containing provisions relevant to the proposal are found in the Resource Management Act (**RMA**) and the District Plan (SDP and PSDP). Except for the direction set by the Enabling Housing Supply Amendment Bill, the District Plan gives effect to the RMA within the context of Rolleston, as such, it provides the policy framework against which this landscape assessment has been evaluated.

The assessment is formatted as per the following:

- Description of receiving environment, including the site. The existing environment is described in terms of the current landscape's physical, perceptual, and associated factors.
- Identification of existing landscape and visual amenity values. These are based on site observations, and a review of existing information.
- A description of the proposal, highlighting the aspects pertinent to understanding the potential landscape effects.

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<sup>1</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021].



- Relevant statutory provisions. The statutory provisions relevant are found within both the SDP and PSDP. Those provisions directly relevant to landscape matters form the framework for the assessment.
- Assessment of landscape effects, including effects on visual amenity.
- Any mitigation and enhancement measures.
- Summary and Conclusions.

This report is accompanied by a Graphic Attachment (**GA**), at A3 sheet size, that contains maps and aerial images of the site location; the relevant District Plan planning maps; the landscape concept plans, elevations, and perspectives of the proposed PnS supermarket; and site photographs taken from the surrounding public roads.

The table in Figure 1 below outlines the rating scales for landscape and visual effects that are referred to in this report.

Very Low	Low	Low - Moderate	Moderate	Moderate - High	High	Very High
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**Figure 1. The seven-point landscape and visual effects rating scale.<sup>2</sup>**

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<sup>2</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021]. Page 64.

## 2.0 Landscape Description

### 2.1 Description of the Receiving Environment

Rolleston is a satellite town 22km southwest of Christchurch. It is the largest town in the Selwyn District, with a population of 24,700 (June 2021), which expanded rapidly following the Canterbury earthquakes in 2010 and 2011. This growth is expected to continue with the completion of Southern Motorway connecting Rolleston to Christchurch City.

The site is located at 157 Levi Road, Rolleston, at the intersection of Lincoln-Rolleston Road, Lowes Road, Levi Road and Masefield Drive (*refer to the Location Context Plan in the GA*).

The receiving environment, or area surrounding the site that is potentially affected by the proposed PnS development and its activities, is generally considered to be neighbouring residences, public roads, and surrounding land within a 400m radius of the site (see Figure 2).

The topography is typical of the Canterbury Plains, formed from recent glacial outwash deposits of the Waimakariri River. It is generally flat, with unnoticeable grades and catchments. The soil type comprises three variations of Templeton silt loam, which are moderately well drained. This is a Versatility Class 2 soil, which is valued for their high productivity potential and are highly versatile<sup>3</sup>.

To the north, west, and south, the built form and pattern of development is typically single-storey residential typologies and low-density arrangements, which follow a variety of underlying residential zoning types under the SDP (refer to the SDP Planning Map in the GA). These include standard residential areas (Living 1 & 1B) and new urban growth area (Living Z). To the east, is a rural zoning (Inner Plains) that can be subdivided down to 4 hectares. In this environ, the built form is widely dispersed and larger, and includes both residential and farm related buildings.

The vegetation cover varies depending on the underlying zoning of the area. Typically, the standard residential areas (Living 1 & 1B) have domesticated landscaping around residences and open street frontages, whereas the new urban growth area (Living Z) within the receiving environment of the site is located behind large shelterbelt planting along the road frontages. The rural area (Inner Plains) is



Figure 2: Site location with 400m distance circle (approx.)

<sup>3</sup> Land Care Research, Canterbury Plains and Downs Soil Database.

also concealed by large shelterbelts along road boundaries, and similar to the site, views are obtainable at the entrances into open pastureland with avenues of trees, such as the Allstars Harness Racing site (see Figure 3). It is noted that part of this rural land, adjacent to the site, is subject to Plan Change 71 (PC71) (*refer to Section 4.0 of the report*).



**Figure 3: Frontage of neighbouring property Allstar Harness Racing on Levi Road**

Land development continues to intensify to the south of the receiving environment. Approximately halfway along Lincoln-Rolleston Road, to the west is a new residential subdivision that is under construction. It is envisaged that the entire area bounded by Lincoln-Rolleston Road, Goulds Road, and Selwyn Road will eventually be developed for residential living as shown on the Rolleston Structure Plan (*refer to pages 4 & 5 in the GA*).

Opposite the site, Levi Road has been developed with a footpath and kerb & channel on its northern side only, and Lincoln-Rolleston Road has been developed with a shared path on its western side only but without kerb & channel. There are no footpaths or formed edges on the site's side of these roads. While streetlight poles are present along Levi Road, there are currently no streetlight poles along Lincoln-Rolleston Road.

## **2.2 Description of the Site**

The application site, of 7.24 hectares, is legally described as RS 7556 BLK III Leeston SD, and is located at 157 Levi Road, Rolleston. It is a triangular shaped property, with the proposed PnS development occupying the widest part adjacent to Levi and Lincoln-Rolleston Roads. The development site is approximately 4.14 hectares in area, which is approximately 57% of the application site (*refer to the Site Context Plan in the GA*).

The site is predominantly flat with a crossfall to its southern end and comprises mostly rural pastureland with a dwelling and sheds situated in the northern part of the site. Existing vegetation includes shelterbelt planting to all road boundaries, tree vegetation and internal hedging around the residence.

The site frontage onto Levi Road is approximately 268m (facing northwest) and the Lincoln-Rolleston Road frontage is approximately 604m (facing southwest). The north-eastern boundary adjoins the rural zoned land (Inner Plains), which is subject to PC71. The site currently has vehicle access via farm gates, from both Levi and Lincoln-Rolleston Roads. These are the only locations where views into the site can be obtained given the site's perimeter shelterbelt planting.

The site's road frontages are defined by post and wire fencing along the northwest and southwest boundaries, some of which is overgrown with gorse trimmed into a hedgerow, and behind this, is dense shelterbelt planting (*Cupressus x leylandii*), some 5 to 6m high. There is a row of mature gum

trees within the site. While the northeast boundary of the site excludes any vegetation, the neighbouring property has a shelterbelt, approximately 4m high, running the length of the property's boundary with the site.

Behind the site's shelterbelt planting, and mostly concealed from adjacent roads, are open pastoral paddocks that have been used for stock grazing and hay bailing.

The site's current physical surrounding environment is characterised by a mix of low-density residential housing, rural lifestyle blocks and rural land used for training racehorses and is consistent with a working rural landscape.

## 2.3 Landscape Values of the Receiving Environment

The existing landscape and visual amenity values form the baseline, along with the policy provisions, for an assessment of effects. Current practise reinforced by the recent Draft Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, has reordered the Amended Pigeon Bay Criteria into three broad categories of overlapping landscape attributes: (1) physical, (2) associative, and (3) perceptual attributes that are reflected in case law including the recent decision<sup>4</sup>:

*"Landscape means the natural and physical attributes of land together with air and water which change over time, and which is made known by people's evolving perceptions and associations."*

*"In keeping with the Act such a definition enables the development of landscape assessment which takes account of:*

- *natural and physical environment;*
- *perceptual; and*
- *associative aspects (beliefs, uses, values and relationships) which may change over time"*

### Physical

*"Physical"*<sup>5</sup> means both the natural and human-derived features, and the interaction of natural and human processes over time."<sup>6</sup> Typical physical factors include geological, ecological, and biological elements within the landscape.

The landcover has been extensively modified for low-density residential development, rural lifestyle properties, and rural agricultural activities. As such, the site and its receiving environment have been modified to a point in which they have a low degree of biophysical value.

The vegetation comprises mostly exotic species in shelterbelts along road boundaries and a row of gum trees along an internal fence line. There are no significant areas of indigenous vegetation nor any noteworthy ecological and dynamic processes. The physical values in the landscape are typical of recent residential urbanisation to the north and a remaining rural agricultural landscape that is being developed as permitted under its residential zoning.

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<sup>4</sup> [2011] NZEnvC 384, Mainpower NZ Limited v Hurunui District Council, ('**Mount Cass Wind Farm**'), paragraph 300-301

<sup>5</sup> 'Physical' means both natural and human-derived features, whereas 'biophysical' is potentially problematic if it is taken to mean only the natural aspects of the landscape. 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021]. Page 35.

<sup>6</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021]. Page 35.



The landscape is expected to continue to evolve and become increasingly more urbanised over time, particularly to the west and south of the site, zoned Living Z, which supports detached and attached medium density housing subject to an ODP.

### **Perceptual**

*“Perceptual means both sensory experience and interpretation. Sensory appreciation typically occurs simultaneously with interpretation, knowledge, and memory.”*<sup>7</sup> Typical perceptual factors relate to experiential and aesthetic qualities such as naturalness, visual coherence, legibility as well as transient aspects.

The receiving environment has a flat unassuming topography with distant views of the Port Hills. The vegetation patterns, although practical in terms of providing shelter from prevailing winds, are monotonous, particularly the shelterbelts channelising the road corridors. As such, the landscape is not particularly memorable and the coherence between human patterns and the underlying natural landscape is mostly non-existent in this modified rural landscape. The shelterbelt and tree planting along roadsides and site boundaries visually segment the landscape into enclosed areas with restricted views and rural outlook. While there are a few large trees, these are mostly fast-growing exotic species (gum trees), of little or no aesthetic value, particularly within the context of a working rural landscape undergoing rapid urbanisation for residential living.

For people travelling through this area, the rural landscape is not unique and is generally typical of that found throughout the Canterbury Plains, where roadside tree planting and shelterbelts are commonplace. As a result, the landscape experience is mostly restricted to road corridors, with views of the wider landscape only experienced through gaps in the roadside vegetation where entrances and farm gates occur.

Overall, the perceptual values primarily stem from the rural vegetation patterns in the landscape, and fleeting views of open pastureland. As this landscape is relatively common through the broader Canterbury Plains, the perceptual values of this area will be more valued by those who reside and work in this area, compared to someone occasionally travelling through it.

### **Associative**

*“Associative means the intangible things that influence how places are perceived – such as history, identity, customs, laws, narratives, creation stories, and activities specifically associated with a landscape.”*<sup>8</sup> Typical Associative factors includes cultural (Tāngata whenua) and historic values as well as shared and recognised attributes such as recreational opportunities.

While I have not consulted with Ngai Tahu regarding any cultural values associated with the site, I have explored Ngai Tahu’s archive of tribal significance website ([www.kahurumanu.co.nz](http://www.kahurumanu.co.nz)), which illustrates areas of cultural importance within their respective tribal territory. There are no areas of cultural significance within Rolleston or the immediate surrounding area. Therefore, it would be reasonable to assume that the receiving environment does not have any widely known Tāngata whenua associations and experiences. Similarly, it does not have any shared and recognised historical significance or heritage features worthy of protection. Except for the existing urban environment directly across the road to the north, the landscape immediately surrounding the site, is simply a modified rural landscape possessing a relatively low-level rural amenity value. This

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<sup>7</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021]. Page 35

<sup>8</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021]. Page 35

landscape is expected to continue to transition from a rural environment into an urbanised environment, to support the growing population of Rolleston.

## **2.4 Landscape Values of the Site**

### **Physical**

The site itself is essentially a working rural landscape, enclosed by shelterbelt planting. From within the site, its rural outlook is contained within the peripheral shelterbelt planting, and it has a rural character with built form clustered to one end, nestled in tree vegetation and hedgerows, retaining the balance of the site as open pastureland. The row of mature gum trees is the most prominent landscape feature on site.

### **Perceptual**

The site is a relatively small, triangular shaped area. Its rural outlook is contained by a strong backdrop of uninteresting shelterbelt planting. There are no natural patterns or processes on site of significance, except for a line of large gum trees. While the site is unassuming and does not possess memorability, it is coherent with the wider landscape comprising properties contained by strong vegetation patterns along roadways and site boundaries.

### **Associative**

The site does not have any shared or recognised associations for Tāngata whenua or pakeha. It is a secluded working rural property, typical of other modified rural landscapes in the area.

## **2.5 Foreseeable Landscape Values of the Site**

While the above assessment is based on the existing landscape values of the site, these landscape values are set to change. This is because the site has an underlying residential zoning (Living Z under the SDP and General Residential under the PSDP) and therefore, it is anticipated that the sites shelterbelt planting and gum trees would eventually be removed, and the open pastureland developed into housing, including a range of detached, semi attached and attached built form in accordance with the sites ODP (*refer to Section 4.0 in the report*).



## 3.0

## The Proposal

### 3.1

#### Description of the Proposal

As illustrated in the architectural plans prepared by McCoy Wixon in the Consent Application, and landscape plans and sections prepared by RMM, the proposal is to establish a PnS supermarket building, carparking, accessways, service yard and landscaping within the site (*refer to pages 15 & 16 in the GA*).

#### Supermarket Building

The supermarket building is in the northeast corner of the application site. It has a footprint area of 7,232m<sup>2</sup> with a first-floor mezzanine of 876m<sup>2</sup> and two large canopy structures over the 'click and collect' facility and part of the service yard. The building occupies approximately 11% of the application site (7.24 ha) and 16% of the development site (4.14 ha)

The supermarket building is positioned approximately 18m from the northeast boundary, 50m from the northwest boundary with Levi Road, and 76m at its closest point from the southwest boundary with Lincoln-Rolleston Road.

The main entrance is on the southwest side of the building, while the 'click and collect' facility and the depot/ service yard are on the northwest and northeast sides of the building respectively.

The building has a metal profile pitched roof with apex being 12.3m above finished floor level (FFL), and the main eaves ranging from 10.9 to 7.4m above FFL. The exterior walls comprise a combination of metal profile, precast concrete with smooth and textured finishes and glazing. Decorative architectural features include steel fins and columns and a steel grating shade screen (*refer to architectural plans and elevations in the GA*).

The metal roof and exterior walls will be coloured 'Sandstone Grey' and the steel columns and fins will be 'Black Zero'. The yellow PnS colour, associated with its branding, will be used on a large metal panel above the main entrance, as well as signage and entry panels fixed to the building.

#### Parking & Access

The carpark surrounds the supermarket building on three sides and occupies most of the space between the building and site boundaries with Lincoln-Rolleston and Levi Roads as well as the internal boundary within the southern part of the application site. A total of 517 carparks (including staff, click and collect, and accessible carparks) will be provided in the development.

Vehicle access into the site is available from both Lincoln-Rolleston Road and Levi Road. Both vehicle entry and egress into the carpark will be provided at two locations on Lincoln-Rolleston Road, and on Levi Road there will be four separate entry and egress location points.

A PnS freestanding pylon sign, 8m high, 2m wide, and 0.65m thick, will be erected at the southern end of the sites interface with Lincoln-Rolleston Road (near the southern entrance) and centrally with the sites interface with Levi Road (adjacent to the main entrance). The other access points into the site will have either a welcome or exit sign, which are both 1.5m high by 1.2m wide. Both the PnS pylon and welcome/ exit signs are PnS yellow in colour. The signs will be up lighted at night.

Pedestrian access into the site will be available from Lincoln-Rolleston Road at three locations. The northern access point includes a 3.5m wide footpath providing a direct link to the main entrance of the supermarket building. This will include an overhead arbor along its length, which will be planted with climbers. The other two access points are interspersed 600m and 800m apart respectively. Three access points are also provided for pedestrians and cyclists on Levi Road. These will be integrated with a proposed 3m wide mixed-use cycleway on the northern side of Levi Road, (outside of the site) which will extend from Rolleston Drive to Levi Road and thus, providing a pedestrian/ cyclist connection between the town centre and proposed PnS supermarket.

The carpark will be lit at night with light poles positioned on the centre line of the car park spaces in between the rows of diamond shaped tree planters. Other exterior lighting for landscape elements and wayfinding will be resolved at Detailed Design stage.

The carpark includes cycle stands for a total of 24 cycle parks, including 14 staff cycle parks.

### **Landscape Design**

The landscaping area (taking in planting, tree pits, and paths) occupies approximately 11,314m<sup>2</sup>, which is approximately 27% of the overall development site, and 33% of overall carparking and landscaping area. The is made up of the following parts:

- Northwest open space
- The arbor pedestrian connection
- Northeast biodiversity planting strip
- Road frontage landscape strips
- Southern boundary landscape strip
- Carpark tree planting, header gardens and entrance planting
- Staff parking and outdoor area

#### ***Northwest Open Space***

The northwest open space is a triangular shaped area of approximately 3000m<sup>2</sup>, in the northwest corner of the site, adjacent to the intersection of Lincoln-Rolleston Road, Lowes Road, Levi Road and Masefield Drive. It comprises a flat, open grass area surrounded by groups of trees, and earth mounding planted with swathes of tussock planting. A few seats will provide opportunities to sit and relax within the open greenery. While the northwest open space will provide for passive recreational activities, and visual amenity, it has a primary underlying function as a stormwater overflow and infiltration area.

#### ***Arbor Pedestrian Connection***

Extending in a straight-line from the northwest open space directly to the supermarket entrance, is the main pedestrian route. This comprises a 3.5m wide pathway with an overhead steel arbor with trailing climbers attached to stainless cables. The climber will be planted within 1.5 (L) x 0.5 (W) x 0.4m (D) gardens centres on the arbor columns and set flush with the paving. The southwest end of the pedestrian arbor route includes a small gathering node at its junction with the footpath on Lincoln-Rolleston Road. The node will be landscaped with seating, rocks, and tussock planting.

#### ***Biodiversity Planting Strip***

The northeast biodiversity planting strip, some 10m wide, provides a landscaped buffer and interface treatment between the site and the neighbouring land to the east. The buffer strip, which is 180m

long, will be planted with indigenous trees, shrubs, and groundcovers providing habitat sanctuary and visual amenity. The planting strip is raised 500mm at the site boundary, creating a crossfall back into the site. The raised level will be supported by a 600mm high retaining wall extending along the eastern boundary. An acoustic fence will be constructed within the buffer strip to mitigate potentially adverse noise effects between the site and neighbouring land. Two options are proposed for the landscaped buffer and eastern interface, which are dependent on the future zoning of the eastern land. Option A will be implemented should the neighbouring land remain General Rural under the PSDP. This includes a denser planting arrangement with the acoustic fence on top of the retaining wall on the eastern boundary (2.6m high). Option B will be implemented should the land to the east be rezoned General Residential (or similar) under PC71. This includes a sparser planting arrangement (shrub planting limited to no more than 2m high); the acoustic fence will be setback 6m from the boundary and nestled within the new planting; and a 2.0m high paling fence will be integrated with the retaining wall (2.0m high total).

### ***Road Frontage Landscape Strips***

The 4.8m wide northeast road frontage strip with Levi Road will have a formal landscaping arrangement comprising a line of equally spaced specimen trees, that will be set behind a clipped hedge (*Corokia 'Geentys Green'*) maintained to a lower height of 1.2m. A strip of low groundcover planting will be planted between the footpath and hedge, with a mix of low shrub planting planted behind the hedge, and under the line of trees.

In contrast to the formalised landscaping above, the 5.0m wide southwest frontage strip on Lincoln-Rolleston Road will be planted with a natural arrangement of tussock and grass planting as an extension of the swathes of tussock planting in the northwest open space. This will be punctuated with an informal arrangement of ribbonwood, cabbage trees and lancewood.

### ***Southern Boundary Landscape Strip***

The southern (internal) boundary strip will be planted with two hedges. A pleached hedge (hornbeam) will be maintained to a height of 5.5m and width of 3m, with the lower third limbed up to expose the clean stems. While hornbeams are deciduous trees, they hold onto their leaves over the winter, until such time as these brown leaves are replaced with new green leaves in spring. The hornbeam foliage will provide year-round seasonal interest. The leaves are vibrant green in the spring, turning to dark green in the summer, and then in autumn the leaves turn scarlet gradually fading to brown over winter. Behind the pleached hedge to the south will be a clipped hedge (*Corokia 'Geentys Green'*) maintained to a lower height of 1.2m. Low shrub planting will be planted between pleached hedge and clipped hedge.

### ***Car Park and Entrances Landscaping***

The carparking area will include southwest-northeast aligned rows of evenly planted specimen trees located in diamond shaped kerb planters. The trees will be planted into topsoil within Stratavault root cells, under the surrounding paved area, enabling root growth to penetrate beyond the planter footprint, which in turn will promote large healthy tree canopies. The header gardens at the end of the parking bays will be planted with low shrub planting and clusters of lancewoods. A grass stormwater attenuation basin is in the southern corner of the carpark area.

Groupings of medium to large trees will accentuate the main vehicle and pedestrian entrance from Levi Road and create a vegetation petition screening views into the site from the street. The trees will be underplanted with low shrub planting.

**Staff Carparking Area**

A small, landscaped area will be provided immediately south of the staff covered bike park facility. This will provide opportunities for outdoor seating, while also providing a buffer between the public parking area and the smaller staff parking area, including truck access to the service yard.

**Indicative Plant List**

An indicative plant list (*refer to page 17 in the GA*), outlines the plant species being considered for the trees, hedging, shrubs and groundcovers within several key areas of the supermarket development, such as road frontages, the biodiversity planting strip, and throughout the car parking areas.

It is noted that the existing line of large gum trees within the site are not suitable to the proposal's commercial context. They are located within the centre of the site, making them difficult to incorporate into any supermarket design in this part of the site. Gum trees are an Australian tree species, that tend to drop branches from a height, which could cause injury to someone below.

## 4.0 Relevant Statutory and Policy Provisions

The principal statutory documents for the landscape assessment of the proposed PnS development within the site are the operative Selwyn District Plan (SDP) and proposed Selwyn District Plan (PSDP), however, of the PSDP, it is only the objectives and policies that the Council can consider when considering the consent application. The PSDP rules do not currently have legal effect.

The key objectives and policies relating to landscape matters under both SDP and PSDP include those pertaining to residential character and amenity. Notwithstanding this, as a supermarket development is not anticipated within Rolleston's residential zoning, the matters of discretion for a large-scale commercial development in the Business 1 Zone of the SDP have also been considered.

While not a statutory document, the Rolleston Structure Plan has also been ruminated in terms of Councils aspirations for the long-term development of Rolleston.

The National Policy Statement on Urban Development 2020 (NPS-UD), the Enabling Housing Supply Amendment Bill and private Plan Change 71 (PC71) relating to land neighbouring the site have also been considered in this assessment.

### 4.1 The Selwyn District Plan (SDP)

Under the SDP, the site is zoned Living Z, and is subject to an Outline Development Plan (**ODP**) called Rolleston ODP Area 4 (**SDP-ODP**) (*refer to page 6 in the GA*). The ODP is to ensure good standards of urban design and connectivity with the surrounding environment are achieved. The Living Z 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.

It is noted that the Living Z zoning surrounds the site to the southwest, and there is an area to the northeast, however the land immediately north of the site is zoned Living 1 and 1B, which provides for low density housing.

#### The SDP-ODP

The SDP-ODP is identified as a greenfield priority area. It shows the general framework for how the area should be developed to guide future development.

As shown in the ODP diagram most of the development area is to be low density residential, with a band of 1000m<sup>2</sup>+ low density residential along its northeast boundary with the adjoining rural zoning of Inner Plains. This boundary is to also include appropriate interface treatments such as fencing, landscaping and/ or building setbacks.

A small area of medium density is in the wider part of the ODP to the north, adjacent to a neighbourhood park, while a water bore is shown in the narrower southern part of the ODP. A loop road provides two primary connections to access Lincoln-Rolleston Road.

The development area is to achieve a density of 10 households per hectare, averaged over the total area. The SDP-ODP supports a variety of allotment sizes within the Living Z framework.

The development area supports some medium density housing within the centre of the area in proximity to the reserve. The reserve is to be a neighbourhood park, which is to provide passive recreation opportunities, and where appropriate stormwater collection, treatment, and disposal.

## **Part B - Section 3.4 – Quality of Environment**

The relevant landscape provisions relate to residential character and amenity under Section 3.4 Quality of the Environment under the SDP. These are outlined below and have been considered in this assessment:

**Objective B3.4.1** *The District's townships are pleasant places to live and work in.*

**Objective B3.4.2** *A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.*

**Objective B3.4.3** *"Reverse sensitivity" effects between activities are avoided.*

**Policy B3.4.1** *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.*

**Policy B3.4.2** *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.*

**Policy B3.4.3** *To provide Living zones which:*

- *are pleasant places to live in and provide for the health and safety of people and their communities;*
- *are less busy and more spacious than residential areas in metropolitan centres;*
- *have safe and easy access for residents to associated services and facilities;*
- *provide for a variety of living environments and housing choices for residents, including medium density areas identified in Outline Development Plans;*
- *ensure medium density residential areas identified in Outline Development Plans are located within close proximity to open spaces and/or community facilities and*
- *ensure that new medium density residential developments identified in Outline Development Plans are designed in accordance with the following design principles:*
  - *access and connections to surrounding residential areas and community facilities and neighbourhood centres are provided for through a range of transport modes;*
  - *block proportions are small, easily navigable and convenient to encourage cycle and pedestrian movement;*
  - *streets are aligned to take advantage of views and landscape elements;*
  - *section proportions are designed to allow for private open space and sunlight admission;*
  - *a subdivision layout that minimises the number of rear lots;*
  - *layout and design of dwellings encourage high levels of interface with roads, reserves and other dwellings;*
  - *a diversity of living environments and housing types are provided to reflect different lifestyle choices and needs of the community;*
  - *a balance between built form and open spaces complements the existing character and amenity of the surrounding environment and;*
  - *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.*

**Policy B3.4.16** *Ensure the operating hours for non-residential activities in Living zones do not disturb surrounding residential activities, particularly at night.*



**Policy B3.4.18** *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.*

**Policy B3.4.19 (a)** *Ensure all activities have appropriately designed car-parking facilities to avoid, remedy or mitigate any adverse effects of car-parking on:*

- *The amenity values of streets;*
- *The privacy of residents; and*
- *Safe and convenient access to sites.*

**Policy B3.4.19 (b)** *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.*

**Policy B3.4.19 (c)** *Ensure that access by sustainable transport modes, such as public transport, cycling and walking, is considered.*

**Policy B3.4.20** *Avoid adverse effects on the amenity or aesthetic values of Living and Business 1 Zones from the outdoor storage of goods on sites.*

**Policy B3.4.23** *Allow people freedom in their choice of the design of buildings or structures except where building design needs to be managed to:*

- *Avoid, remedy, or mitigate adverse effects on adjoining sites; or*
- *Maintain the character of areas with outstanding natural features or landscapes values or special heritage or amenity values; or*
- *Maintain and establish pleasant and attractive streets and public areas in the Business 1 zone.*

**Policy B3.4.25** *In all zones in townships, ensure buildings:*

- *Do not shade adjoining properties; and*
- *Maintain a predominantly low-rise skyline.*

**Policy B3.4.26** *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.*

**Policy B3.4.27** *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.*

### **Part C - Section 16 – Business Zone Rules - Buildings**

For comparison with the PnS proposal, the relevant matters of discretion relating to large-scale commercial developments in the Business 1 Zone under the SDP are outlined below and have been considered in this assessment:

**16.10.2.2** *The extent to which the design and layout of the site provides and addresses (for instance through active frontage) attractive pedestrian areas; either public streets or spaces with an equivalent amenity to public streets, where practicable.*

**16.10.2.3** *The extent to which the site layout provides direct, logical, and attractive pedestrian routes of sufficient width within and through the site as part of a comprehensive walking network for the wider area.*

**16.10.2.5** *Whether car parking areas contribute to the provision of high quality public space, and are not located between buildings and a road where practicable.*

**16.10.2.6** *The extent to which the design and location of landscaping will contribute to a high quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.*

**16.10.3** *Any application arising from Rule 16.10.1 will not require the written approval of other persons and shall be non-notified.*

*In Rule 16.10.23, examples of space with street like amenity might include (but are not limited to):*

*“Pedestrian Parades”: wide footpaths in front of shops, providing space for pedestrian activities, separated from car parking by landscaping.*

*“Nooks and Corners”: Making use of larger areas of leftover space, separated from car parking by landscaping.*

## 4.2

### **The Proposed Selwyn District Plan (PSDP)**

Under the PSDP, the site is zoned General Residential, to provide areas for higher density of residential development than elsewhere in the Selwyn District. Like the Living Z zone above, the General Residential provides for a range of housing typologies, including semi-detached and attached housing types. Non-residential activities that are not compatible with residential character and residential amenity values and more suited to commercial zones are discouraged by the Council in the General Residential zone. Given the zone is expansive, many areas are identified as development areas, where an ODP has been prepared to guide future land use and development. The site is identified in the Rolleston 1 Development Area (**PSDP-ODP**) (*refer to page 7 in the GA*).

Interestingly, the residential area north of the site, which is zoned Living 1 and 1B under the SDP, has been incorporated into the wider General Residential zone under the PSDP. In other words, the application site and the surrounding residential area will all have the same zoning.

#### **The PSDP-ODP**

Graphically, the PSDP-ODP is simpler than the SDP-ODP above. It retains the loop road that includes two primary connections to access Lincoln-Rolleston Road and indicates the location of a reserve, but unlike SDP-ODP does it not provide a layout for the range of housing typologies, nor does it show the size of the reserve and location of a water bore.

The development area is to achieve a minimum net density of 10 households per hectare, averaged over the total area.

Lower density lots with a minimum lot size of 1,000m<sup>2</sup>+ is necessary on the eastern boundary to integrate the site with the adjoining General Rural Zone and to achieve a progressive transition between residential and rural densities. The PSDP-ODP also requires appropriate interface treatments along the eastern boundary, between residential and rural activities, and methods to protect these in the long term. Treatments could include fencing, landscaping and/ or building setbacks.

The development area supports some medium density housing within the centre of the area in proximity to the reserve. The reserve is to be a neighbourhood park, which is to provide passive recreation opportunities, and where appropriate stormwater collection, treatment, and disposal.

### **Part 3 - Section RESZ – Residential Zones**

The relevant landscape provisions relate to residential character and amenity under Section RESZ – Residential Zones under the PSDP. These are outlined below and have been considered in this assessment:

**RESZ-01** *Safe, convenient, pleasant, and healthy living environments that meet the needs and preferences of the community.*

**RESZ-02** *Residential activities are the principal use in residential zones.*

**RESZ-05** *Built form is of a high design standard and appearance that responds to and reinforces positive aspects of the local environment.*

**RESZ-06** *The role, function, and predominant character of the residential zones is not compromised by non-residential activities.*

**RESZ-07** *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.*

**RESZ-P3** *Maintain and enhance the character and amenity values of residential zones by ensuring that all new buildings are:*

- 1. of a scale appropriate to the locality;*
- 2. sited in a location to enable privacy and retain open space and access to sunlight and daylight;*
- 3. designed to enable ancillary activities such as accessory buildings, manoeuvring, and landscaping to be accommodated on the site.*

**RESZ-P6** *Landscaping and fencing is provided that maintains and enhances the amenity values and attractiveness of the locality.*

**RESZ-P15** *Provide for non-residential activities and community facilities that:*

- 1. are of a nature and scale that meet the needs of the local community;*
- 2. are consistent with the amenity values and character of the locality;*
- 3. encourage co-location and shared use of community facilities where practicable; and do not undermine the viability of commercial centres.*

## **4.3**

### **Private Plan Change 71**

Private Plan Change 71 (PC71) was lodged with the Council in November 2020. From information on the Council website, the plan change is seeking the rezoning of approximately 53 hectares of rural land to residential land to develop approximately 660 residential lots. A large portion of the PC71 land is located immediately east of the development site. It is noted that PC71, shown on the map on the Council website, also takes in the development site.

#### 4.4

#### Rolleston Structure Plan

Rolleston is the largest town in the Selwyn District and is expected to experience significant growth over the next 35 years. Council adopted the Rolleston Structure Plan in September 2009 following two years of consultation with key stakeholders. The Structure Plan considers how existing and future development in Rolleston should be integrated to ensure that sustainable development occurs and makes the best use of natural and physical resources.

The Structure Plan is intended to be aspirational only. It provides a long-term vision and guide for future development, that informs the district plan, but sits outside of the district plan. Of relevance to this assessment, it shows Rolleston's urban limits spreading south, in a staged approach, from the town centre to Selwyn Road.

The application site is graphically shown as medium density residential, extending east to Springston-Rolleston Road, where there is an envisaged Recreation Precinct.

The area immediately east of the site is shown as a pocket of rural land, and further east, on the corner of Levi Road and Weedons Road, is an imagined 100-hectare District Park.

It is noted that avenue tree planning is envisaged along the main primary roads of Levi and Lincoln-Rolleston Roads, and a green corridor running parallel with Levi Road is present immediately south of the application site.

#### 4.5

#### The National Policy Statement on Urban Development 2020 (NPS-UD)

In general, the NPS-UD seeks a variety of sites for businesses, good accessibility between housing and jobs, and states that providing increased and varied densities of housing and urban form is not of itself an adverse effect. District Plans are to enable more businesses to locate in urban environments on or near a centre zone or other area with many employment opportunities, and where there is a high demand for housing (Objective 3).

The NPS-UD applies to the proposed PnS development, specifically, Objective 5, Policy 1 and Policy 6. Of relevance to landscape matters within these policies are:

**Policy 1:** *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

*c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;*

**Policy 6:** *When making planning decisions that affect urban environments, decision-makers have regard to the following matters:*

*b) (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types;*

#### 4.6

#### Enabling Housing Supply Amendment Bill

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill will pass into law shortly, allowing medium density residential standards to apply to existing residential areas in Rolleston. Specifically, three dwellings, three levels in height (11m max) will be able to be

developed within existing residential properties. This has been considered in the latter part of this assessment.

## 5.0 Assessment of Landscape and Visual Effects

### 5.1 Potential Issues

The proposal will result in a large format building, car parking and other related facilities being developed within the site, as well as commercial activities associated with a discount supermarket. The built form and activities will obviously detract from the current rural landscape values and amenity, specifically the perceptual values within the receiving environment, however the site has an underlying residential zoning and is expected to be developed in accordance with an ODP. Therefore, the key potential landscape issues are whether the PnS proposal, in comparison to a complying residential development, will integrate into the emerging residential environment that surrounds the site without having potential adverse effects on residential character and amenity. The potential adverse effects associated with the construction of the proposed PnS development is another factor to be considered.

### 5.2 Assessment Landscape Effects

The proposed PnS development has been assessed using the Draft Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines<sup>9</sup>.

“A landscape effect is a consequence of changes in a landscape’s physical attributes on that landscape’s values. Change is not an effect as landscapes are constantly changing. It is the implications of change on landscape values that is relevant.”<sup>10</sup>.

It is important to appreciate that change to the character of a landscape is not necessarily adverse. Whether effects are adverse or not depends to a large extent on public expectation of what can be reasonably anticipated to occur in the landscape. Allied to this is the landscape context in terms of its degree of naturalness/modification, existing patterns, scale, visibility, and levels of public appreciation.

Potential landscape and visual amenity effects are those that change the appearance of the landscape, including its natural character. Any natural or physical activity has the potential to alter the landscape character and amenity.

#### **Assessment Against the Relevant Planning Provisions**

Given the site’s Living Z zoning the relevant planning provisions are relating to residential character and amenity through good design outcomes. Most of these provisions refer to urban design matters, covered in the separate Urban Design Assessment by McIndoe Urban.

Landscape matters in relation to residential character and amenity include landscape treatment of street frontages, pedestrian amenity, and buffering between alternate zonings to avoid reverse sensitivity. These issues are covered in the subsequent sections of this report.

Regarding the NPS-UD, specifically the aspects of the relevant policies outlined in report section 4.5 NPS-UD, the proposed PNS development provides good accessibility for: people living in the current

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<sup>9</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. [Final draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA]. 5 May 2021.

<sup>10</sup> ‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’. [Final draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA]. 5 May 2021. *Page 61*.



and foreseeable residential areas surrounding the site, people using foreseeable public and active transport (the northern shared path on Levi Road) and for people utilising the open space within the proposed open green space with the northwest part of the site. The PnS proposal may detract from the amenity values experienced by its immediate neighbours. However, the proposed landscape interfaces, particularly the open green space located opposite a main intersection at the prominent south-eastern approach to the Rolleston town centre, will have amenity values that are appreciated by other people living in the vicinity that will regularly pass by the proposed development.

### **Assessment Against the ODP for the Site**

The ODP for the application site, under both the SDP and PSDP is almost identical except the SDP-ODP graphically shows the location and scale of the medium density housing and the scale of the neighbourhood park.

The following is an assessment of the PnS proposal against the key structuring components of the operative and proposed ODP's for the site:

#### ***Allotment Density Transition vs Landscape Buffer and Interface Treatment***

The ODP is seeking an allotment density transition between the rural and residential land through a band of low-density allotments with a minimum lot size exceeding 1,000m<sup>2</sup> along the site's eastern boundary. This would likely give rise to built form within allotments approximately twice the size of standard allotment sizes of 500m<sup>2</sup>, and the spaces between the build form would either provide visual relief in the form of openness or vegetation (greenery). This is the case in recently completed residential development in Christchurch (Prestons North) where 1,000m<sup>2</sup>+ allotments have also been used for density transition between the standard residential areas and the neighbouring golf course, and similarly, both the rural land and golf course are on the northeast side of the larger allotments. Based on a review of aerial photography, the houses have a larger footprint than standard residential development, are taller being two storeys, and they are generally setback approximately 20 to 25m from the northeast boundary.

In comparison, the nearest part of the proposed supermarket building, which is 37.2m long, is setback 18m from the boundary, and this is 7.4m high, sloping upwards to 12.3m at the apex of the building some 44m further west into the site. In other words, the height of the supermarket building is similar in height to a two-storey house where it is nearest to the boundary. Unlike the ODP, the PnS proposal also includes a 10m wide landscape buffer, which would be planted with a mix of indigenous trees, shrubs, and groundcovers. Note: two planting density options are proposed (Options A & B), which are dependent on whether the eastern land remains in a rural zoning or becomes a residential zoning under PC71 (*refer to pages 15, 16, 21, & 22 of the GA*). While this will have a different character and amenity to the ODP density transition, it is more appropriate for buffering a large-scale commercial building. At maturity, the tree species within the landscape buffer – ribbonwood, mountain beech, kowhai, and cabbage trees - will reach heights between 8.0 and 12m. This will provide mitigation screening of the building, while also creating positive landscape effects by introducing an ecological corridor along the sites interface with rural zoned land. It is noted that there is potential to connect this green corridor with the northeast-southwest green corridor shown on the Rolleston Structure Plan (*refer to page 4 of the GA*).

In addition to the density transition buffer, a combination of appropriate fencing, landscaping, and building setbacks is also sought under the ODP as consent notice, site covenant, or similar. It is understood that the interface treatments are required to avoid reverse sensitivity issues arising from the residences, rather than to provide rural outlook.

Two options are proposed for the eastern boundary interface for the supermarket development dependent on whether the eastern land remains rural or becomes residential under PC71. Both options include a 600mm high retaining wall on the boundary. Option A has a 2.0m high acoustic timber fence on top of the retaining wall (total height of 2.6m), whereas Option B is shorter as it has a 2.0m high paling fence integrated with the retaining wall. Both options will provide an appropriate interface between the differing zonings ensuring there are no reverse sensitivity issues, such as issues with lighting and noise attenuation on site. It is noted that the fence/ retaining wall will be mostly screened by the existing shelterbelt within neighbouring rural property, which will maintain a rural style interface, albeit this is outside the subject site.

If Plan Change 71 was to be granted by Council, the proposed Option B buffer landscaping and interface treatment along the eastern boundary are considered appropriate because they provide appropriate visual screening of the supermarket building and adequate separation and buffering between the commercial and residential activities, while also avoiding adverse shading effects on the foreseeable residential properties to the east. This is because the tallest trees (mountain beech and ribbonwood) are upright columnar species, rather than wider canopy species (like totara) which can cause broader shading effects. In addition, the tree arrangement has been carefully considered, so that: (1) it straddles the acoustic fence; (2) it is setback from the boundary fence, (3) it has an open layout enabling sunlight to pass between the trees while still providing suitable visual screening. The shrub planting for Option B will be limited to species no taller than 2.0m to avoid additional shading of the land to the east. Both the Option A and B landscaping buffer and boundary interfaces are illustrated in montages showing the planting at 10 years growth and maturity in the GA (*refer to pages 16, 21, & 22*). Based on plant growths (provided by Southernwoods Ltd), we would expect the earliest mitigation benefits after 10 years growth and full mitigation when the trees approach maturity which is likely after 25 to 30 years.

### ***Medium Density Housing vs Supermarket Building***

The ODP is seeking medium density housing in northeast corner of the loop road, which is in approximately the same location as the supermarket building, albeit this would have a significantly larger footprint. The Living Z zoning allows for terraced housing, which usually takes the form of a large, modulated building, with a height of up to 8m under the SDP residential framework rules. This is slightly taller than most of the exterior walls of the proposed supermarket building, and 4.3m below the apex of the supermarket roof. However, while the supermarket building is significantly larger in scale, the ODP does anticipate larger semi attached and attached residential buildings in this part of the site. It is noted that these larger residential building may also be developed to three-storeys (11m high max) in accordance with the Enabling Housing Supply Amendment Bill, which is only 1m below the apex of the supermarket roof.

### ***Neighbourhood Park vs Northwest Open Space***

The ODP diagram shows a neighbourhood park in proximity to the medium density housing, which is centrally located within the site, setback from Levi and Lincoln-Rolleston Roads.

The proposal includes a triangular open space area, located in the northwest corner of the site. While this area is primary for stormwater overflow and infiltration, it will also provide visual amenity, like a neighbourhood park, but within a more prominent location than the ODP neighbourhood park. This is because it is located immediately adjacent to the intersection of Levi and Lincoln-Rolleston Roads, which are main primary roads within the wider Rolleston roading network, and therefore the proposed open space will be more prominent and have a wider visual audience. The triangular-shaped space, landscaped with trees, earth mounding, and swathes of tussock planting, will provide a high level of streetscene amenity.

## **Access**

The ODP for the site includes a loop road with access restricted to two connection points on Lincoln-Rolleston Road. Access is discouraged onto Levi Road as this will eventually become a main arterial road. The proposed development includes three interspersed access points along Levi Road, which will change its landscape character on its southern side.

## **Assessment of Change in Landscape Character**

For clarification, character arises from a particular combination of natural and physical features in the landscape, and coherence is the degree to which a feature or area is perceived to be consistent and in keeping with its surroundings.

As previously described, the site is essentially a working rural landscape, contained by shelterbelt planting along its road boundaries. While it is unassuming and not particularly memorable in terms of its landscape character, its vegetation patterns and fragmented open space is coherent with its current landscape context to the east, west and south. Nevertheless, this is set to change, as land to the west and south is increasingly developed for a range of residential typologies under its Living Z zoning in the SDP.

Rural outlook and amenity within the site are contained by shelterbelt planting along the site's triangular cadastral boundaries. For people living in low density residences on Levi Road opposite the site, their rural outlook, comprising a shelterbelt planting only about 20m away, is not particularly interesting. Nevertheless, shelterbelts do provide a degree of rural amenity, as they are rural by nature, provide greenery, and obscure views of built form.

For people living in lifestyle properties west of the site, their rural outlook and amenity will remain largely unchanged, as like the site, their outlook is internalised by vegetation patterns, including roadside shelterbelt planting.

With the establishment of a supermarket within the site, creates a significant change in landscape character, it is important to appreciate that a change in landscape character does not necessarily mean a loss of amenity.

In general, the landscape character of the site will change from rural to commercial with the establishment of a supermarket development and activities within a rural property. In essence, the greenery provided by the shelterbelt surrounding the site, will be substituted for a large-scale building surrounded by hardstand carparking and landscaping. Essentially, the source from which amenity is derived will change, however the degree of amenity will remain, and in some parts of the site will be an improvement such as the northwest open space in northwest corner of the site.

The development of a supermarket within the site represents a significant change in landscape character based on the current receiving environment, because the receiving environment is currently more rural than urban. Eventually, this will transition towards being more urban as more rural land is developed for residential housing as per its underlying zoning, and at this point, which is not likely to far away given how rapidly Rolleston is expanding, the PnS proposal will become more assimilated with its new urban environment.

While the large format supermarket and its associated commercial activities remains significantly dissimilar from the anticipated residential development within the site under its Living Z zoning, it should be noted that the triangular shaped site, is disconnected from the surrounding residential

areas to the north (Living 1 & B1) and east (Living Z) by Levi Road and Lincoln-Rolleston Road. It is essentially a standalone area buffered from the wider emerging residential area by main primary roads, which have a road corridor width of approximately 20m. The Rolleston Structure Plan shows tree avenue planting along these roads, which would provide further buffering through vegetation patterns.

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill has been considered. The effect of changing the receiving environment to include medium density residential housing would change the surrounding residential character and amenity significantly through increased development scale and height and a decrease in openness and landscaping between built form. This landscape change would strengthen my support for the proposal because higher density development in the vicinity of the proposed development will enable the (large) supermarket building to better integrate the with surrounding residential environment.

### **Appropriateness of Landscape Design**

The landscape design mitigates the effects on the character, coherence, amenity, and outlook of the locale that may arise from the proposal, and to ensure it integrates with the evolving receiving environment. Several landscape initiatives are proposed. These initiatives have been developed with reference to the 'matters of discretion' for commercial development within the Business 1 Zone under the SDP, particularly the following clause:

**16.10.2.6** *The extent to which the design and location of landscaping will contribute to a high-quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.*

### ***Defining the edges of streets and public space***

The edges of the PnS proposal with Levi Road and Lincoln-Rolleston Roads are defined by landscape strips along the site's road boundaries, and a northwest open space in the northwest corner of the site.

The Levi Road frontage comprises a formal landscape configuration of specimen trees, clipped hedging, and low planting. The line of interspersed specimen trees will provide a balance between providing visual screening of the supermarket building and open views into the immediate car park area. The clipped hedge in front of the line of specimen trees will provide a strong framework to the native grasses along the edge of the footpath and the mixed shrub planting behind the hedge, and under the specimen trees, will provide depth to the planting composition. Overall, the layered landscaping approach will provide a high level of amenity from the street, immediately opposite the existing residential development on the other side of the road.

The landscape strip along Lincoln-Rolleston Road has a more informal aesthetic to Levi Road. It will be landscaped with mixed tussock and grass planting, punctuated with natural clusters of ribbonwoods, cabbage trees and lancewoods. It also includes clusters of rocks in select locations to provide interest. This planting combination provides a high level of amenity, while maintaining open views to the supermarket development.

The northwest open space comprises groups of trees, earth mounding and swathes of tussock planting, providing continuity with the Lincoln-Rolleston Road landscape treatment. The tree planting and mounding defines an area of open grass in the wider part of the northwest open space. At the narrower end, the main pedestrian pathway and arbor provides a direct connection between the street and entrance to the supermarket building. At the street end, the pathway widens to create a small gathering space with a seat adjacent to the footpath. The open space provides an area of greenery,

open space, and spaciousness, opposite the junction of Levi and Lincoln-Rolleston Roads, providing a high level of streetscene amenity.

In comparison to the landscaping requirements under the Business Zone Rules – Car Parking in the SDP, Rule 17.7 requires a continuous landscape strip along the road frontage, that is either 3m wide or 1.5m wide (with the narrower strip requiring taller plant species). The proposed landscape strip along the supermarket's road frontages is 4.8 to 5.0m wide, and the tussock/ grass planting (shortest plant species) exceeds the minimum 0.6m height requirement for a 3m wide landscape strip under the rules. While the rules require a minimum of one tree per 10m of road frontage (excluding entrances) the proposal exceeds the minimum number of trees, particularly when the cabbage trees and lancewoods are included in the quantities. Overall, the proposed landscape strips exceed the minimum requirements under the Business Zone Rules in the SDP.

### ***Extent to which landscaping contributes to a high-quality pedestrian experience***

The landscape design for the carpark and accessways linking the supermarket to the surrounding streets, provides a high-quality pedestrian experience.

There are five main pedestrian routes that provide direct and logical pedestrian access between the supermarket building and the street, while also functioning as collectors that channel pedestrian movements from the car parking areas to the closest respective pedestrian route. Levi Road has three interspersed pedestrian routes extending to the street, while Lincoln-Rolleston Road has two routes that provide this role. The pedestrian arbor route, which has a generous 3.5m wide path with a kerb upstand, is centrally located within the main carpark, and will be logically identified as the primary pedestrian collector route, providing direct access to the supermarket building entrance from the northwest open space area.

All pedestrian routes are considered important within the proposed supermarket development as they need to be wide enough for accessibility, mobility, and trolley design. The pedestrian routes through the carpark are reinforced with appropriate landscaping, that maintain visibility while also safeguarding pedestrians from vehicular movements.

Given the trees in the carpark will be planted within root cell modules, enabling greater root development under the surrounding paving, this will result in larger, healthier tree canopies, which in turn will provide a high level of amenity for pedestrians through shade, cover, and scale.

The seating in the northwest open space, in the northwest corner of the site, will provide pedestrians with opportunities to sit and relax a while as part of their shopping experience. Similarly, the staff will have their own landscaped area to the south of the supermarket building, which also includes seating.

The greater shared path network between Rolleston Drive and Levi Road will be integrated in the proposal by providing a designated shared path, on the northern side of Levi Road, for pedestrians and cyclists, which ties into the main entrance to the PnS development on the southern side of Levi Road.

### **Summary of Landscape Effects**

Overall, while considering the site's underlying mixed residential zoning; its distinct separation from the surrounding residential area by main roads; and that the supermarket development will provide streetscene amenity, albeit different to what is anticipated within the site under its ODP and planning provisions relating to residential character and amenity, as well as the appropriateness of the landscape design, in terms of providing mitigation and integrating the PnS proposal into its residential setting, while also maintaining a safe, legible, and well-functioning supermarket facility, the

landscape character effects of the proposed PnS development are assessed as being **low to moderate**.

### 5.3

#### **Assessment of Visibility and Visual Effects**

*“Visual effects are a subset of landscape effects. They are consequences of change on landscape values as experienced in views. They are one technique to understand landscape effects.”<sup>11</sup>*

Amenity is what makes an environment pleasant in both the physiological and aesthetic sense.

#### **Visibility**

Overall, in present time, visibility of the site will be mostly experienced by people traveling along Levi and Lincoln-Rolleston Roads immediately adjacent to the site, and people living in the low-density residential development north of the site. Albeit the living areas in these residences are oriented north away from the site. The PnS proposal will also be visible from the neighbouring rural property to the east, where All Stars Harness Racing operates.

Nevertheless, while the visibility from the residences in the lifestyle properties west of the site is mostly obscured by vegetation patterns, including roadside shelterbelt planting, it is anticipated that much of this vegetation will be removed as these properties are developed to a finer grain of the residential development in accordance with its underlying Living Z zoning. Overtime these properties will be most affected by the PnS proposal as they will have a northern outlook across Lincoln-Rolleston Road to the site.

#### **Visual Effects on Surrounding Roads**

##### ***Levi Road***

Levi Road is a main primary road used by people who live and work in the vicinity, as well as people traveling from Weedons Road, east of the site, on route to Rolleston town centre via Levi Road and Mansfield Drive. While most people traveling from Christchurch to Rolleston would use the Christchurch Southern Motorway, the recently opened Weedons Road interchange is likely to mean that more residents will use Levi Road commuting between Rolleston and Christchurch.

The northern part of Levi Road provides expansive views to the south across open pastureland to the Port Hills, while roadside shelterbelt planting restricts views on the opposite side of the road. As you move further south along Levi Road, the speed zone reduces from 100km/hr to 60km/hr, and low-density residential development replaces rural land along the northern side of the road extending all the way to its roundabout intersection with Lincoln-Rolleston Road, Mansfield Drive and Lowes Road. On the southern side of this section of road, is a rural landscape providing expansive open pastoral views at first, but then the view becomes channelised by shelterbelt planting along the road frontage of the harness racing property, immediately adjacent to the site and then along the road frontage of the site itself, extending all the way to the roundabout intersection. The occasional open view is available, where there is a break in the shelterbelt to allow for a main entrance or farm gate. The largest break is approximately 20m long, between the southwest corner of the neighbouring harness racing property and the end of the shelterbelt on the site's northern boundary, which provides an expansive view across the pastureland of the site with the line of internal gum trees visible in the mid

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<sup>11</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. [Final Draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/NZILA 5 May 2021]. Page 61.



ground. For most part along the southern section of Levi Road, the dominant view comprises standard residential development on one side and rural shelterbelt planting on the other side.

Heading south along Levi Road, the proposed PnS development will come into view prior to passing the southern end of the harness racing property. The building will most likely protrude above the shelterbelt defining the harness racing site's road frontage. For the most part along the site's interface with Levi Road the PnS proposal will be screened from view by the pleached hedge and lower hedge just inside the boundary. At maturity, these clipped hedges will restrict views to a narrow band at eyelevel between the top of the lower hedge and underside of the pleached hedge. Like the existing vegetation patterns along the site's northern boundary, more expansive views into the site will be available at entry and egress points.

There are three access points in total along Levi Road and two of these align roughly with the existing entrance and farmgate within the site. While more open views are available at these access points, views of the supermarket building will be softened by trees and shrub planting within the carpark, and as noted previously these trees are expected to develop large canopies given the trees are planted in root cell modules. Around the access points themselves, there will be low planting providing good visibility and logical wayfinding to and from the supermarket development.

The 8m tall pylon sign, located within the central main entranceway, is positioned on the axis of the interspersed specimen trees within the road frontage planting strip. The trees are expected to reach a mature height of 10m, which is necessary to screen views of the supermarket development, and therefore the freestanding pylon sign, will play an important role in providing legibility and wayfinding into the supermarket development from the street.

The northwest open space 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 road interface, while framing views into an inviting area of open public space surrounded by trees and earth mounding planted with tussock grasses.

It should be noted that the Rolleston Structure Plan shows tree avenue planting along both sides of Levi Road. If this is implemented then the street trees would also provide additional screening of the PnS development and streetscene amenity, however, with this being outside of the site, it is not relied on to provide landscape mitigation of the development.

The landscape treatment along the Levi Road frontage will be in an improvement on the status quo, comprising monotonous shelterbelt planting, because it provides a more interesting, layered planting composition that will screen views of the supermarket building, while enabling filtered views into the supermarket development, thereby enhancing passive surveillance and street appeal. Nevertheless, the important consideration is the comparison between the PnS proposal and the site's likely development under its Living Z zoning, which according to the ODP would be low density housing like what has already been developed on the northern side of the road, with medium density housing in the northeast corner of the site, likely protruding above the low-density housing in front of this. Essentially this is a comparison between the PnS proposal's broad comprehensive landscape treatment along the road, with open views of a landscaped carpark and the northwest open space, versus, the likelihood it would otherwise be constructed with low density housing comprising a smaller grain of independent lots each developed differently with smaller scale landscaping and openness restricted to driveways and landscaped front yards.

As described previously, residential, and commercial development can both possess amenity, it is just derived differently. Generally residential development has a higher amenity. Therefore, taken overall, visual effects from Levi Road are assessed as being **low to moderate** depending on the level of traffic coming and going from access points on Levi Road.

### ***Lincoln-Rolleston Road***

Lincoln-Rolleston Road is a main primary road used by people who live and work in the vicinity, as well as people traveling southeast and east, between Lincoln and Rolleston. Access to Rolleston town centre through Lincoln-Rolleston Road is generally used by people utilising backcountry roads in the rural environment to the southeast. The road corridor includes a separate cycleway which is used by both commuters and recreational cyclists.

From the southern end of Lincoln-Rolleston Road, wide ranging views are available of trees, shelterbelt planting and open pastureland. While the Port Hills are prominent where the road sweeps around a bend and merges into Selwyn Road, for the most part along the road corridor the hills are obscured by vegetation patterns, except for a framed distant view at the end of the straight-lined road corridor. Approximately halfway along the road is a new low density residential subdivision, occupying approximately a quarter of the road's total length on its southern side. The individual allotments fronting Lincoln-Rolleston Road will have direct access to the road. The Rolleston Structure Plan, illustrating a long-term vision for Rolleston, shows residential development occupying both sides of Lincoln-Rolleston Road along its full length. It is noted that is also promoted by the Canterbury Regional Policy Statement (CRPS) in Map A, and the Urban Growth Overlay in the PSDP, which is subject to several change changes. While this might take several years to eventuate, it is inevitable that the landscape character along Lincoln-Rolleston Road will transition from its current state, as a mostly rural environment, to a residential urban environment. The structure plan also shows tree avenue planting along both sides of the road.

At the northern end of Lincoln-Rolleston Road, on the opposite side of the road to the site, is an area of rural lifestyle properties, occupying a block of land bounded by Lincoln-Rolleston Road, Lowes Road and Springston-Rolleston Road. Currently these larger lifestyle allotments are mostly screened from view by a bold vegetation pattern of trees and shelterbelt planting, particularly along its road frontage with Lincoln-Rolleston Road. From the road, the existing residences, currently sparsely organised, are concealed from view, with only driveway entrances indicating that they exist. As described previously, like the site, this area is also zoned Living Z, which supports development of detached and attached medium density housing, subject to an ODP. Consequently, it is anticipated that a considerable amount of the existing vegetation will be removed to make way for more intensive urban development. This is already starting to occur along this areas interface with Lowes Road with the development of duplexes.

Along Lincoln-Rolleston Road, it is understood, that the southern part of the application site will retain its roadside shelterbelt, until such time as this land is developed. This will provide screening into the site as people approach the site from the south heading towards Rolleston town centre. In other words, visibility of the PnS proposal from Lincoln-Rolleston Road will be restricted to the section immediately opposite the site.

The proposed landscape treatment along the site's interface with Lincoln-Rolleston Road comprises mixed tussock and grass planting, punctuated with an informal arrangement of densely planted ribbonwood, cabbage trees and lancewoods. This planting combination will have a natural and open appearance, compared to the formalised planting layout along the Levi Road frontage. The change in planting character will provide visual interest and amenity. A more open landscaping treatment is deemed appropriate along here as the supermarket building is set much further back from Lincoln-Rolleston Road, approximately 80m at its nearest point, in comparison with Levi Road where it is 50m away. Further north, the landscape treatment integrates seamlessly with the landscape design for the northwest open space through a continuation of the tussock and grass planting. The northwest

open space, landscaped with trees, earth mounding, and swathes of tussocks and grasses occupies almost half of the site's interface with Lincoln-Rolleston Road, at its northern end. The proposed arbor and pedestrian gathering node adjacent to the road will provide visual interest and streetscene amenity.

The supermarket building will be more prominent for people traveling southeast on Lincoln-Rolleston Road as the building will be within their peripheral vision, whereas heading northwest, the building is at right angles and is outside of the peripheral view. Views of the supermarket building will be softened by carpark tree planting in the midground, which will visually help to ground the building into its setting. This will be particularly effective for people travelling southeast where the biggest concentration of carpark trees is positioned (5 rows) and the arbor with trained climbers providing further greenery.

The Lincoln-Rolleston Road interface includes two access points into the site as illustrated in the landscape concept plan. These will be surrounded by landscaping and highlighted with standard PnS entry/ egress signage. The landscaped attenuation basin in the southern corner of the site will be an attractive landscape feature adjacent to the southern access point, which is accentuated with an 8m tall pylon sign. The freestanding sign will be grounded within the tussock/ grass planting and backdropped by tree planting surrounding the attenuation basin, ensuring it is a useful visual marker from the street, without being overly prominent for future residential residences immediately adjacent the pylon sign.

While the site currently provides a rural character and amenity, a key consideration is the potential adverse visual effects of the PnS proposal in comparison with what might be developed there under the site's Living Z zoning. Similar to Levi Road, under the sites ODP, low density housing would be constructed along Lincoln-Rolleston Road, with taller medium density development visible protruding above this in the northeast corner of the site. Both development types have amenity, however residential development generally has higher amenity, than commercial development. The visual effects from Lincoln-Rolleston Road are assessed as being **low to moderate**, depending on the frequency of traffic coming and going from access points into the site.

### ***Lowes Road & Masfield Drive Roundabout***

The roundabout at the intersection of Lowes Road, Masfield Drive, Lincoln-Rolleston Road and Levi Road is a busy junction point used by people who live and work in the vicinity, as well as people traveling to and from Rolleston to the south and east. It is noted that the roundabout is planned to be upgraded to traffic light signals by SDC.

At present, views into the site from Lowes Road and Masfield Drive are completely obscured by the shelterbelt planting along the site's boundaries with Lincoln-Rolleston Road and Levi Road. This provides a rural green backdrop restricting views to the road corridors.

The PnS proposal will significantly open views into the site, and the northwest open space directly opposite the intersection will provide a pleasant landmark of greenery and open space. I note that the planned upgrade of the roundabout to traffic signals will improve pedestrian connections between Lowes Road and Mansfield Drive with the northwest open space and balance of the site. While the supermarket building will be visible in the background, the grouping of trees and planted earth mounding in the northwest open space will be the focus of the view from the roundabout, and this will be backdropped by the concentration of carpark trees in the area directly behind the northwest open space. The planted arbor extending from Lincoln-Rolleston Road to the supermarket building will be visible some 100m away, providing visual interest within the streetscene.

If the site was developed under its Living Z zoning, the northwest corner of the site would likely possess low-density housing, which in contrast to the northwest open space, would likely comprise considerably less open space and greenery. In fact, housing adjacent to busy intersections, often have tall solid fences to provide acoustic protection and privacy. The northwest open space will be a landmark feature at the busy intersection, providing a high level of amenity, even with momentary views of the supermarket in the background.

Overall, the visual effects from the Lowes Road, Masfield Drive roundabout will be **low** and possibly even positive once the tree planting in the northwest open space matures.

### **Visual Effects on Foreseeable Neighbouring Properties**

The visual effects from existing and foreseeable residential properties fronting, Lincoln-Rolleston Road and Levi Road have largely been covered under the section 'Visual Effects from Surrounding Roads.

#### ***Levi Road Properties***

The existing residences in neighbouring properties on the northern side of Levi Road are generally oriented north away from the site, with their garages and driveways facing the proposed PnS development.

The supermarket building is approximately 70m away from the nearest residences on Levi Road. The building will be prominent but softened by the road frontage landscape strip, comprising a line of specimen trees, clipped hedging, and low planting. Views of the supermarket building will be available between the interspersed trees, while the clipped hedge and low shrub planting will obscure views of the immediate car parking area and block vehicle headlight glare from within the car park at night.

The most affected neighbouring properties are those immediately adjacent to the three access points on Levi Road, where there is an absence of tree planting, and consequently, open views into the PnS development can be obtained. Of these, the two properties directly opposite the main and widest entrance (152 and 154 Levi Road), which also includes an 8m high pylon sign, have the greatest potential adverse visual effects. Nevertheless, these residences, like others along Levi Road, are oriented north away from the site and for much of their road frontage include solid timber fencing above eyelevel. In addition to this, the main central entrance into the site from Levi Road includes an island of trees and shrub planting setback just inside the entrance, which the access road sweeps around. This island of planting, together with a strip planting immediately opposite, functions as a vegetated petition within the entrance way, which from the Levi Road, screens views of the northwest corner of the supermarket building and carpark to the southwest. The pylon sign, despite being oriented perpendicular to the street, will be prominent feature in the view, particularly given its PnS yellow colour, which would be lit at night. However, the pylon sign will be well grounded within an island of low shrub planting, and the upper part of the sign will be partly backdropped by tree planting within the car park and entranceway petition behind. It is noted that the applicant has reduced the height of the pylon sign from its standard 10m to 8m, to find a balance between integrating the freestanding sign into what would be a residential characterised road corridor with streetlights being the tallest elements, while also providing legibility and wayfinding for the supermarket development.

Overall, the visual effects have been assessed as being **low to moderate** for residences living on Levi Road directly opposite the site, particularly those houses directly opposite access points into the proposed PnS development.

### ***Lincoln-Rolleston Road Properties***

As described previously, currently there are no residences in neighbouring properties on Lincoln-Rolleston Road (an arterial road) opposite the site that have prominent view into the site. These are mostly concealed from view by bold vegetation patterns that follow the boundaries and fence lines of the rural lifestyle properties. However foreseeable residential properties developed immediately opposite the site, as per its underlying residential zoning, may experience potential adverse visual effects from the PnS proposal. Nevertheless, while future residences forming part of a finer grain of residential development opposite the site would have a northwest outlook in the direction of the site, it is likely they will be developed with high solid fences along their road frontage to provide acoustic protection and privacy for outdoor living areas.

The future residences that would potentially be most affected by the supermarket proposal are those fronting Lincoln-Rolleston Road directly opposite the southern half of the site, where the supermarket building is closest to the road (some 90m away). However, the landscaping around the attenuation basin and along the road frontage landscape strip comprises a series of concentrated groupings of ribbonwood, cabbage trees and lancewoods, that will screen views of the supermarket building and provide an attract landscaped interface with the street.

The foreseeable residences to the north along Lincoln-Rolleston Road would be oriented toward the open green space to the northwest, which will be landscaped with groups of tree planting, providing a high level of landscape amenity, and views of the supermarket building would be well screened by this tree planting and the rows of car park tree planting behind the open space area.

Views of the supermarket building, from future residences to the south along Lincoln-Rolleston Road, will be screened by the pleached hedge, clipped hedge, and shrub planting along the southern part of the development site, which would backdrop the southern access road.

Overall, given half the future residences will have favourable views of the northwest open space, and the remaining residences will have partial screening of the distant supermarket building the visual effects of the PnS development on these properties are assessed as being ***low to moderate***.

### ***Rural Property to the East***

The existing residence in the large rural property (All Stars Harness Racing) immediately east of the site is aligned with the southern part of the supermarket building and is some 80m away. However, for aerial photography, the living areas appear to be oriented north away from the site. Nevertheless, there is a swimming pool on the western side where potential views of the proposed PnS development are possible. In addition to this, potential views are available from the harness racing track that, at its nearest point, is 100m away from the proposed supermarket building within the site.

The residence and its curtilage are surrounded by a hedge (*Photinia 'Red Robin'*) clipped at a level above eyelevel, which will likely provide screening of the PnS proposal from the swimming pool area in the western part of the curtilage area. There is also shelterbelt planting along the rural property's western boundary that provides screening of the site.

While this property currently has a rural zoning under both the SDP and PSDP, approximately 53 hectares, immediately adjacent to the site is subject to PC71, which would enable it to be developed for residential purposes. Therefore, while the future use of the land to the east is unknown, the proposed landscaping and interface treatment along the site's eastern boundary provides for both a rural and residential scenario as illustrated in Option A and B sections and montages in the GA (*refer to pages 16, 21, & 22*).

Option B provides a balance between providing visual screening of the supermarket building, while avoiding shading effects in the evenings as illustrated in the shadow diagrams prepared by McCoy Wixon (*refer to RC12 & 13 in the architectural plans*). Note the shade diagrams are based on the maturity height of the three tallest tree species (mountain beach, ribbonwood, and kowhai) as well as the inserted 2.5m high acoustic fence and 2.0m high boundary fence.

The supermarket façade facing the existing rural property will have no PnS signage or yellow branding. It 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 visual effects on the rural neighbouring property to the east of the site are assessed as being **low** in relation to the position and orientation of existing features within the property and the buffering that will eventually be provided by the indigenous planting band.

## 5.4

### Assessment of Construction Effects

The development will be constructed in stages over a couple of years. Although landscaping is typically undertaken on completion of all construction works it is recommended that the northwest open space is developed at the outset of the works to provide the earliest buffering, screening, and amenity at the junction of Levi and Lincoln-Rolleston Roads.

To ensure mitigation of effects by landscaping will occur, we recommend a maintenance plan is put into effect for the duration of construction and a further minimum period of two years. After this time, a management plan should be instigated by the owner operators to ensure that the mitigation offered by landscaping continues to be achieved.

## 6.0

### Mitigation and Enhancement

The following mitigation and enhancement measures are recommended as conditions of consent:

- A landscape maintenance plan is prepared for the construction period and the subsequent two years that follow the completion of the development. After this time, a follow up management plan should be instigated by the owner operators to ensure that the mitigation offered by landscaping continues to be achieved.



## 7.0 Summary and Conclusion

### 7.1 Summary of Assessment Findings

The application site sits within land zoned 'Living Z' under the SDP and 'General Residential' under the PSDP. Both these zonings provide for a range of housing typologies, including medium density housing, subject to a distinct ODP for the site. Under the PSDP, existing low density residential development north of the site will also be zoned General Residential.

The site currently has a working rural character, with a low degree of rural amenity, given most of the site is concealed by shelterbelt planting along its road frontage boundaries. While a change in landscape character from rural to commercial will obviously be significant, the significance of this change is reduced given its underlying zoning for mixed housing types under the district plan. The key landscape issues, in terms of this assessment, include the degree to which the PnS proposal has the potential to adversely affect the foreseeable residential character, coherence, amenity and outlook of its setting in relation to its surrounding residential zonings. Another consideration is the impact the PnS proposal may have on the neighbouring rural zoning to the east.

The scale and nature of the PnS proposal will be a major departure from the mixed residential development anticipated for the site under the district plan, however the site is uniquely positioned, being a standalone area of 4.14 hectares (7.24 ha application site), disconnected from the surrounding existing, and emerging residential area by two main primary roads (Levi Road and Lincoln-Rolleston Road). These roads will provide buffering of approximately 20m, in terms of openness, between the alternate residential and commercial development and activities, and they are likely to be planted with tree avenue planting, as shown on the Rolleston Structure Plan, which would accentuate and supplement, the buffering provided by the road corridors.

The PnS proposal adheres to the relevant landscape provisions for commercial development within the Business 1 Zone under the SDP, which focus on pedestrian experience and the quality of edges with public space including streets. The landscape design provides an attractive interface with the streetscene of the adjoining primary roads, including clearly defined entrances. The tree planting along the boundaries, as well as the internal tree planting within the carpark (planted in root cells) will soften, and visually reduce the scale of the supermarket building, while also visually breaking up the expanse of hardstand surfacing in the carpark. The internal landscaping will assist with legibility and wayfinding throughout the supermarket development. While the PnS proposal would provide appropriate amenity within the Business 1 Zone under the SDP, due to its layout and landscaping, it would also provide an appropriate level of amenity within the current Living Z zoning.

The landscape design includes a 10m wide biodiversity corridor along the site's eastern boundary that will provide a buffer and boundary interface between the commercial development and rural zoned land to the east. If this land is developed for residential purposes under PC71, the biodiversity corridor can be adapted (Option B) to provide an appropriate balance between visual mitigation and daylighting.

A feature of the landscape design is the northwest open space in the northwest corner of the site, which will provide a high level of amenity, within a prominent location opposite an intersection at the prominent south-eastern approach to the town centre. While the ODP for the site includes a neighbourhood park, graphically, this is much smaller and positioned internally within the site, and

thus would only be visible to the immediate residential area. The northwest open green space, on the other hand, would be visible and more accessible to the wider Rolleston community.

Overall, it is expected that the comprehensive landscaping at the site's interfaces will achieve a higher level of amenity the existing rural property, given the majority of this is surrounded by a shelterbelt.

While the magnitude of the potential visual effects arising from the proposed development is significant, particularly for people commuting along Levi and Lincoln-Rolleston Roads, and people living in neighbouring properties adjacent the site, the visual effects have been mitigated by generous building setbacks, minimal built form, appropriate landscaping along site boundaries and internally within the site, including a vegetated petition at the main site entrance off Levi Road.

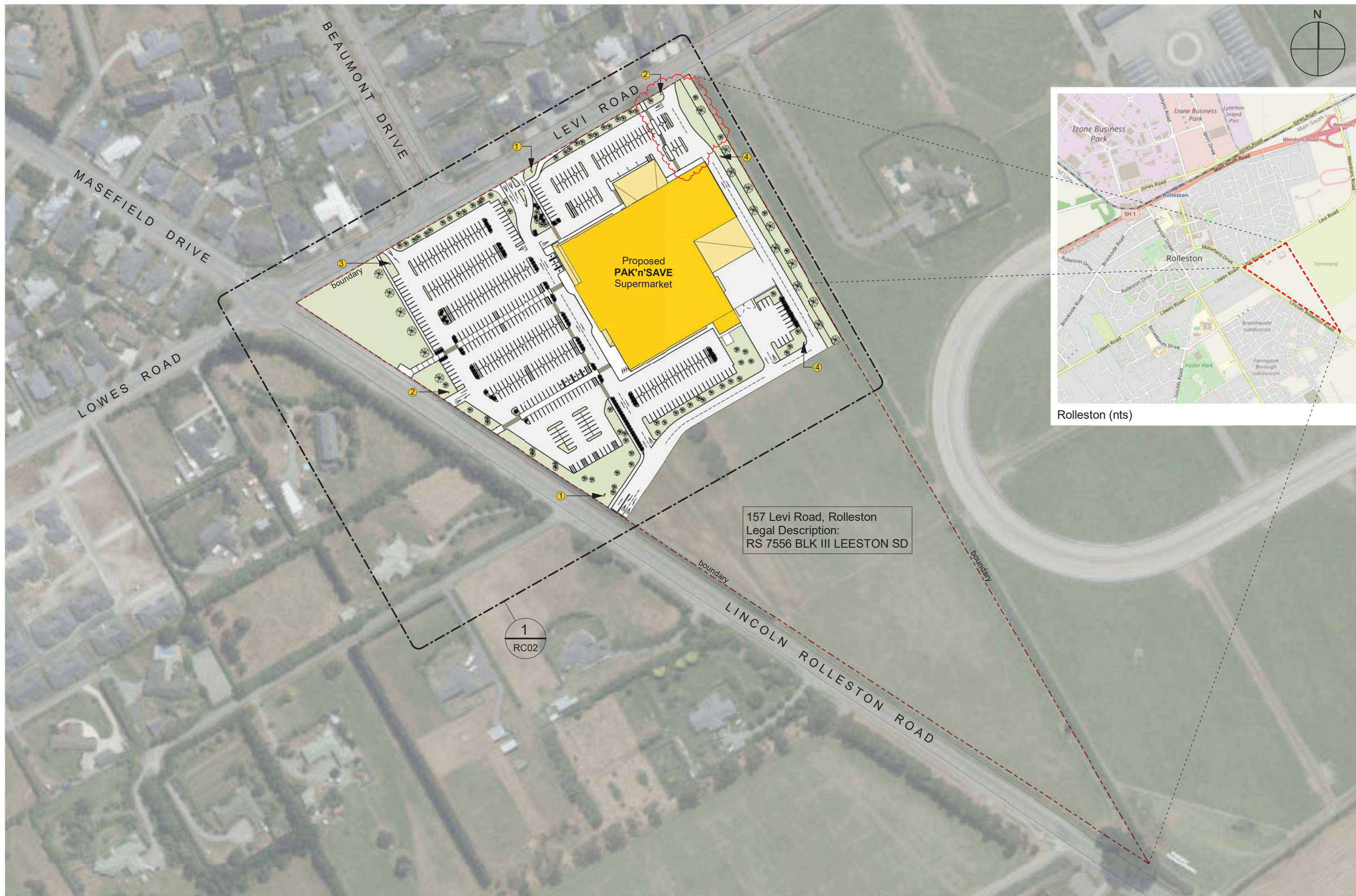
## 7.2

### Conclusion

Overall, the PnS proposal has been designed to integrate into its evolving residential setting, with landscape and visual effects considered to be either **low** or **low to moderate** in magnitude, while providing a safe and well-functioning supermarket facility that will be highly utilised by a greatly expanding community.

**Attachment E: Revised Architectural Drawings, Renders and Design Statement prepared by  
McCoy Wixon Architects (dated February 2022)**





## PAK'nSAVE ROLLESTON NEW BUILD

### Location Plan

scale 1 : 2000  
project number 5798  
printed 22/02/2022 2:06:37 pm  
status **RESOURCE CONSENT**

1	SitePath, Corp.Colour, Pylon & Shading	21.02.2022
0	Issued for Resource Consent	15.12.2021
no.	revision	date

**FOODSTUFFS**  
South Island

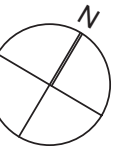
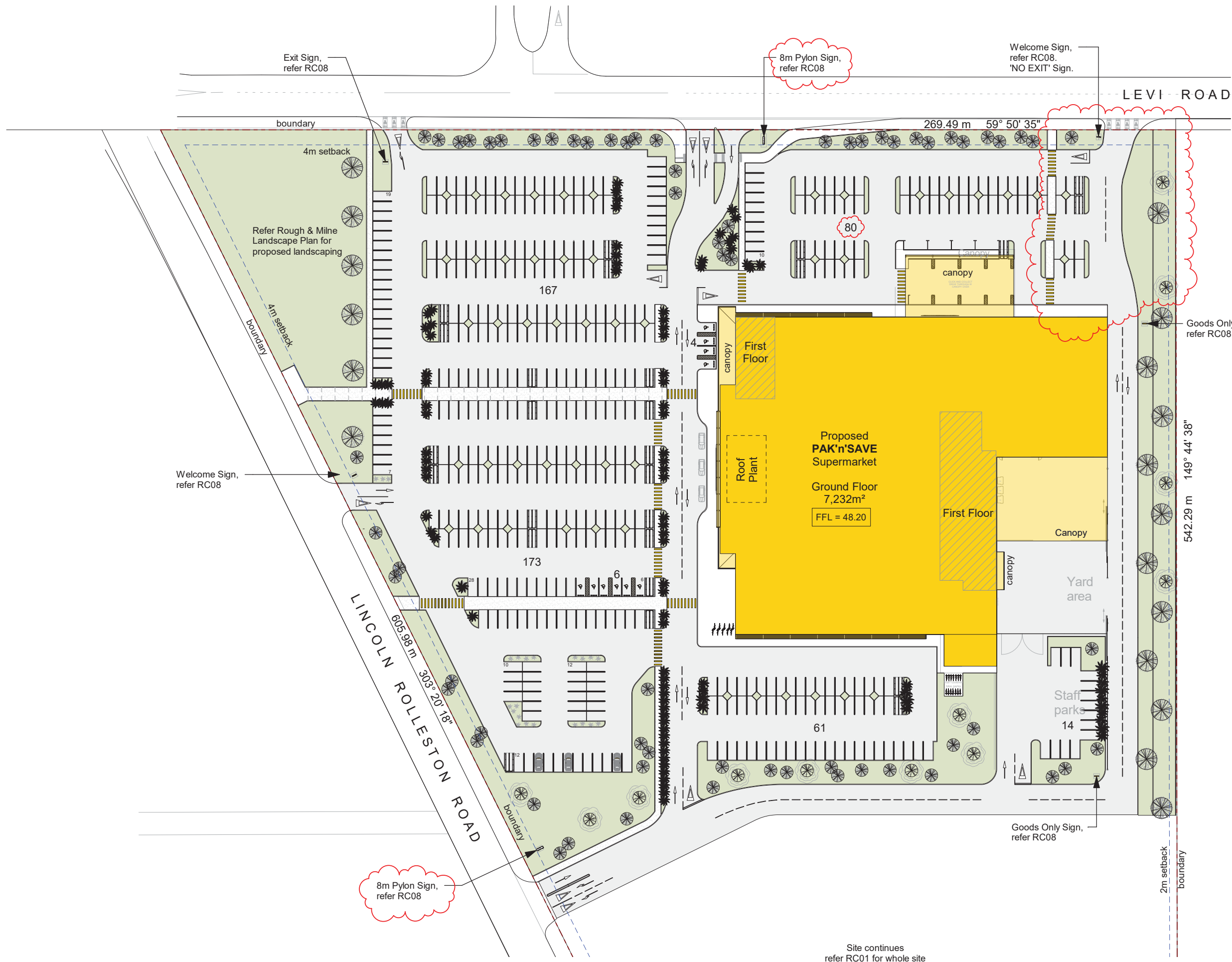
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**McCOY WIXON**  
**ARCHITECTS**

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mccoywixon.co.nz

**RC01**  
rev. 1





**SITE INFO:**

157 Levi Road  
Rolleston, Selwyn District, Canterbury

Legal Description:  
RS 7556 BLK III LEESTON SD

Building footprint area	7,232m²
Mezzanine	876m²
TOTAL	8,108m²

Site Area	71,831m²
Site Coverage	11.3%

**PROPOSED CARPARKING NUMBERS:**

Carparks	481
Click & Collect	8
Accessible Carparks	10
Staff Carparks	14
TOTAL	513

**PROPOSED CYCLE PARK NUMBERS:**

Cycle parks	10
Staff Cycle parks	14

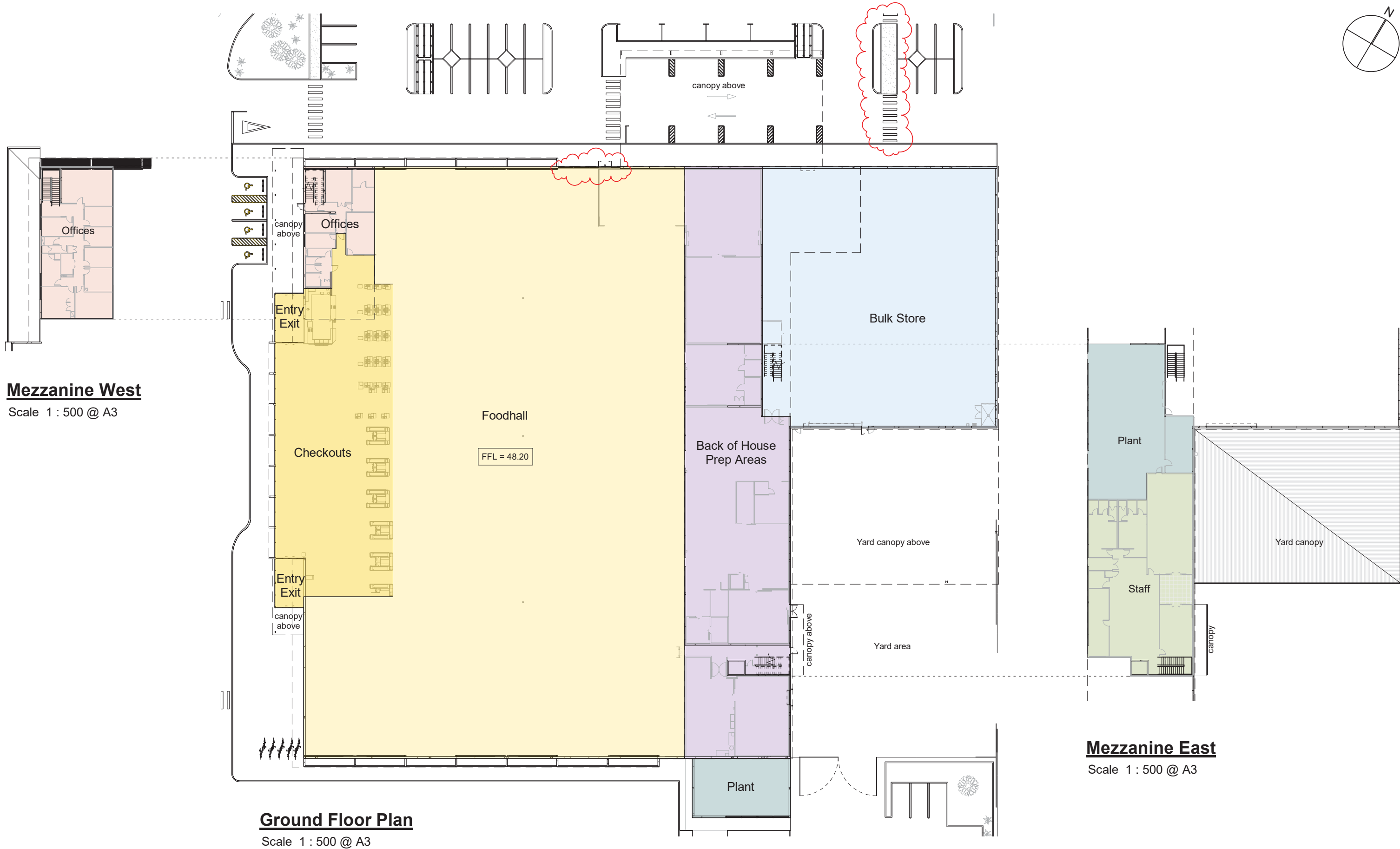
**SITE FENCES:**  
During construction site fences are to comply with NZBC F5/AS1 Construction and Demolition Hazards

**BUILDING SIGNAGE AREAS:**

South West Building Elevation	
Sign 1	39.75m² 3.8%
North West Building Elevation	
Sign 2	22.00m² 2.8%
TOTAL	61.75m²

**CORPORATE COLOUR AREA:**  
Pak'n Save Yellow

South West Building Entry:	
South West face	84.45m² 10.9%
North West face	34.00m² 3.2%
South East face	34.00m² 3.2%
TOTAL	152.45m²



**PAK'nSAVE ROLLESTON NEW BUILD**  
**Floor Plans**

scale 1 : 500  
 project number 5798  
 printed 22/02/2022 2:09:04 pm  
 status **RESOURCE CONSENT**

1	SitePath, Corp.Colour, Pylon & Shading	21.02.2022
0	Issued for Resource Consent	15.12.2021
no.	revision	date

**FOODSTUFFS**  
 South Island

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**McCOY WIXON**  
**ARCHITECTS**

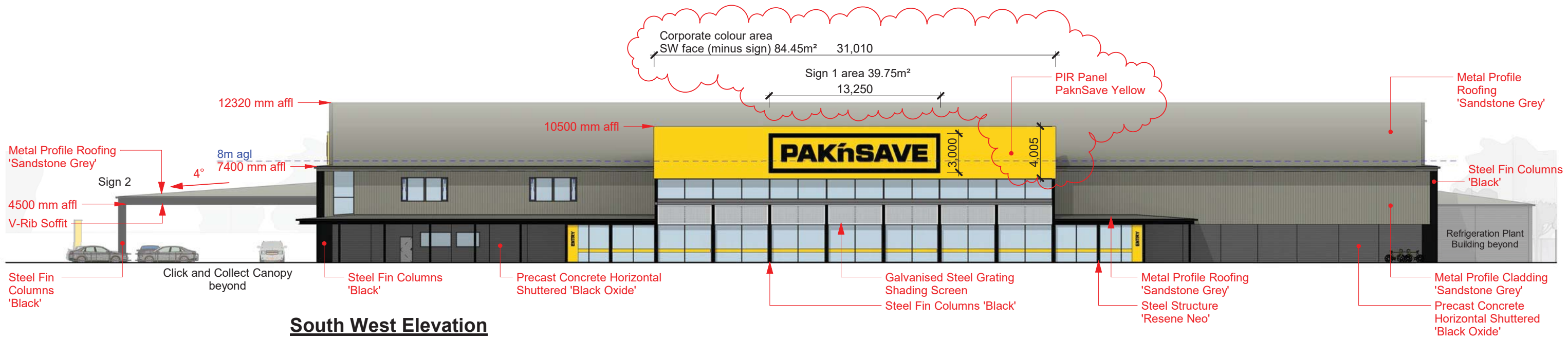
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**RC03**  
 rev. 1





**South West Perspective Elevation**



**South West Elevation**

Scale 1 : 300 @ A3

**PAK'nSAVE ROLLESTON NEW BUILD**

South West Elevation  
scale 1 : 300  
project number 5798  
printed 22/02/2022 2:09:32 pm  
status **RESOURCE CONSENT**

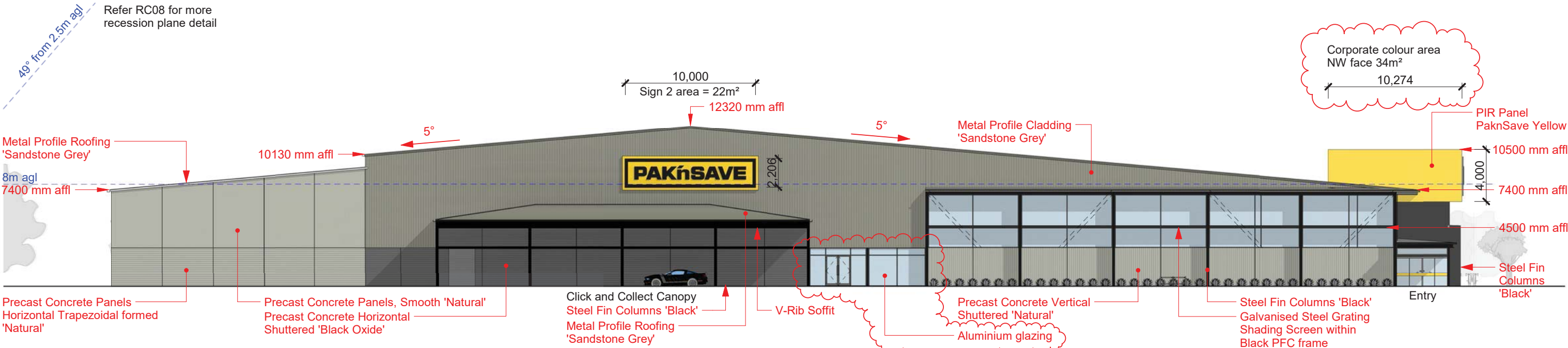
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0	Issued for Resource Consent	15.12.2021
no.	revision	date

**FOODSTUFFS**  
South Island  
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**RC04**  
rev. 1



**North West Perspective Elevation**



**North West Elevation**

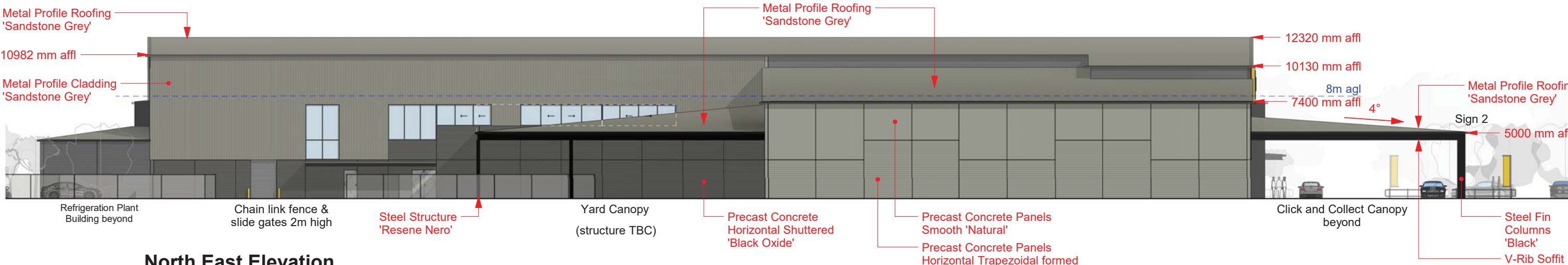
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landscaping updated 21.02.22

**North East Perspective Elevation**



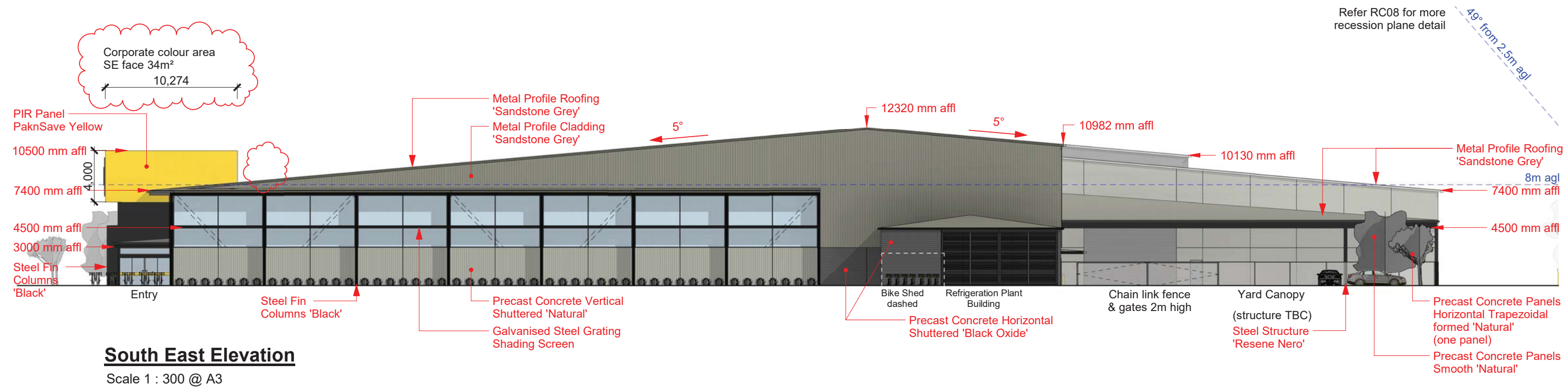
**North East Elevation**

Scale 1 : 300 @ A3



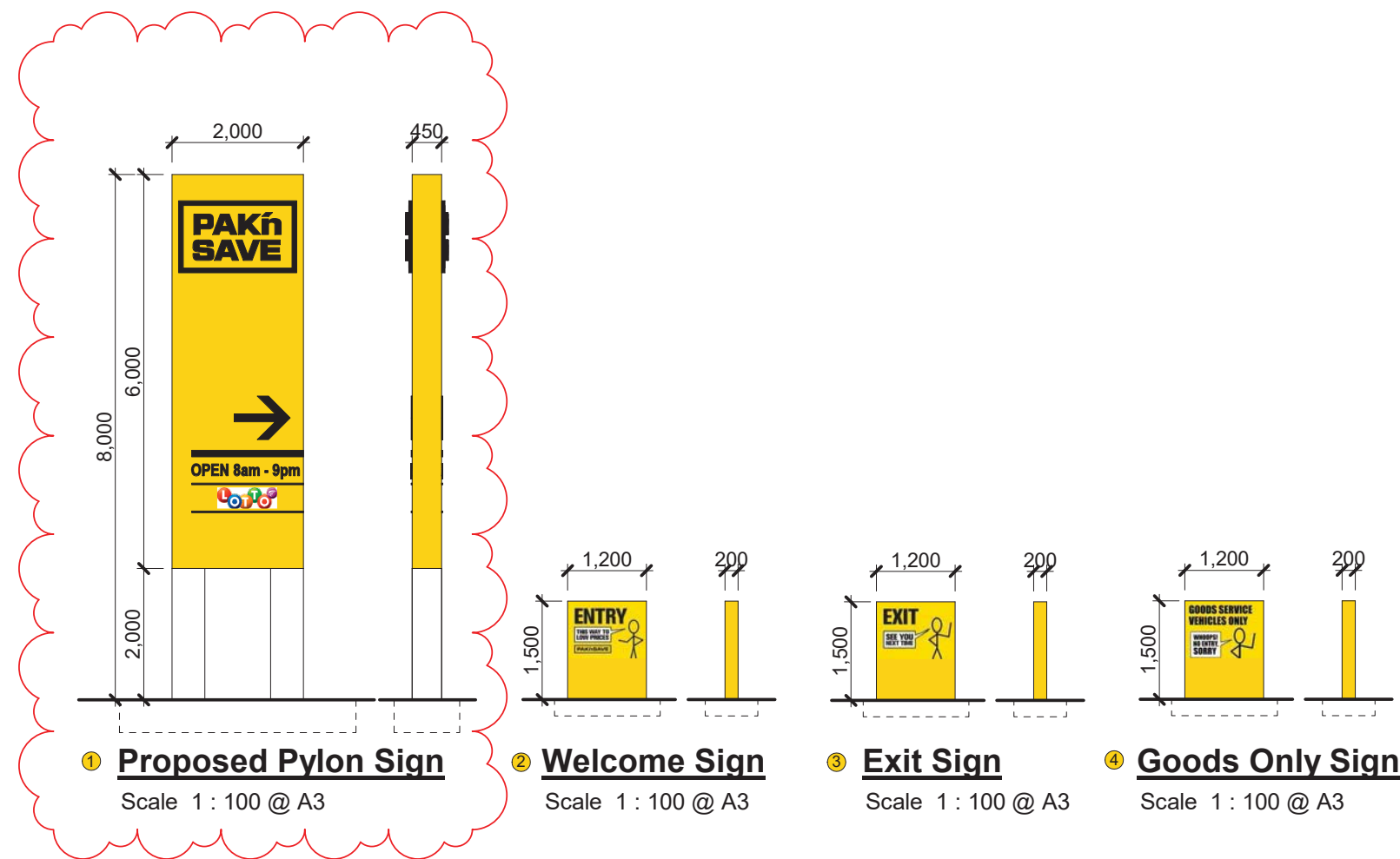
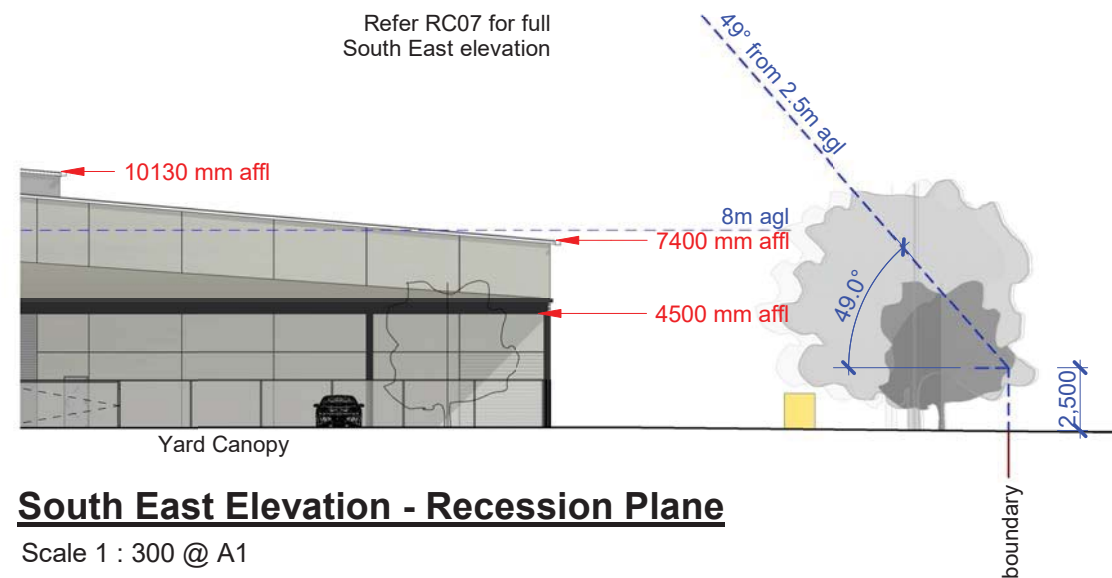
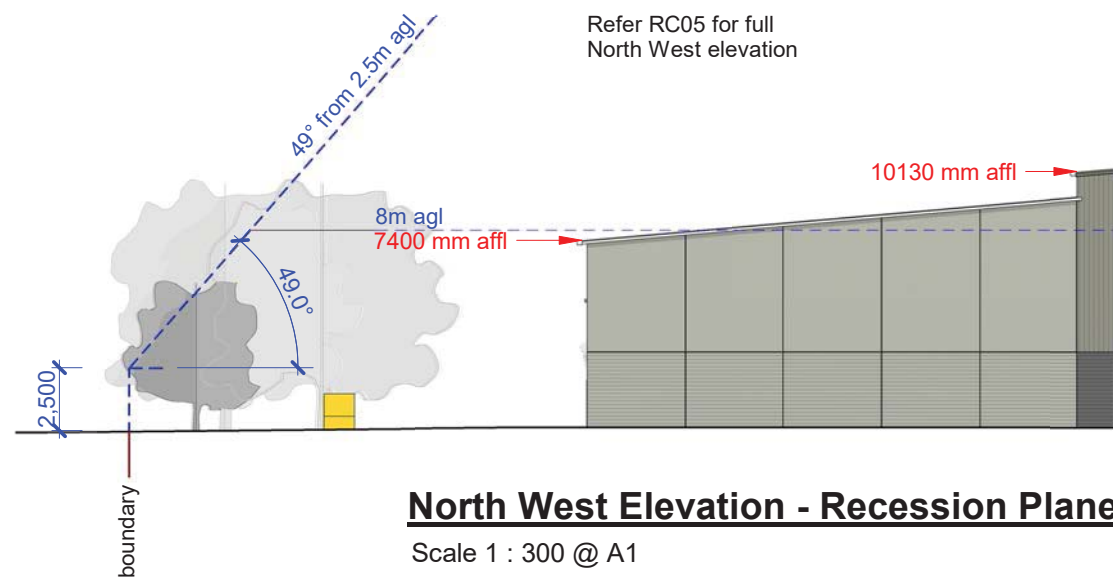


**South East Perspective Elevation**



**South East Elevation**

Scale 1 : 300 @ A3







View from Levi Road

landscaping updated 21.02.22



Masfield Corner View

**PAK'nSAVE ROLLESTON NEW BUILD**

Perspective Views

scale  
project number 5798  
printed 22/02/2022 2:12:15 pm  
status **RESOURCE CONSENT**

0 Issued for Resource Consent  
no. revision

15.12.2021  
date

**FOODSTUFFS**  
South Island

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**RC09**  
rev. 0





View from Lincoln Rolleston Rd



Steel Fin Columns  
'Black'



Metal Profile Roofing & Cladding  
'Sandstone Grey'



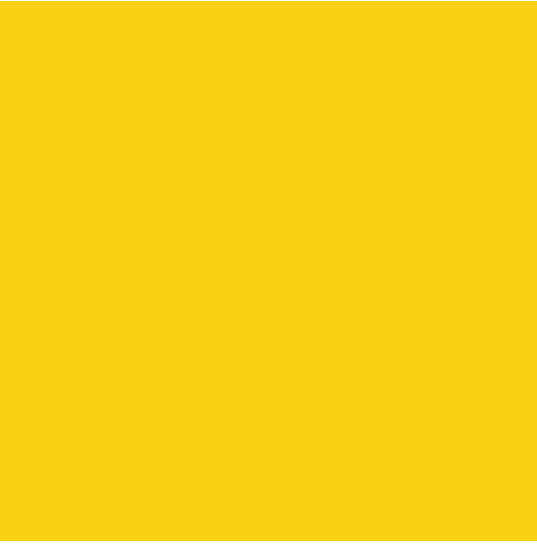
Precast Concrete Panels  
Horizontal Trapezoidal formed 'Natural'



Metal grating screen  
Galvanised



Precast Concrete Panels  
Smooth 'Natural'



PAK'n SAVE Yellow



Precast Concrete Vertical  
Shuttered 'Natural'



Precast Concrete Horizontal  
Shuttered 'Black Oxide'





Proposed Pak'n Save - Summer Solstice 9am



Proposed Pak'n Save - Summer Solstice 12pm



Proposed Pak'n Save - Summer Solstice 7pm

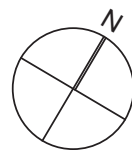


Proposed Pak'n Save - Summer Solstice 8pm

## PAK'nSAVE ROLLESTON NEW BUILD

### Shadow Models

scale  
project number 5798  
printed 24/02/2022 9:51:44 am  
status **RESOURCE CONSENT**



1	Updated Shading models	24.02.2022
0	SitePath, Corp.Colour, Pylon & Shading	21.02.2022
no.	revision	date

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South Island

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**ARCHITECTS**

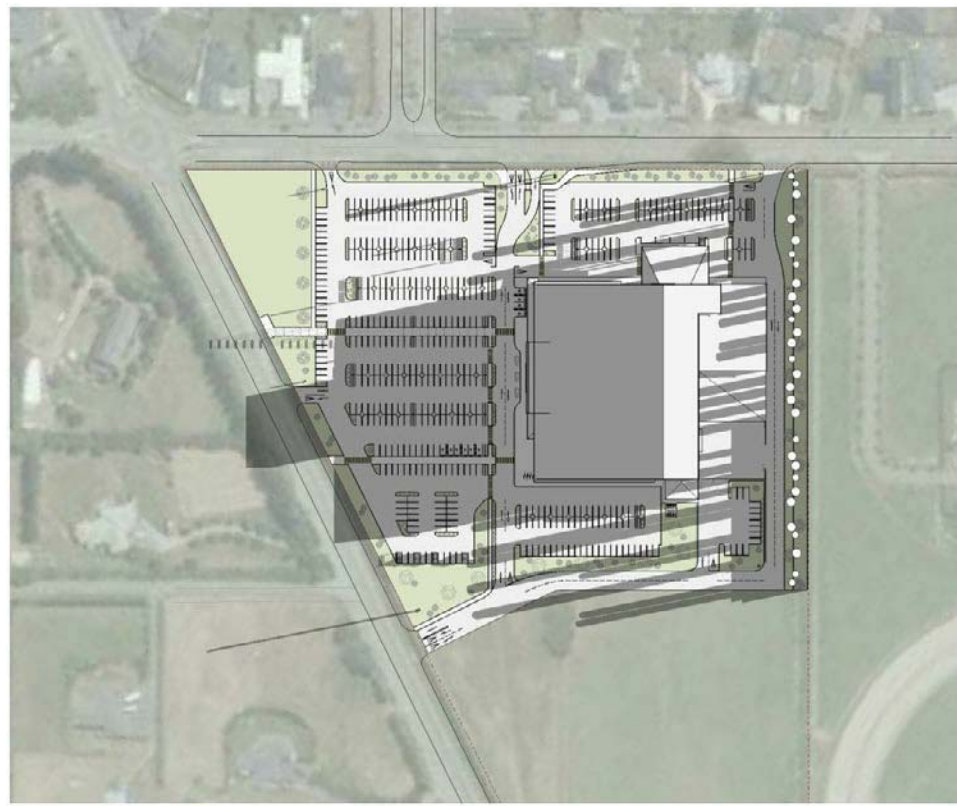
242 Stuart St, PO Box 5456 DUNEDIN  
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mccoywixon.co.nz

**RC12**  
rev. 1

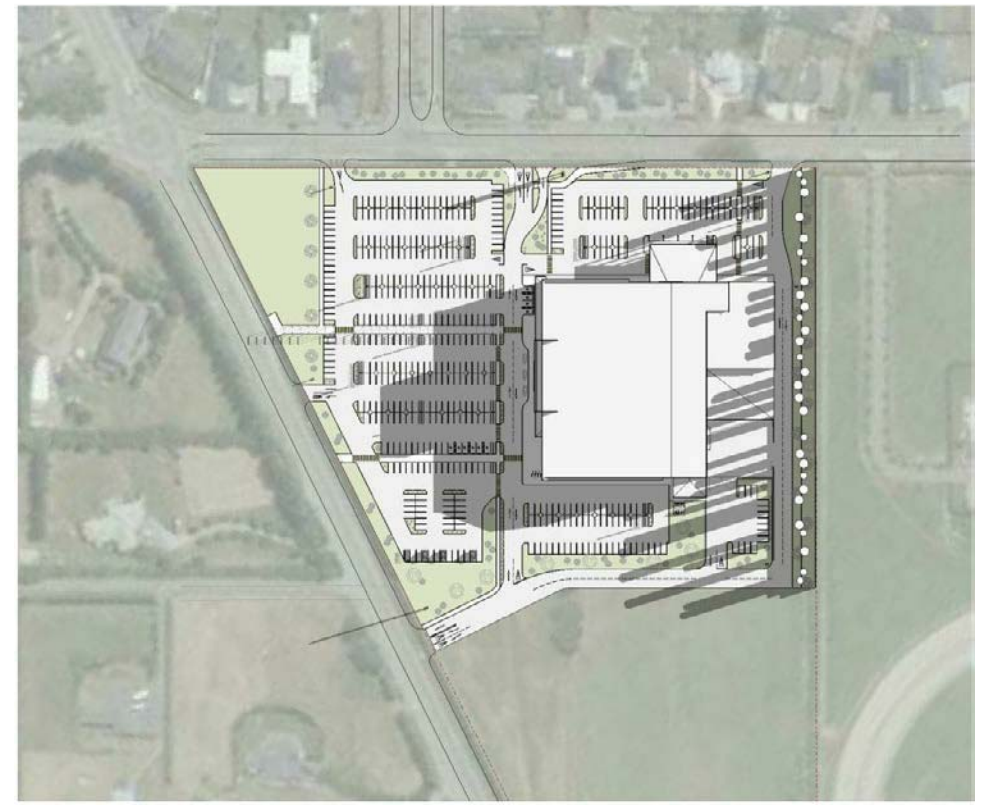




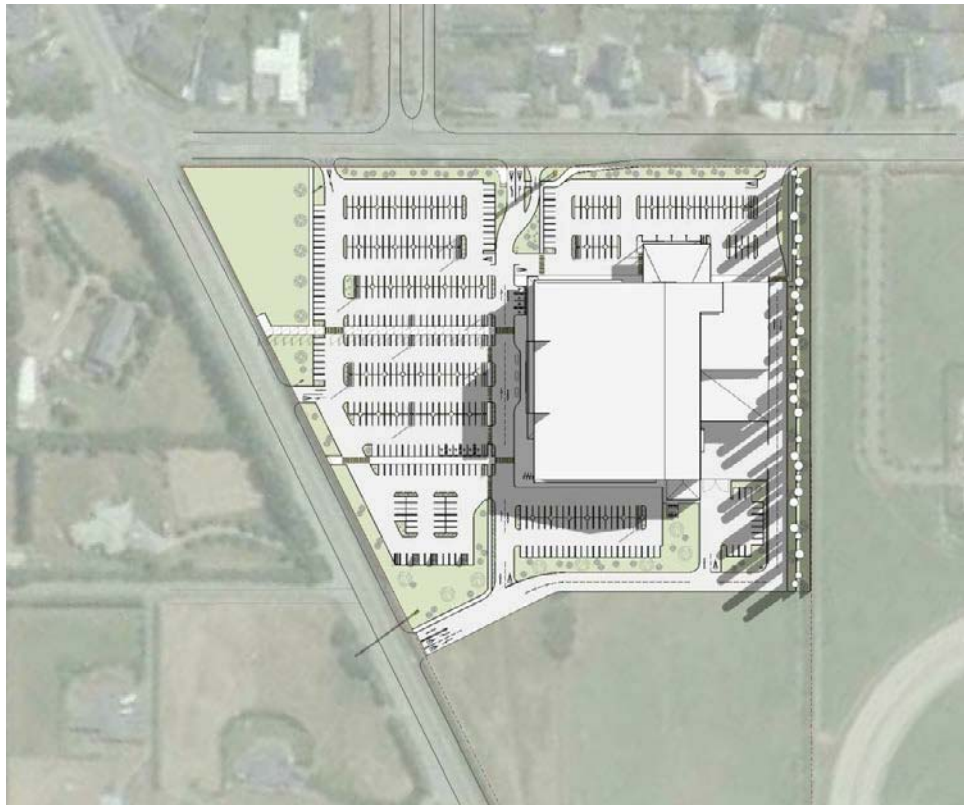
Proposed Pak'n Save - Winter Solstice 9am



Proposed Pak'n Save - Winter Solstice 10am



Proposed Pak'n Save - Winter Solstice 1030am



Proposed Pak'n Save - Winter Solstice 12pm

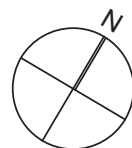


Proposed Pak'n Save - Winter Solstice 5pm

# PAK'nSAVE ROLLESTON NEW BUILD

Shadow Models - Winter Solstice

scale  
project number 5798  
printed 24/02/2022 9:51:52 am  
status RESOURCE CONSENT



1	Updated Shading models	24.02.2022
0	SitePath, Corp.Colour, Pylon & Shading	21.02.2022
no.	revision	date

**FOODSTUFFS**  
South Island

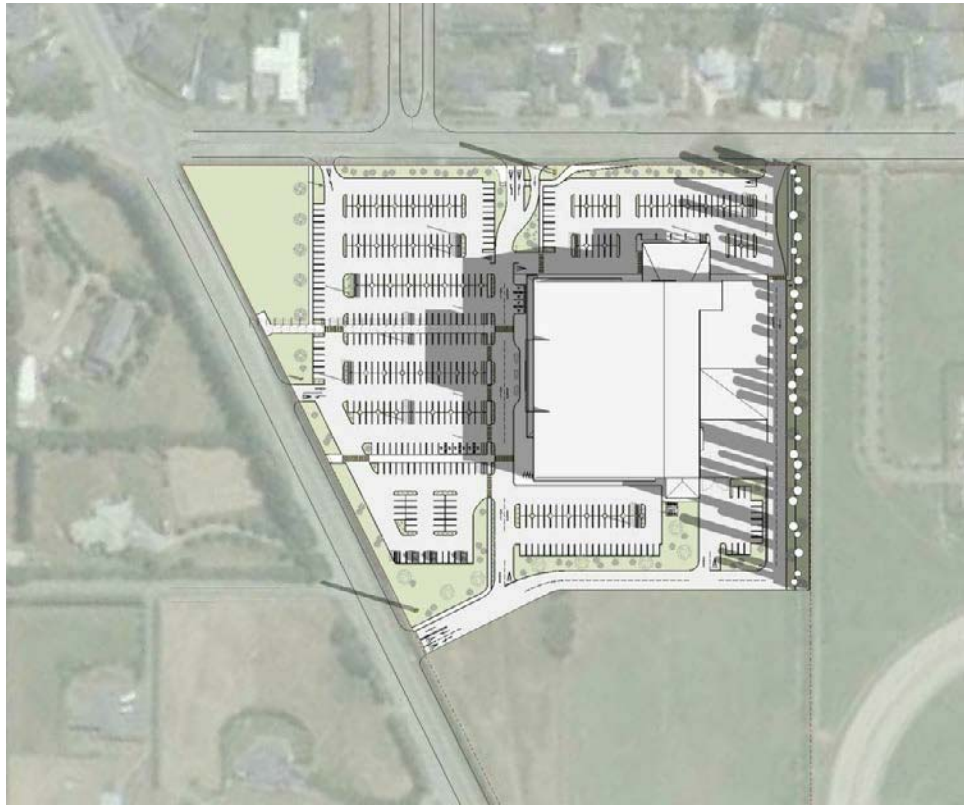
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rev. 1





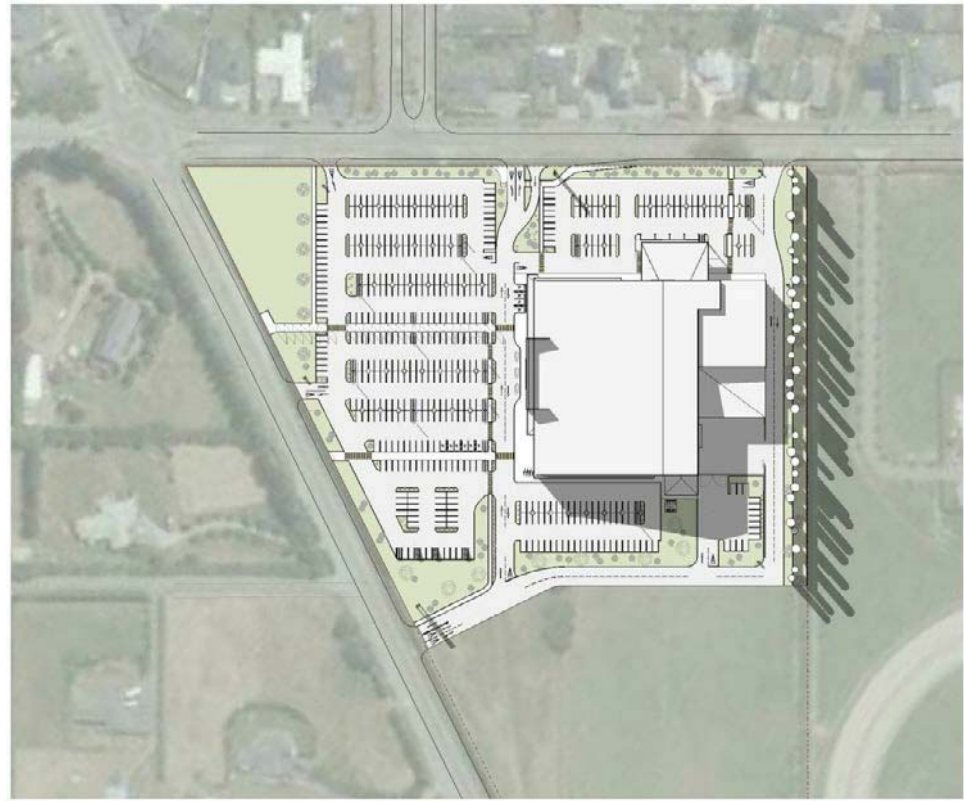
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Proposed Pak'n Save - Autumnal Equinox 12pm



Proposed Pak'n Save - Autumnal Equinox 5pm

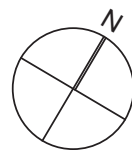


Proposed Pak'n Save - Autumnal Equinox 6pm

# **PAK'nSAVE ROLLESTON NEW BUILD**

Shadow Models - Equinoxes

scale  
project number 5798  
printed 24/02/2022 11:23:31 am  
status **RESOURCE CONSENT**



0	Updated Shading models	24.02.2022
no.	revision	date

**FOODSTUFFS**  
South Island

50mm (A3)  
page scale

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**RC14**  
rev. 0



## **ROLLESTON PAK'nSAVE SUPERMARKET ARCHITECTURAL DESIGN STATEMENT**

### **INTRODUCTION**

This Architectural design statement has been prepared as part of the resource consent application for the proposed Rolleston PAK'nSAVE supermarket to be located at 157 Levi Road, Rolleston.

The following Architectural drawings form part of this statement:

RC01	Location Plan
RC02	Site Plan - Supermarket
RC03	Floor Plans
RC04	South West Elevation
RC05	North West Elevation
RC06	North East Elevation
RC07	South East Elevation
RC08	Perspective Views
RC09	Perspective Views
RC10	South West Site View
RC11	Exterior Materials

### **BACKGROUND**

McCoy and Wixon Architects Ltd is responsible for the design of the following supermarkets for Foodstuffs (SI) Ltd, all in relative proximity to the proposed PAK'nSAVE Supermarket;

- New World Rolleston
- PAK'nSAVE Rolleston (Consented to town centre).
- PAK'nSAVE Papanui (Resource Consented)
- PAK'nSAVE Moorhouse Ave
- PAK'nSAVE Wainoni
- New World Prestons Road
- New World Durham Street
- New World Ravenswood

The proposed design for the Rolleston PAK'nSAVE has been designed in a vernacular style, appropriate and sympathetic to the region, and is considered appropriate for its location from a built form and architectural perspective.

#### **Directors**

Regan Hall NDAT BArch(Hons) ANZIA  
Niko Young NZCDArch BArch(Hons) FNZIA  
Matthew Mitchell BArch(Hons) ANZIA  
Hamish Wixon BBS BArch(Hons) FNZIA  
Sherree Hasler

#### **Consultant Practice Manager**





This is a new-build project on a prominent Rolleston corner site located at 157 Levi Road, Rolleston. The PAK'nSAVE will provide a significant asset to the Rolleston community with safe accessible parking facilities and a high standard of Landscape amenity.

The key elements of the proposed development include:

- New PAK'nSAVE supermarket facility including 'Click and Collect' area and screened goods delivery and store.
- Ancillary development of the site associated with the supermarket including site access, car parking and landscaping.
- Signage – consisting of integrated façade signage, and freestanding signage to main building
- Demolition of the existing residential dwelling and accessory buildings associated with 157 Levi Road.

## SITE

The site is triangular in shape and has an area of 71,831m<sup>2</sup>. There are two road boundaries; the north-eastern boundary aligns Levi Road, with Lincoln Rolleston Road forming the south west boundary.

The development is contained at the north eastern end of the site, with the south eastern extent of the development area defined by an internal access serving the customer carparking area and restricted staff parking / goods delivery / storage areas. The north-eastern boundary of the development area will be fenced with a 2m high timber boarded fence and a 10m-wide strip of planting extending along its length.

Three two-way vehicle access points are proposed to the site; one central to the Levi Road Boundary; one central to the development boundary on Lincoln Rolleston Road, and the third located on the southern development corner – also on Lincoln Rolleston Road.

One 'entry only' access is proposed at the northern boundary junction, and one 'exit only' access at the eastern carpark extent on Levi Road.

The new market is to be located approximately 50m from the Levi Road boundary (excluding canopies), approximately 18.5m from the internal north-eastern boundary; and approximately 102m from the Lincoln Rolleston Road boundary measured from the centre of the main entry elevation.

The building footprint is 7232m<sup>2</sup>.

There are **513** car parks provided on-site including 10 Accessible parks and 3 taxi pick-up / drop-off points. The only customer entrance is each side of the central projecting bay to the southwest frontage.

The building is essentially one storey with an administration mezzanine level to the eastern corner, and staff areas, service spaces and plant to a mezzanine level central to the north east elevation.

The goods and service drive through delivery yard area adjoins the Northeast boundary. The entrance to this yard is central to the north east elevation under a canopy extended from the bulk store, with the exit to the south east. This provides a clear and safe separation between public and service vehicles. Refer to Ableys Transport report for further detail on traffic flow and access to the site. The service delivery yard area is fenced to provide a secure and screened enclosure.



The proposed supermarket site (zoned Living Z Zone) currently houses a single residence with associated out-building shed structures that will be demolished to make way for the new supermarket.

The existing landscaping consists of mature shelterbelt hedging and grass.

The existing site is relatively flat with a gentle slope from north to south. The building floor level has been set to comply with the 1:200-year flood (5% probability) modelling from ECan, with a defined floor level of 48.20m above sea level (an approximate average of 200mm above existing ground level). This provides sufficient surface water fall away from the building in all directions, while maintaining a suitable level relationship with all boundaries. There will be some cut to the North of the site, and fill to the south of the site to achieve this, with an approximate net cut/fill volume of 600m<sup>3</sup> - refer to the Civil documentation for further information.

### BULK AND LOCATION

The bulk & location commentary summarised below refers to the site at 157 Levi Road housing the proposed new PAK'nSAVE Supermarket.

Ground floor gross area =	7,232m <sup>2</sup>
First floor gross area =	876m <sup>2</sup>
<b>The total gross floor area of all levels is =</b>	<b>8,108m<sup>2</sup></b>
Total Site Area	71,831,m <sup>2</sup>

The site (building) coverage is approximately 10%.

The building comprises a gable ended main roof, a lean-to structure to the Bulk Store and a sloping roof behind the parapet to the main entry structure to the South West Elevation. An integrated 'Click and Collect' Canopy projects from the North West Elevation.

The height to the main roof ridge is 12.32m above finished floor level, or approximately 12.52m above existing ground level. The height of the main entry structure is 10.5m above finished floor level or approximately 10.7m above existing ground level.

The height of the eaves to the North West and South East Elevations is 7.4m above finished floor level. The Click and Collet Canopy is set at 4.5m above finished floor level.

The height to the eaves to the lean to roof to the bulk store is 7.4m, with canopy at 4.5m above finished floor level.

The new supermarket plan is generally rectangular in form with various rebates and projections forming the entry/exit points for either vehicles or pedestrians.

The building position is located toward the north east of the site with the back of house service yard bounding the north east internal (rural) boundary, leaving the south west frontage open for public carparking easily navigated off the two arterial frontage roads.

Within the site, the curtilage provided by open carparking and landscape surrounding the building provides visual awareness on approach aiding access and way finding within the site. The building siting also



maximises the 'street address' to both Levi Road and Lincoln Rolleston, with these facades the most active in terms of visual and customer interface.

There are two main public entries to the market centrally located on the south west face. Accessibility to the market is via accessible walkways adjacent to the entry.

Service vehicle and truck deliveries circulate in one direction via the screened yard area with canopy over on the north east side of the building. Unloading is confined to this area and separate to the public carpark and public entry. Additional servicing also located here is fully enclosed by a secure 2m high fence with truck access gates to the north and south. Having the service area with associated truck turning movements out of public sight and separate to the public interface provides a safer pedestrian environment with entry and exit to the supermarket. It also avoids both congestion and excessive heavy vehicle manoeuvres through the site.

The roof form over the bulk of the market is a gable; with gable-ends facing north west and south east respectively.

Refer to sheets No. RC04 - RC07, which indicates the various building heights.

The mass of the building is minimised to the main road elevations by creating depth and transparency revealing the internal volumes and activity within. The building and roof orientation, locates the ridge (high point) central to the site, away from all boundaries – this mitigates bulk to the building perimeter. Solid roof edge forms frame the building, specifically at the eaves and low points to the roof, with transparent glazed facades below. Vertical expressed structure and screening provides depth and introduces relief to the glazed facades with shadow and filtered fenestration.

## DESIGN

The proposed PAK'nSAVE provides a well-balanced and articulated building volume that engages with the dual Levi and Lincoln Rolleston Road frontages. The building – due to functional drivers such as efficient goods shelving, internal circulation access/egress, perimeter serviced areas, store and checkout operations; is approximately rectangular in plan. Articulated and modelled facades respond to street and solar orientation, with intent to create a building that has a variety of clearly articulated component parts to break down mass. Structural details are expressed throughout in order to provide interest and a rhythm to the building.

Finer grain materials and textures softened by integrated landscaped edges 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 therefore visual interest to the façade as well as providing some degree of solar protection to the windows. These wings are especially obvious to the north west and south east façades.

Public entry to the proposed new market is via the south west-facing glazed façade (facing the carpark and Lincoln Rolleston Road) and large pedestrian canopies/pergola roofs set below a standard branded PAK'nSAVE floating wall, generating an inviting, weather protected, and transparent approach. The double height volume experience at entry continues as you progress through the market and provides connection to the exterior context with an abundance of glazing both at high level to the east & full height to the west. The retail spaces will be penetrated by natural light, providing a more pleasant shopping experience, and in addition drawing further attention to the activity within from the exterior. Vertical expressed steel



structure to the south west, entry, and south east facades combine with grated screening at high level to provide visual relief through varied depth and shadow, and decreases the level of reflection from the glazing. Both glazed building frontages provide activation to the Levi Road and Lincoln Rolleston Road aspects.

An administration mezzanine level is located above the north eastern corner of the retail / office area, with a light filled main access stair fully glazed to the north west. This promotes visual interest to this corner and highlights the movement within while allowing staff navigating the stairs to engage with the wider site context.

A second mezzanine floor is located internal to the North East Elevation located over the back of house service areas. Service, plant and staff areas are located within this floor plate along with an area which can be opened to the exterior for staff facing the morning sun. The mechanical services plant room is located centrally along this building line.

Refrigeration condenser units are located in a small concealed lean-to structure located on the South East Elevation, appropriately enclosed screened from residential zones.

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.

A central focus was to design a 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 (refer to Rough Milne and Mitchell Landscape Design documentation) is integral to the approach of embedding the building into the Rolleston context. While softening the building and providing significant visual and pedestrian amenity, the landscape projects and reinforces key building 'axis', such as the main entry points. Building siting and orientation also intentionally provide 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.

There are two proposed freestanding pylon signs **8m** high and 2m wide. They are respectively located at the main site entry points on Levi Road and Lincoln Rolleston Road – refer to Location Plan RC01 and Site Plan RC02. Located adjacent to boundaries, the standard sign construction provides an introductory hint of the building beyond which is largely screened by planting. These signs provide clear directional indication of site entry point.

In addition, there are four other smaller 1.5m high by 1.2m wide access signs. They are clear directional indicators for points of entry, exit, and notifying the goods only access to the rear of site. Refer RC02 and RC08. Low level, these signs sit within landscaped gardens.

## ELEVATIONS

### Southwest Elevation (Lincoln Rolleston Road)

This is the primary building elevation, and it fronts onto the main car park. There is a centrally located glazed double height entry structure with two approach paths. The line of glazing is set back 1.0m from the front face of this structure so as to provide interest. In addition, the projecting wing walls and grated metal screens provide a degree of solar control during the summer months.



The entry structure is capped off with a simple band of the PAK'nSAVE standard colour. At 13.25m wide (39.75m<sup>2</sup>) the integrated PAK'nSAVE sign is comfortably proportionate to the entry façade aligning with 3 out of 7 'structural bays' to the entry structure below.

The entry has two deep canopies providing weather protection at each entry point and allows the architecture to pronounce entry. Pedestrian footpaths skirt the frontage and extend into the carpark via nominated paths and crossings providing a safe easily navigated environment. Both steel structure and the roof planes are highlighted in the façade.

Pergola elements, including seating, are included to each end of this elevation – favouring the north west building corner and main pedestrian site links with an extended canopy to this corner.

Behind these pergolas there is an off-form board finish to the precast panels to a height of 3.0m AFL.

Above the pergola there is a band of prefinished vertical profiled metal cladding and above this cladding are windows to the first floor to the left.

Projecting from the building entry points an 'Arbor' provides visual interest between market and road (refer to Rough Milne and Mitchell Landscape Design documentation).

### **Northwest Elevation (Levi Road)**

This elevation shows the drive through 'Click and Collect' canopy as a central integrated projection from the façade. Supported on vertical steel fins – the canopy design is a direct link and continuation of the building facade fin structures adjacent.

To the right a large band of glazing will provide transparency and access to daylight and outlook from within. With integrated roof overhang, intermediate horizontal grated screens link vertical fins to provide relief and control from sun.

Contained by the vertical fins, the precast panels here are in a lighter 'natural' off-form board finish, softened with a band of planting to the base. These panels anchor the high-level glazing to this frontage and provide a discreet low-level secure barrier to the market.

An additional glazing band measuring 9m wide by 3m high (27m<sup>2</sup>), is located at Ground Level between the Click and Collect canopy and the vertical band of shade fins. (refer Architectural Drawing RC05)

This band will add direct visual connection, outlook, and activation to and from the Foodhall interior. Additional Passive surveillance will accordingly be attributed to this area.

The high-level façade is clad in profiled sheet metal, with a step-down lean-to forming the bulk store located to the left (east). The intent of the bulk store panel step-down and natural smooth finish is to appear recessive from the main building mass. A horizontal trapezoidal form to the base of these panel provides visual interest and rhythm to this otherwise blank precast wall.

A central standard PAK'nSAVE building sign sits between the ridge of the building and 'Click and Collect' canopy. At 10m wide (22m<sup>2</sup>) the integrated sign is proportionate with the structural bays which form the canopies and adjacent window bays to the market.



### **Northeast Elevation**

This elevation includes the service areas and first floor staff facilities and the entry to the central drive through store yard. The plan steps in and out to this façade and combined with the lower canopy (4.5m from AFL) with expressed structure significantly reduces bulk to the rural internal boundary adjacent.

The horizontal trapezoidal form finish to the base of the Bulk Store panels continues from the north west here, articulated to provide further visual interest, and to provide a finer texture relatable to the rural context and proposed 'biodiversity planting strip' adjacent.

A deck opening off the staff room is approximately centre-positioned.

The remainder of this façade is clad in profiled metal sheet, with black oxide horizontally off-form concrete panels providing continuity and a robust building

Various roof top plant including penthouse structures are to be located on the roof. Their exact locations are to be confirmed at the detailed design stage. Any significant plant would be screened or concealed behind building facade.

### **Southeast Elevation**

This elevation expresses the gabled end roof shape and faces internally to the site with an acute visual connection to/from Lincoln Rolleston Road.

In line with the opposite gable end (north west) there is a projecting (1.2m) deep roof overhang to the top light windows that is supported by wing walls that provide both interest and a degree of solar control to these windows. This band of glazing will provide significant natural light to the market within. The precast panels here are in a lighter 'natural' off-form board finish, softened with a band of planting to the base.

Adjacent there are black oxide horizontal off-form concrete panels to the base of this wall and enveloping the refrigeration building to a height of 3m and 4.4m AFL respectively. Above this is a band of prefinished vertical sheet metal cladding.

The main entry structure, pergolas with expressed structure are shown to the left-hand end and the overhanging roof to the service areas is shown to the right-hand end.

### **MATERIAL PALETTE & COLOURS**

The building comprises the following materials:

- Prefinished metal insulated panels
- Precast profiled concrete panels, painted
- Black oxide textured precast concrete panels (Timber plank form)
- Natural sealed textured precast concrete panels (Timber plank form)
- Pre-finished zincalume cladding
- Pre-finished profiled zincalume roof cladding
- Galvanised steel grated screens
- Expressed black painted steel structure





These materials have been selected to offer a robust palette offering the best solution for the building form and site context.

Textured concrete precast panels both black oxide and natural grey generate texture and scale, reducing glare with natural recessive tones. The prefinished metal cladding maintains this approach.

The contrasting PAK'nSAVE yellow wall panels (insulated panel) provide a bold reference point for both signage and wayfinding to the site.

Colours, apart from the standard yellow wall panel are generally dark and/or neutral earthy tones appropriate for the setting.

Other highlight colours are black to the structural steelwork, galvanised steel grated screening and black aluminium window joinery.

Refer to the Sheets RC04 -RC11 for the proposed colour scheme and material palette.

### **GREEN BUILDING INITIATIVES**

Foodstuffs South Island Ltd is continually striving to reduce its carbon footprint wherever possible and the following initiatives are proposed to be incorporated into the design of the new Rolleston PAK'nSAVE Supermarket in line with this aim:

- Insulation values that exceed Building Code requirements
- Use of New Zealand Green Building Council approved products
- Argon filled low-E double glazing used throughout (including main entry glazing)
- Use of natural light to main retail area
- CO<sup>2</sup> refrigeration systems (no C.F.C. Coolants)
- Heat recovery from refrigeration system for heating
- Photovoltaic Solar Panels for electricity generation
- Energy efficient light fittings
- Energy Efficient Hot Water generation.
- Passive solar design
- EV Charging stations

McCOYandWIXON ARCHITECTS LTD  
**MATTHEW MITCHELL, B.ARCH (HONS) ANZIA**  
DIRECTOR | REGISTERED ARCHITECT  
17<sup>th</sup> February 2022

**Attachment F: Revised Geotechnical Desktop Report prepared by Aurecon (dated 14 February 2022)**

2022-02-14

Rebecca Parish  
Property Development Manager  
Foodstuffs South Island Limited  
Via email: Rebecca.Parish@foodstuffs-si.co.nz

Dear Rebecca

**Rolleston PAK'n SAVE, 157 Levi Road – Geotechnical Desktop Assessment Letter Rev1**  
**Our Ref: 229723**

## 1. Introduction

Foodstuffs South Island (Foodstuffs) are proposing to develop a new PAK'n SAVE Supermarket in Rolleston, Canterbury at their site located at 157 Levi Road on the northeast side of the Levi Road and Lincoln-Rolleston Road intersection. Conceptual drawings of the proposed development, provided by McCoy and Wixon Architects dated 29 October 2021 indicate a supermarket structure of approximately 7,230m<sup>2</sup>, at grade carparking for the supermarket, and stormwater basins on the southwest corner of the site. The development will be undertaken in the northern portion of the site.

Foodstuffs have engaged Aurecon New Zealand Limited (Aurecon) to provide advisory, planning, and geotechnical engineering services for the proposed development. This geotechnical desktop assessment has been prepared to support a resource consent application for land use consent and presents Aurecon's review of readily available geotechnical information implications for the proposed development. Aurecon's explanatory statement is provided in Section 5 of this letter.

## 2. Site Conditions

### 2.1. Site Description

The proposed supermarket development site is located at 157 Levi Road, Rolleston at the corner of Levi Road and Lincoln-Rolleston Road. The site features are as follows:

- The site has a legal description of RS7556 and has an approximate area of 7.2Ha.
- The site is bounded by rural property to the east, Levi Road to the north and Lincoln Rolleston Road to the west/south.
- The site is currently occupied by predominantly rural paddocks, with associated vegetation and shelter belts. A residential dwelling and two sheds are in the northern portion of the site.
- The site is relatively flat and level.

### 2.2. Geological Maps

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*".

### 2.3. Historical Seismic Performance

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 (Bradley, 2012). The Rolleston area 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.

## **2.4. Listed Land Use Register**

A review of the Environment Canterbury Listed Land Use Register did not identify any information regarding Hazardous Activities and Industries List at the site.

## **2.5. Aerial Photography Review**

A review of available historical aerial photographs for the site indicates the earliest aerial was flown in 1942. This earliest aerial indicates the site has been used for agricultural purposes since at least 1942 however since the 1980 – 1984 aerial, the site appears to have been dissected into multiple fenced paddocks. By the 1990 – 1994 aerial photograph series, a residential house was constructed in the northern end of the site. Additional structures have been constructed since 2000 including multiple sheds across the north-western corner of the site, and hedge rows and trees have become established.

# **3. Geotechnical Investigation Review**

## **3.1. Introduction**

Aurecon have completed a review of the readily available investigations from the following sources:

- Previous Aurecon projects located in the vicinity of the site.
- New Zealand Geotechnical Database.
- Environment Canterbury GIS Viewer.

## **3.2. Previous Aurecon Investigations (2016 to 2017)**

Aurecon undertook a series of geotechnical investigations to support a subdivision development approximately 500m to 1000m south of the proposed PAK'n SAVE development. The investigations series comprised machine dug test pits and handheld auger boreholes, and indicated the area was typically underlain by surficial topsoil, a silt crust varying in thickness up to approximately 1m followed by dense sandy gravels to depth. Groundwater was not encountered in any of the tests pit excavations in the upper 4m of the soil profile.

## **3.3. New Zealand Geotechnical Database**

A review of the available geotechnical investigations on the New Zealand Geotechnical Database (NZGD) indicated the nearest investigations are 400m northwest 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.

## **3.4. Environment Canterbury (ECan) GIS Viewer**

A review of the ECan GIS Database shows the site is surrounded by multiple deep wells. Whilst these wells are typically not logged by a Geologist or Geotechnical Engineer, they do provide indicative thicknesses of soil units. A review of the available ECan wells is summarised in Table 1 below.

**Table 1 ECan Well Summary**

Well ID	Location from Site Boundaries	Depth	Soil Description (depth bgl)	Groundwater Level
M36/4430	50m North East	54m	0m – Earth (Topsoil) 0.3m – Brown Sand 3.5m – Interbedded Sandy Gravel and Sandy Clayey Gravels	17.5m <sup>(1)</sup>
M36/4743	150m North East	42m	0m – Earth (Topsoil) 0.3m – Brown Clay 1.8m - Interbedded Sandy Gravel and Sandy Clayey Gravels	17.2m <sup>(1)</sup>
BX23/0827	270m South West	181m	0m – Topsoil 0.3m – Clay 1.5m - Interbedded Sandy Gravel and Sandy Clayey Gravels	13.2m <sup>(1)</sup>
M36/5292	140m South	52m	0m – Topsoil 0.25m - Interbedded Sandy Gravel and Sandy Clayey Gravels	16.6m <sup>(1)</sup>
<p>Note:</p> <p>1) Groundwater readings taken at time of drilling only. No long-term groundwater monitoring has been undertaken.</p>				

The 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 15mbgl.
- Depth to groundwater contours indicate groundwater depth at 15mbgl.

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

### 3.5. GNS Active Fault Database

A review of the Geological and Nuclear Sciences Active Fault Database (GNS, 2021) indicates two recorded active faults within the vicinity of the site. These faults are summarised in Table 2 below and their locations are shown in Figure 1. From this assessment it can be seen there are known recorded faults within the direct vicinity of the site.



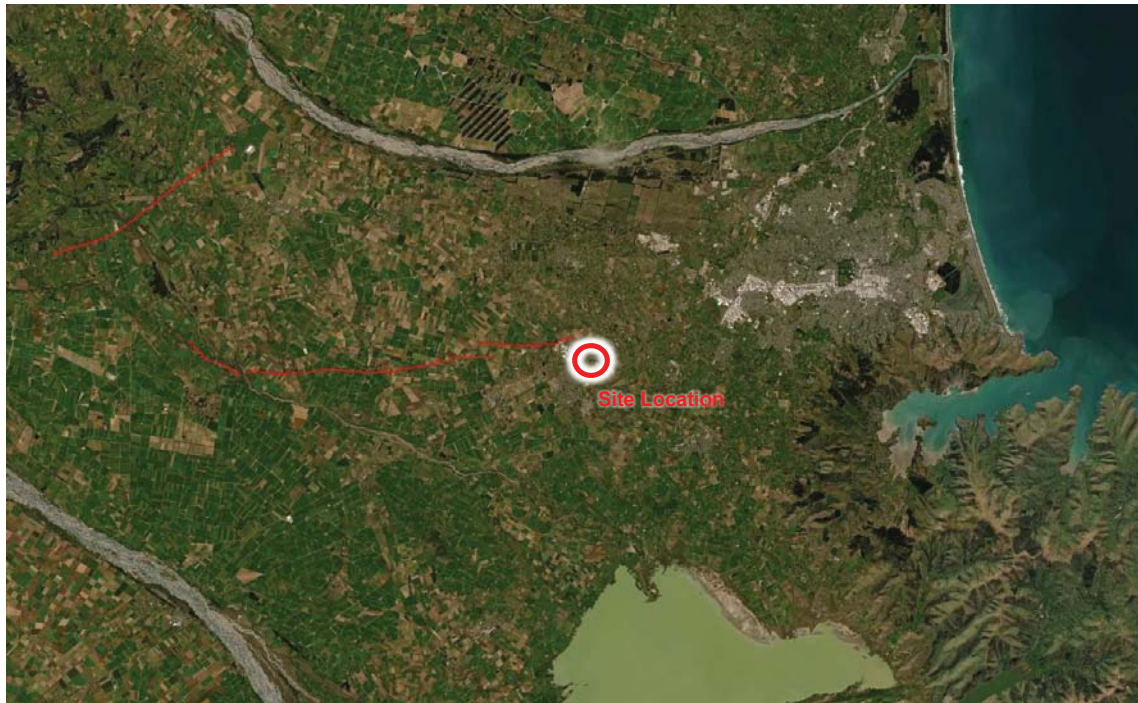


Figure 1 GNS Active Fault Database

Table 2 Active Fault Database Summary

Name	Location from Site	Recurrence Interval	Slip Rate	Single Event Displacement	Comment
Greendale Fault	Eastern trace of fault 3km northwest	10ka to 20ka	Low	Moderate	Movement on this fault that caused the 4 September 2010 Darfield Earthquake
Hororata Fault	Approx. 10km northwest	Unknown	Unknown	Unknown	-

### 3.6. Site Conceptual Ground Model

Based on Aurecon's review of the available geotechnical investigations, we conclude 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 we consider the depth to groundwater is likely to exceed 10m.

## 4. Engineering Considerations

### 4.1. Natural Hazards

Based on Aurecon's review of the available geotechnical investigations, indicating the site is underlain by predominantly dense gravelly soils and a depth to groundwater of at least 10m, Aurecon considers the **risk of seismically induced liquefaction is very low**, in accordance with the definition given in the Ministry of Business, Innovation and Employment's document *Planning and Engineering Guidance for Potentially Liquefaction-Prone Land (2017)*.

**No other natural hazards relevant to a geotechnical assessment have been identified at the site** due to the underlying ground conditions, distance from known active faulting and flat topographical conditions (i.e. land subsidence, landslide or rock fall hazards) other than ground shaking during a seismic event. This risk, however, is readily addressed by the requirements of the New Zealand Building Code and is not considered further here.

### 4.2. Foundation Recommendations

Aurecon recommends that the proposed supermarket development is founded on well tied-together shallow concrete foundations. These shallow concrete foundations shall be subject to detailed engineering design by Geotechnical and Structural Engineers at the Building Consent phase of the proposed supermarket development to meet the requirements of the New Zealand Building Code.

### 4.3. Ongoing Geotechnical Involvement

Aurecon recommend that a suitably qualified Geotechnical Engineer shall be retained to:

- Undertake a detailed site-specific assessment of the sub-surface ground model, especially the thickness of surficial silt deposits across the site, and provide detailed recommendations for foundations and pavements for the development during detailed building design.
- Provide engineering recommendations for the wider development as required.

## 5. References

Bradley, BA. 2012. *Ground Motions observed in the Darfield and Christchurch earthquakes and the importance of local site response effects*. New Zealand Journal of Geology and Geophysics, Vol 55, No. 3, pages 279-286.

Forsyth, P.J.; Barrell, D.J.A.; Jongens, R, 2008. Geology of the Christchurch Area. Institute of Geological and Nuclear Sciences 1:250 000 Geological Map 16.

GNS, 2021. Active Fault Database. Retrieved 1 November 2021 from <http://data.gns.cri.nz/af/>.

MfE/MBIE, 2017. *Planning and engineering guidance for potentially liquefaction-prone land*.

New Zealand Geotechnical Database (NZGD), 2021. Retrieved 29 October 2021 from <https://www.nzgd.org.nz>.

## 6. Explanatory Statement

We have prepared this letter in accordance with the brief as provided. The contents of the letter are for the sole use of the Client and no responsibility or liability will be accepted to any third party. Data or opinions contained within the letter may not be used in other contexts or for any other purposes without our prior review and agreement.

The recommendations in this letter are based on data collected at specific locations and by using appropriate investigation methods with limited site coverage. Only a finite amount of information has

been collected to meet the specific financial and technical requirements of the Client's brief and this letter does not purport to completely describe all the site characteristics and properties. The nature and continuity of the ground between test locations has been inferred using experience and judgment and it must be appreciated that actual conditions could vary from the assumed model.

Subsurface conditions relevant to construction works should be assessed by contractors who can make their own interpretation of the factual data provided. They should perform any additional tests as necessary for their own purposes.

Subsurface conditions, such as groundwater levels, can change over time. This should be borne in mind, particularly if the letter is used after a protracted delay.

This letter is not to be reproduced either wholly or in part without our prior written permission.

If there are any questions relating to the content of this letter, please let us know.

Written



**Kieran Foote**  
*Geotechnical Engineer*

Reviewed



**Dominic Mahoney**  
*Associate, Geotechnical Engineering*

Approved



**Dr Jan Kupec**  
*Principal – Ground Engineering*

**Attachment G: Revised Civil Design Advice Memorandum prepared by Powell Fenwick (dated 3 December 2021)**

# DESIGN ADVICE MEMO

## CIVIL



Memo No C01  
Job Name Rolleston Pak'nSave  
Job No 211268/C/1  
Date 3 December 2021  
To Foodstuffs (South Island) Limited  
Email Rebecca.Parish@foodstuffs-si.co.nz  
Attention Rebecca Parish

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Christchurch

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PO Box 7110, Sydenham  
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A handwritten signature in blue ink, appearing to read "Keegan Brogden".

Signature Keegan Brogden

---

### Introduction

#### Introduction

Foodstuffs (South Island) Ltd propose to establish and operate a Pak'nSave supermarket and offices at 157 Levi Road, Rolleston.

This memo is a desktop assessment of civil engineering matters related to the proposed development to support the resource consent application to Selwyn District Council (SDC)

This memo discusses the following:

- Existing site
- Proposed finished floor and site levels
- Earthworks cut and fill volumes
- Stormwater management
- 1:200 flood
- Sewer Infrastructure
- Erosion & Sediment Control



## Existing Site

Refer to SK1 attached to this memo, for an overview of the site.

SK1 shows:

- Existing site overview.
- Area of existing site proposed to be developed.
- Natural slope.

The total area of the site is 7.18 Ha

The portion of the to be developed is 4.18Ha

The existing site is a greenfield site which is predominantly grass farmland with tree shelter belts.

There is also a private residence and sheds on site which will be demolished.

Other than a brief drive-by in Oct 2021, no site visit has been completed by the civil designer.

The proposed developed portion of the site is bounded by:

- NW Levi Road
- SW Lincoln Rolleston Rd
- NE lifestyle block and farmland
- SE Farmland which will be available for future development.

The natural fall of the site is from Northeast to Southwest. For the extent of the site proposed to be developed there is an approximately 2m fall from a highpoint in the North to the low point in the South identified on SK1.

The low point is at Lincoln Rolleston Road. If ever required, this is the point of exit of stormwater secondary flow generated from the proposed developed portion of the site.

Refer to Whiterock Consulting Ltd memo for discussion of site conditions expected. A summary of Whiterock's assessment relevant to civil design is as follows:

- Expected soil types are shallow topsoil over sand
- The depth to free draining gravels is approximately 1.5-3m below ground level
- The depth to the seasonal water table is greater than 8m below existing ground level.

### Finished Floor and Site Levels.

Refer to SK2 for preliminary finished floor and site levels based on existing LIDAR levels. A full topographical survey is yet to be completed.

SDC do not have a minimum required minimum floor level for this site, and it is not identified as being within the current ECan defined or SDC recorded flood sites.

Preliminary site levels are designed to provide Building Code compliant stepdowns (level differences between FFL and outside surfaces for cladding protection), level thresholds and grades that are also safe for customer trolleys while still providing surface drainage. Sumps and channels where required for surface runoff drainage will also be located to minimise the impact on trolley manoeuvring for the PAK'nSAVE customers.

The impact of the modelled 1:200 flood level and the impact on the current proposed design levels is discussed in section 6 of this memo.

The preliminary finished floor level (FFL) for the new building is FFL 48.20.

## Earthworks Cut and Fill

Refer SK3 for an assessment of the earthworks cut & fill volumes is based on LIDAR levels and preliminary finished site levels.

The cut and fill volumes are based on the preliminary site levels of SK2

Assumptions used in assessing initial cut & fill volumes for the development are as follows:

- Estimated 250mm deep topsoil (based on estimates from surrounding subdivision works)
- Cut depth below proposed finished surface levels
  - Trafficked asphalt & pavements 350mm
  - Buildings 350mm
- Soak pits max 6m below ground level
- An allowance has also been made for:
  - Building foundation beams
  - Drainage pipework
  - A landscaped earth bund is proposed along the eastern boundary

After removal of the topsoil, areas of the site will require further cut & fill to obtain the required subgrade levels beneath pavement and building. The area shown in blue on SK3 shows where additional fill is required to build up to the required subgrade level.

It is possible that some of the material cut from the site is suitable for reuse in beneath future pavements so not necessarily removed from site. This will be confirmed by geotechnical engineers during detailed design.

The estimated earthworks volumes are:

- Total cut            15100 m<sup>3</sup>
- Total fill            15700 m<sup>3</sup>
- Net fill               600m<sup>3</sup>

## Stormwater Management

Refer to SK4 for a preliminary assessment of stormwater catchments and disposal locations.

Below are the design parameters to be used for stormwater treatment and disposal for this site.

The design requirements for the stormwater treatment system are as follows:

- Flow based treatment system ("Stormwater 360 Stormfilters") treatment flow: 10 mm/hr (as per SDC Engineering Code of Practice).

Soakpits 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 building or neighbouring sites.

As this site will have rapid soakage the critical duration is expected around 1 hour or less.

Surface water from rarer rain events (greater than 1:50) will discharge overland to Lincoln-Rolleston Road without detrimentally affecting neighbouring private properties.

Three soak pits are proposed all located within landscape areas:

- A large soakpit (Soakpit A) is proposed to be in the Northwest corner of the site. This soakpit will dispose of:
  - Approximately 7300m<sup>3</sup> of the supermarket roof stormwater
  - Approximately 10150m<sup>3</sup> of hardstand stormwater
- Soakpit B is proposed in the South corner of the site. This soakpit will dispose of:
  - Approximately 10250m<sup>3</sup> of hardstand stormwater
- Soakpit C is proposed in the East corner of the site. This soakpit will dispose of:
  - Approximately 1500m<sup>3</sup> of the remaining supermarket roof stormwater
  - Approximately 3550m<sup>3</sup> of hardstand stormwater

SE of the proposed development kerb & channel (location shown in orange on SK1) will restrict secondary flow into the undeveloped portion of the site, directing it instead toward Lincoln Rolleston Road.



## 1:200 Flood Event

Refer to SK4 showing ECan 1:200-year event flood modelling through the site, as modelled by Environment Canterbury (ECan)

Modelling shows that during the 1:200-year flood, stormwater from Beaumont Drive cuts across Levi Road and into the proposed PAK'nSAVE site.

The extent of flooding shown in green and yellow on SK5 is based on existing site levels.

After site development it is anticipated the 1:200 flood can be directed further Southwest on Levi Road, to enter the site at the proposed landscaped area in the west corner. The altered route of this flow is shown in the light red highlighting on SK5.

Strictly the New Zealand Building Code requires the FFL of any building with an adjacent carpark adjacent, 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 proposed PAK'nSAVE building, the western end the market is 220mm higher than max ponding.

About halfway down the SW face of the proposed building the proposed FFL is 630mm higher than current modelled 1:200 flood event. (This ignores altered site levels post development)

The Northwest corner of the building is then the most critical area to consider regarding the 1:200-year flood potential risk to the building.

The anticipated risk though 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 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 vehicle accesses to the site (The southwest access to Levi Road & West access to Lincoln Rolleston Rd). The other accesses will still be available during the event
- Affected accesses and ponded carparks could be temporarily closed to prevent vehicle access, and resultant wave action
- Flooding temporarily puts out of action only approximately 35 of the 485 proposed carparks (7%).

Further coordination with ECan & SDC will be completed during the design process, regarding maintaining secondary flow paths, and suitability of the proposed building level due to the 1:200-year flood risk at the site

## Existing Sewer Services

Refer to SK6 showing SDC sewer infrastructure in the surrounding roads

There is a 300mmØ rising sewer main in Lincoln Rolleston Road. This is not available for use by the supermarket.

There is deep (approx. 3.5m below ground level) gravity sewer in Levi Road.

However, Levi Road is also the high point of the site. Despite existing pipework being deep, a private sewer pump station will be required from the site to discharge into this available sewer network.

Disposing all of the site sewer via gravity to the council system in Levi Road would require raising the building floor level significantly (approximately 1.2 m above currently proposed FFL) which unless required for other reasons would not be practical.

Unless as part of Rolleston greater area development, SDC provide deep sewer gravity infrastructure in Lincoln Rolleston Road (at the south, lower end of the proposed development) a sewer pumpstation will be required from this site.

## Erosion and Sediment Control

Refer to SK7 for an Erosion and Sediment Control Plan (ESCP) for the proposed development.

It is a living document showing main items to be considered further during design, and adapted as necessary during construction phase of the project.

The ESCP is developed under the guidance of the Environment Canterbury Erosion and Sediment Control Guidelines 2007 and Selwyn District Council Engineering Code of Practice.

During construction the contractor will be required to take all necessary steps to control erosion and sediment runoff and minimise related damage or environmental deterioration to surrounding properties and the receiving environment.

Sediment risks to be controlled include:

- Dust
- Transporting material off site
- Runoff water containing sediment flowing across the boundary
- Silt build-up in new soakpits during construction

Minimum considerations include:

- Silt fences at downstream ends of the site to prevent flow of sediment across the site boundary
- Stabilised exit(s) to remove soil from truck tyres, secured loads, and dampening to suppress dust during transit.
- Protection of all sumps and drainage inlets with an appropriate filter system to protect soak pits from silt
- Dust suppression by covering & dampening stockpiles and exposed soil
- Minimising the time excavations are open.
- Onsite fuelling and spill management (providing bunding, recording, staff training)
- Regular inspections and maintenance of the sediment control systems during the works, for extended periods when no work is being carried out, and when heavy rain occurs outside normal working hours

Due to the scale of the proposed development and the natural grade of the site a temporary retention pond is likely required to capture silt laden stormwater runoff at the very bottom of the site.

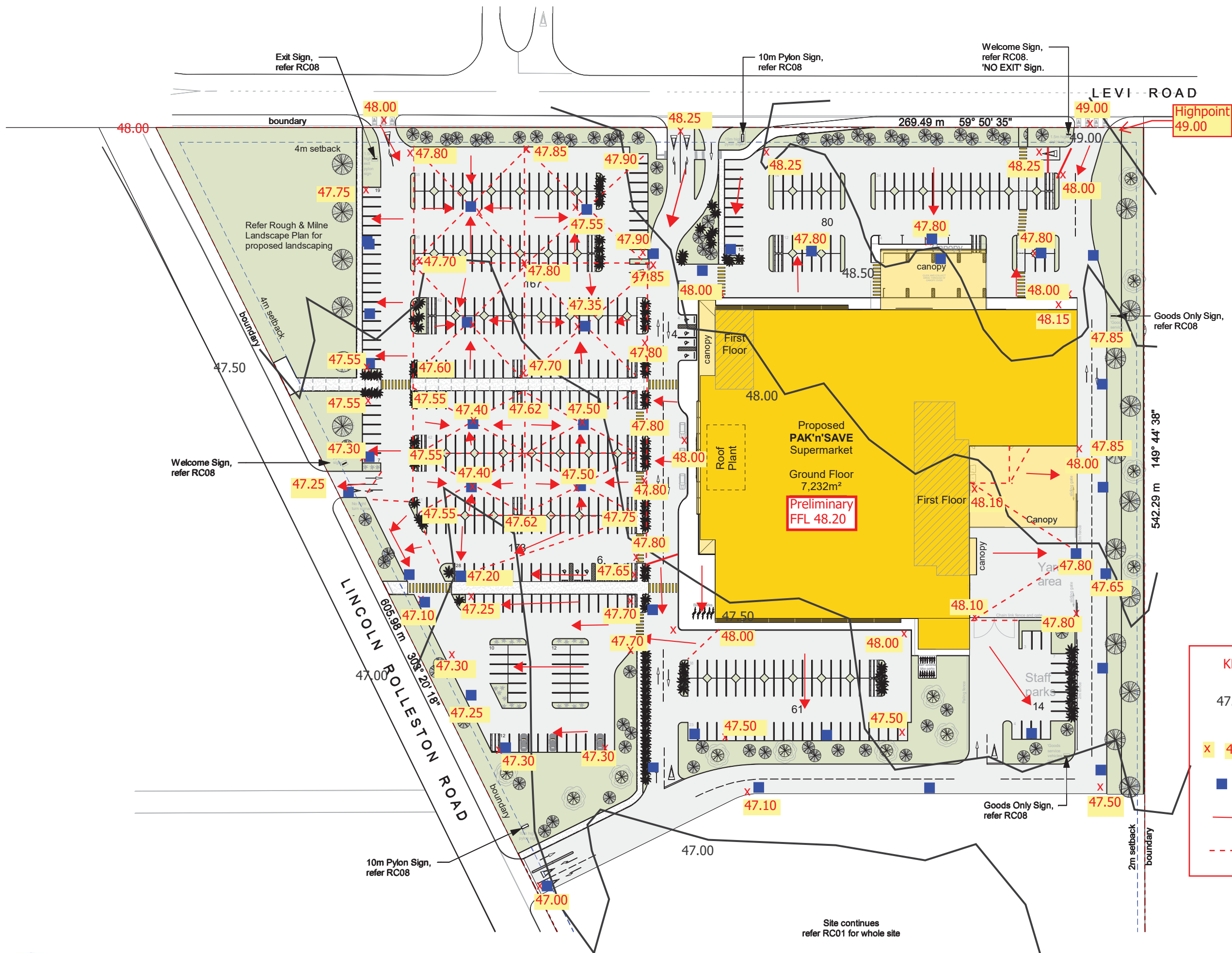
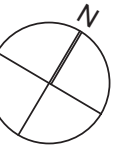
The retention pond would trap silt at the surface with the stormwater runoff discharging to the permeable ground below.

Possible locations for a main sediment basin are shown on SK7, within either the developed or undeveloped portion of the site. During design the preferred locations and sizes for these devices, if they are needed, will be determined.









**SITE INFO:**

157 Levi Road  
Rolleston, Selwyn District, Canterbury

Legal Description:  
RS 7556 BLK III LEESTON SD

Building footprint area 7,232m<sup>2</sup>  
Mezzanine 876m<sup>2</sup>  
TOTAL 8,108m<sup>2</sup>

Site Area 71,831m<sup>2</sup>  
Site Coverage 11.3%

**PROPOSED CARPARKING NUMBERS:**

Carparks 485  
Click & Collect 8  
Accessible Carparks 10  
Staff Carparks 14  
TOTAL 517

**PROPOSED CYCLE PARK NUMBERS:**

Cycle parks 10  
Staff Cycle parks 14

**SITE FENCES:**  
During construction site fences are to comply with NZBC F5/AS1 Construction and Demolition Hazards

**KEY**

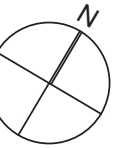
47.50 Extg Contours (from LIDAR)

x 47.50 Future Site levels

Future Sumps

Surface Falls

Ridge & Valley Lines

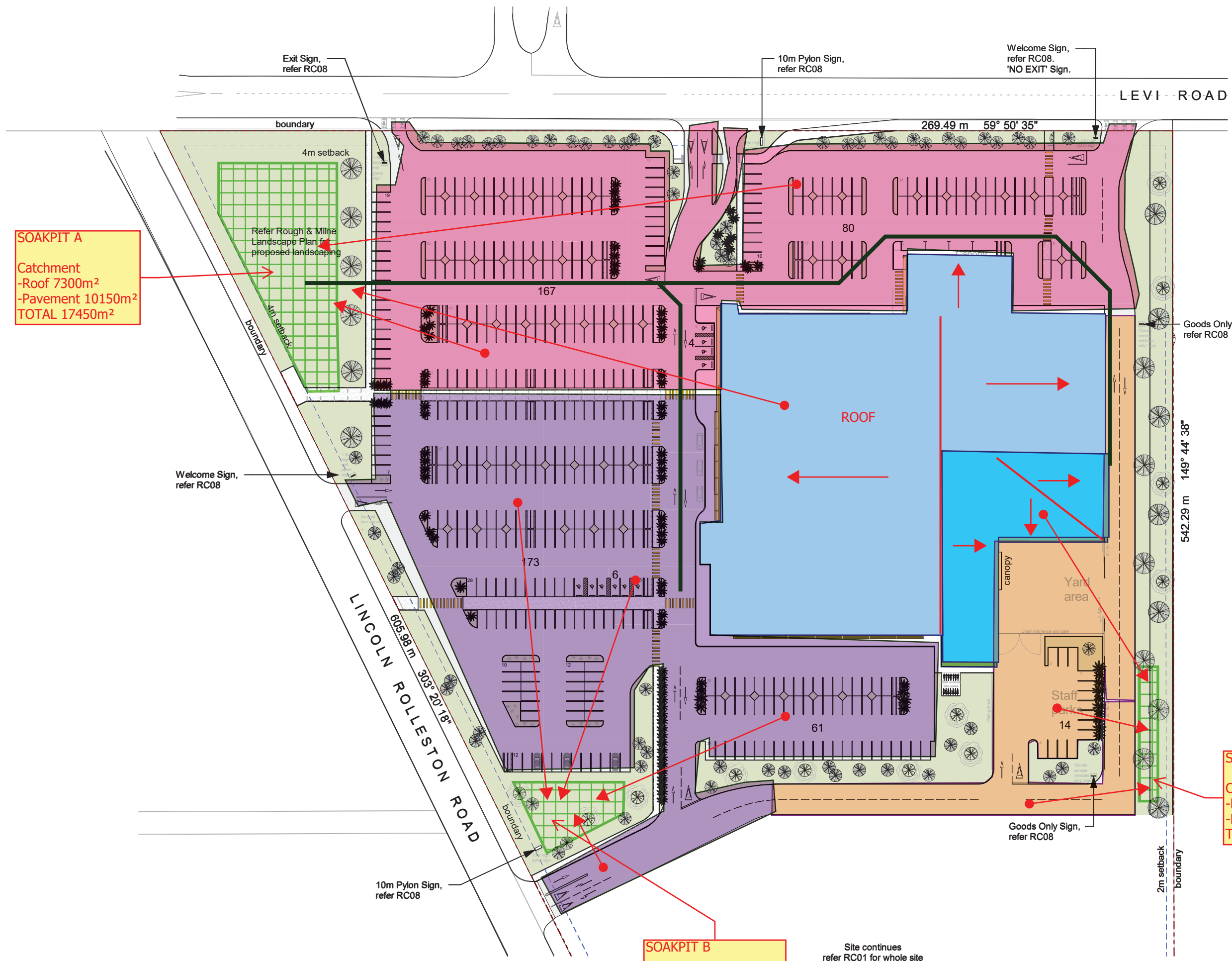
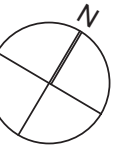


- Cut /Fill Assessment
- Covers area of new hardstand (Parking & Building)
- Topsoil assumed to be 250mm across the site
- Subgrade 350mm below final surface levels
- Area shown in blue requires new fill to subgrade level after topsoil removal
- The remainder of site is cut to subgrade level after topsoil is removed
- Some cut material below topsoil may be suitable for reuse in fill areas below pavement
- Some topsoil will be reused on site

<b>SITE INFO:</b>	
157 Levi Road Rolleston, Selwyn District, Canterbury	
Legal Description: RS 7556 BLK III LEESTON SD	
Building footprint area	7,232m²
Mezzanine	876m²
TOTAL	8,108m²
Site Area	71,831m²
Site Coverage	11.3%
<b>PROPOSED CARPARKING NUMBERS:</b>	
Carparks	485
Click & Collect	8
Accessible Carparks	10
Staff Carparks	14
TOTAL	517

<b>CUT</b>	
-Topsoil	8400m³
-Further Cut to subgrade RL	4900m³
-Soakpits Cut	1800m³
<b>-TOTAL CUT</b>	<b>15100m³</b>
<b>FILL</b>	
-To subgrade RL	4000m³
-To underside of Slab	1100m³
-To Pavement Subgrade	8400m³
-Soakpit Fill	1800m³
-To landscaping	400m³
<b>-TOTAL FILL</b>	<b>15700m³</b>
<b>NET CUT/FILL</b>	<b>600m³ (Fill)</b>





**SOAKPIT A**

Catchment  
-Roof 7300m<sup>2</sup>  
-Pavement 10150m<sup>2</sup>  
TOTAL 17450m<sup>2</sup>

**SITE INFO:**

157 Levi Road  
Rolleston, Selwyn District, Canterbury

Legal Description:  
RS 7556 BLK III LEESTON SD

Building footprint area	7,232m <sup>2</sup>
Mezzanine	876m <sup>2</sup>
TOTAL	8,108m <sup>2</sup>

Site Area	71,831m <sup>2</sup>
Site Coverage	11.3%

**PROPOSED CARPARKING NUMBERS:**

Carparks	485
Click & Collect	8
Accessible Carparks	10
Staff Carparks	14
TOTAL	517

- KEY**
- Proposed soakpit location
  - Roof Fall
  - Catchments to soakpits

**SOAKPIT C**

Catchment:  
-Roof 1500m<sup>2</sup>  
-Pavement 3550m<sup>2</sup>  
TOTAL 5050m<sup>2</sup>

**SOAKPIT B**

Catchment  
-Roof 0m<sup>2</sup>  
-Pavement 10250m<sup>2</sup>  
TOTAL 10250m<sup>2</sup>



Project name : Rolleston Pak'nSave  
Job no. : 211298/C/2  
Sketch title : Preliminary catchments to Soakpits  
Sheet Number: SK4 Rev2

Date : 12 Dec 2021  
Scale : 1:1000 @ A3  
Drawn : KGB



50mm (A3)  
page scale

**McCOY WIXON ARCHITECTS**

242 Stuart St, PO Box 5456 DUNEDIN 9013 477 2030  
architect@mccoywxon.co.nz  
mccoywxon.co.nz

**RC02**  
rev.

Design will seek to alter route of 1:200 year flood event into proposed landscaped area

1:200 year flooding event comes from Beaumont Drive

Welcome Sign, refer RC08. 'NO EXIT' Sign.



**KEY**

- 1:200 year flood depth less than 200mm above existing site levels
- 1:200 year flood depth between 200mm and 500mm deep above existing site levels
- Existing flow direction of 1:200 year flood event.
- 1:200 year flooding depth (from ECAN modelling and estimated RL of flood water)
- Main findings comparing extg 1:200 flood level to proposed FFL
- Estimated extent of 1:200 year Flood event after site development
- Flow direction 1:200 Flood after site development

1:200 year flood depth less than 200mm above existing site levels

1:200 year flood depth between 200mm and 500mm deep above existing site levels

Existing flow direction of 1:200 year flood event.

1:200 year flooding depth (from ECAN modelling and estimated RL of flood water)

Main findings comparing extg 1:200 flood level to proposed FFL

Estimated extent of 1:200 year Flood event after site development

Flow direction 1:200 Flood after site development



Project name : Rolleston Pak'nSave  
Job no. : 211298/C/2  
Sketch title : 1:200 year Flood Assessment  
Sheet Number: SK5 Rev2

Date : 02 Dec 2021  
Scale : 1:1000 @ A3  
Drawn : KGB



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**McCOY WIXON ARCHITECTS**

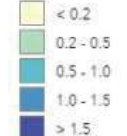
242 Stuart St, PO Box 5456 DUNEDIN 903 477 2030  
architect@mc coywix on.co.nz  
mc coywix on.co.nz

**RC02**  
rev.

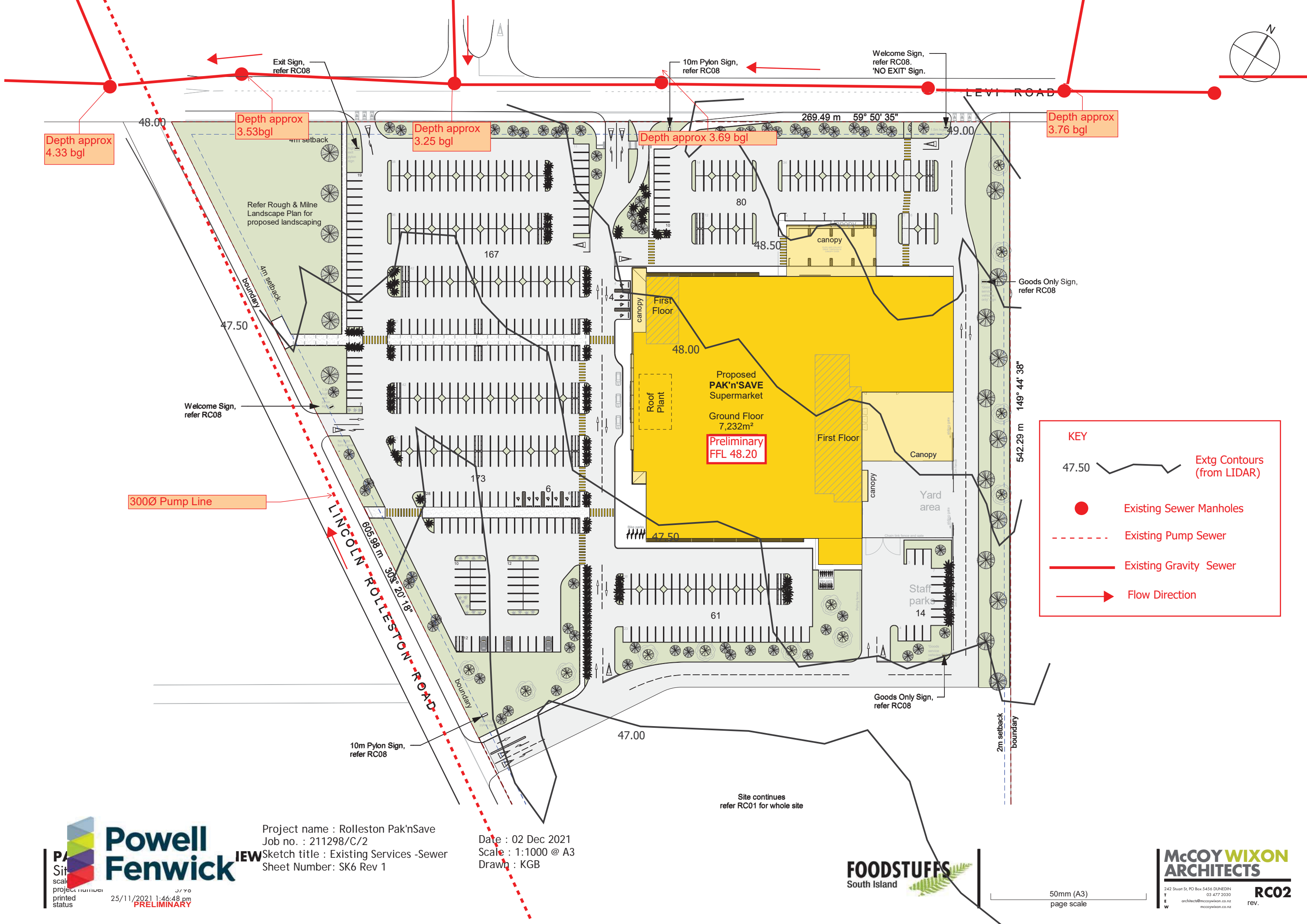


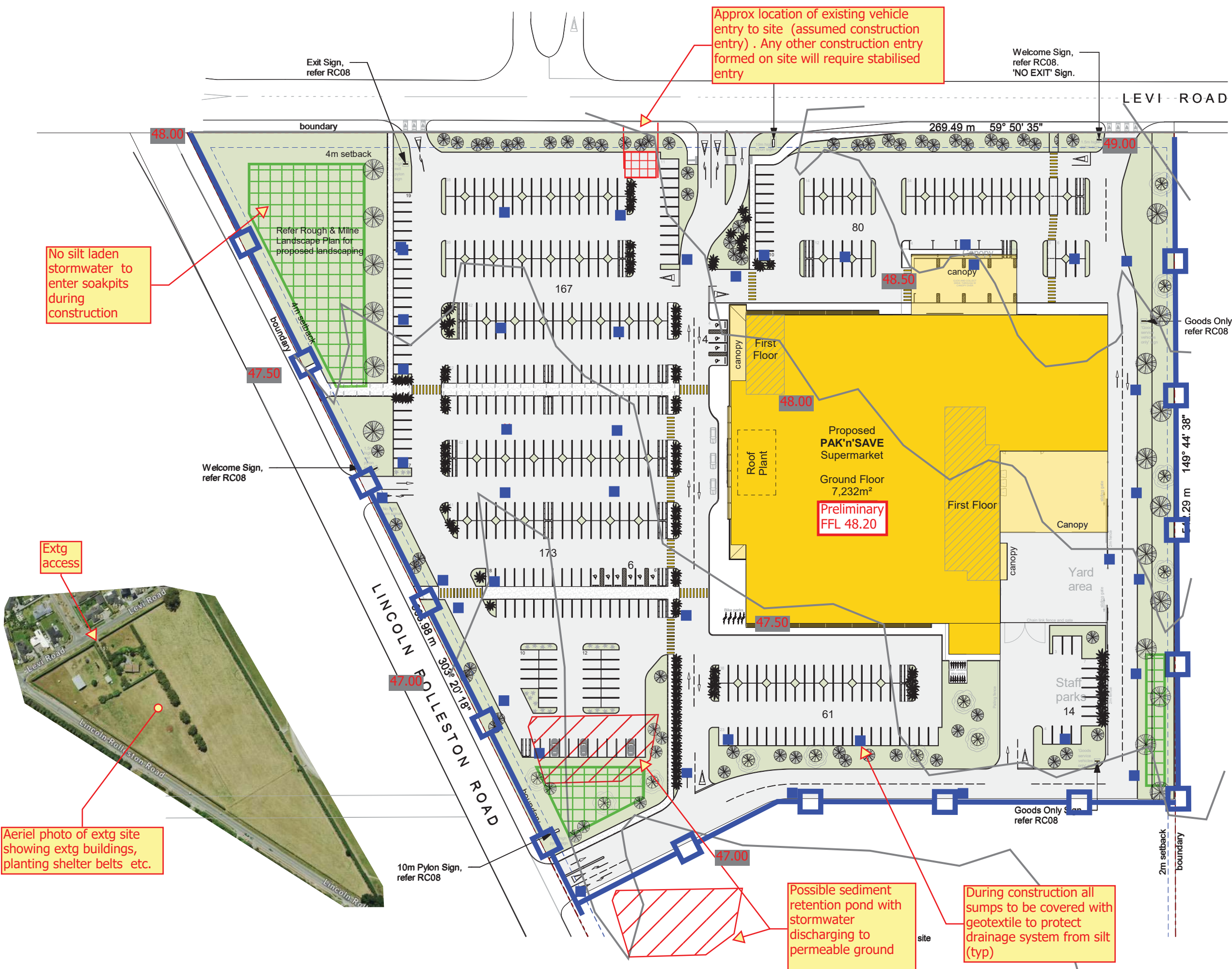
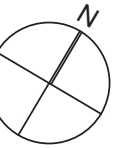
Depth of flooding from ECAN GIS

Excerpt from ECAN Flooding map 1:200 year events









**SITE INFO:**

157 Levi Road  
Rolleston, Selwyn District, Canterbury

Legal Description:  
RS 7556 BLK III LEESTON SD

All inlets, sumps, etc to be protected with appropriate filter system during construction to protect soakpits and stormwater filter systems

Site Area 71,831m<sup>2</sup>  
Site Coverage 11.3%

Erosion & sediment control measures to comply with "Environment Canterbury Erosion & Sediment Control Guidelines for Small Sites"

Provide dust control measures including -dampening any excavated surface -dampening loaded vehicles if required to minimise material loss during transit

**SITE FENCES:**

During construction site fences are to comply with NZBC F5/AS1 Construction and Demolition Hazards

Contractor to allow to clean up roads

Contractor to manage chemical spills/ contamination during works and manage on-site vehicle fueling

**Key**

- Silt Fence (on downstream side of site)
- Stabilised entry
- Sumps with sump protection ( Bidim A29 filter fabric)
- Soakpits
- Extg site contours



**Attachment H: Revised Urban Design Assessment prepared by McIndoe Urban Limited (dated 24 February 2022)**

# PAK'n SAVE, Rolleston

Proposed Supermarket

*for*

Foodstuffs South Island

URBAN DESIGN ASSESSMENT



#### Contact Details

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#### *Document Details:*

Date: 24.02.2022  
Reference: 1513  
Status: Final

*Prepared By*

*Andrew Burns, Director*

---

A handwritten signature in black ink, appearing to read 'AB', followed by a horizontal line and a period.

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## Document History and Status

Revision	Date	Author	Reviewed by	Approved by	Status
0	11.11.2021	AB	M.Urban	AB	Draft
1	16.12.2021	AB	M.Allan	AB	Draft
2	17.12.2021	AB	M.Allan, M.Urban	AB	Final Draft
3	24.02.2022	AB	M.Allan, M.Urban	AB	Final

# Executive Summary

## 1.1 Overview

This report provides an urban design assessment of the Foodstuffs South Island Properties (Foodstuffs SI) proposal for a new build PAK'nSAVE supermarket (Proposal) on the Levi Road / Lincoln Rolleston Road site (Site) in Rolleston.

The Site is in a residential zone and therefore the provisions relating to that zone are of little value as an assessment tool. The urban design assessment is structured around: a) urban design good practice, b) site-specific matters, c) the Business 1 zone Matters of Discretion, d) the commercial design guidelines, and e) all relevant Objectives and Policies of the Plan. These include consideration of the compatibility of the Proposal within its residential setting.

The report considers seven urban design assessment topics. The findings of these assessments indicate a high level of consistency with the urban design framework and the identified SDP provisions.

The SDP anticipates appropriate contextual compatibility of the Proposal with its residential setting. In response, the proposed supermarket has been 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. In forming this conclusion I am mindful of the planned Rolleston Structure Plan and intended provision of services and facilities that have not been implemented.

For the reasons set out in this report, I consider that the application can be supported from an urban design perspective. This includes recognition of standard supermarket practice in façade design and functional / layout requirements but acknowledges SDP design intentions for commercial buildings that I consider to be a useful guidance for this application.

## 1.2 Key Findings

### Town-wide Urban Structure

- Town-wide urban growth focused to the south creates an imbalance with respect to town centre amenities and planned local centres have not emerged. The Supermarket proposal redresses this pattern and offers improved access for neighbourhoods to essential services.
- The use of the Site for a PAK'nSAVE supermarket will generate superior urban design outcomes for the Town Centre than were the extant PAK'nSAVE consent to be constructed. This allows the existing New World to be upgraded providing improved integration and vibrancy for the Town Centre that the extant consent would fail to achieve.
- The Proposal does not compromise residential development occurring on the balance of the ODP Area 4 land, south of the supermarket, subject to adequate planting and pedestrian links.

### Site Planning, Character and Urban Form



- The Sites' strategic location is visually prominent 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.
- The placement of the supermarket building promotes contextual integration, reducing bulk and dominance. Locating active frontages away from streets in preference for attractive landscaped Site edges is more appropriate to the amenity values of surrounding housing.
- To the northwest, a more balanced landscape approach would be desirable allowing intermittent views onto the building for legibility.
- To the southwest, Lincoln Rolleston Road will have an attractive planted edge and the supermarket is intended to be 'in view'. Further cladding treatment to the main façade creating smaller visual modules would promote relational qualities with the residential context. Consideration could also be given to further integration of the facade signage into the overall composition.
- Primary north-south and east-west accessways across the Site are differentiated from adjoining car parking aisles creating legible, higher amenity outcomes.
- A network of pedestrian routes link with surrounding streets, connecting local housing to the supermarket. The important northwest corner of the Site presents a quality invitational space.

### **Amenity Effects on Residential Neighbours**

- Properties considered to be potentially affected by the Proposal have been assessed in terms of overlooking /privacy, bulk /visual dominance, and sunlight shading. All privacy effects are Less than Minor. Bulk /visual dominance effects on Levi Road properties are Less than Minor. Effects on Lincoln Rolleston Road properties are assessed as Minor reduced to Less than Minor with some cladding refinement to the Southwest façade. Rural zoned property to the northeast will experience Less than Minor effects. Shading effects are assessed to be Less than Minor overall for all affected neighbours.

### **Architectural Concept and Design**

- Large supermarkets do not easily conform to traditional urban design outcomes. The merits of the Proposal include creating a point 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 proposed façade addressing Lincoln Rolleston Road is well setback (80-120m) but required to be visible from the street. While articulation and fenestration are proposed, greater architectural modulation and roofline variation is recommended.
- The Levi Road façade is setback 50m and is 100m long but will be generally screened from view by proposed 5.5m tall pleached hedging. A more balanced landscape approach is recommended allowing intermittent views of the supermarket for legibility in combination with greater architectural modulation and roofline variation.

### **Streets and Spaces**

- The Proposal will enhance the 'place' role of Lincoln Rolleston Road and Levi Road, improving local pedestrian amenity for existing and planned housing. A planned signalled intersection at this corner will augment the place function.
- Three primary access points are provided into the Site complimented by seven pedestrian access points, resulting in a high level of public realm integration.

- Attractive open landscaped spaces are provided. A 3,000sq.m northwestern space forms a landmark at the nexus of the streets creating a high-quality pedestrian entry.
- Public invitation and any perceived privatisation is avoided by the presence of inviting and consistent landscape edges particularly along Lincoln Rolleston Road, interspersed with 10 clear and legible access points. The continuous pleached hedging along Levi Road is less successful at inviting public access and I recommend a more balanced approach that allows intermittent views into the Site.

### **Safety**

- The Proposal generally establishes conditions that will deliver safer public streets as well as safe and secure on-site movement.
- A high degree of legibility is provided by the two main street entrances. Seven pedestrian access points are proposed that will need to be designed as open, inviting and well-lit spaces.
- The Northwest frontage offers limited surveillance of Levi Road or the car park and will rely on CCTV, managed planting to ensure sight lines, and overlooking from the housing along the opposite side of this street.

### **Signage**

- Consideration could be given to further integration of the facade signage into the overall composition of the Southwest elevation.
- 10m tall Pylon signage has the potential to create out-of-scale elements in the streetscape which could be mitigated by reducing overall pylon height.

## 2 Introduction

### 2.1 Overview

This report is prepared by McIndoe Urban Limited on behalf of Foodstuffs SI and provides an urban design assessment of the proposed new build PAK'nSAVE supermarket (Proposal). The Site is located at 157 Levi Road, Rolleston. It is a corner site with dual frontages onto Levi Road and Lincoln Rolleston Road and has a gross site area of 7.2 hectares.

The Proposal occupies the northern part of the Site and includes a new build supermarket with associated car parking. Access to the supermarket and car parking is provided off both Levi Road and Lincoln Rolleston Road. A landscape plan establishes new hardscape and planting for the Site that integrates with stormwater management requirements.

The application has been made by Foodstuffs SI and this report has been written to assist the assessment of the application. To that end it has been tailored to address the relevant planning matters within the operative Selwyn District Plan (SDP). Of relevance are the matters of discretion for commercial buildings in the Business 1 zone that can provide a useful framework for assessing the effects of the supermarket activity in a residential zone, including effects on neighbouring residential properties.



Figure 1: The proposed PAK'nSAVE supermarket

### 2.2 Scope and Involvement

McIndoe Urban have been involved with the project since its early inception in July 2021. This includes input into the first concept plan with advice on building placement, orientation and site layout. McIndoe Urban have worked with the wider Foodstuffs SI team to develop a response that integrates urban design issues. This has led to support for several key decisions that informed the current proposal, namely:

- the general layout and placement of the supermarket building on the Site, particularly issues relating to the orientation of the proposed building facades with its dual-street

context and setback to mitigate effects of bulk and dominance on residential neighbours;

- the location of pedestrian connections across the Site and connecting building with Levi Road and Lincoln Rolleston Road.
- the orientation of the primary entry and main Southwest façade towards Lincoln Rolleston Road recognising the bulk of residential growth occurring south towards Selwyn Road;
- the approach to landscape design across the Site, particularly the creation of a reasonable level of on-site amenity for this type of development, emphasising a movement hierarchy and establishing generous planting along the Site's edges and including planting at the building interface and across car parking areas;

McIndoe Urban were involved in formative discussions on alternative supermarket placement options. One of these options (Appendix A) tested locating the supermarket towards the northwest corner of the Site near the intersection with Levi Road and Lincoln Rolleston Road. This scenario results in the customer parking areas positioned to the eastern portion of the Site that in turn require main building entry to face east onto the car park. As a result, the rear service yard / loading area is positioned against Lincoln Rolleston Road. From an urban design perspective this was not supported given the orientation of primary frontages away from the Lincoln Rolleston Road / Levi Road corner. The negative effects of service areas and associated blank facades onto these streets would have created very poor / unsupportable urban design outcomes. Our advice was to re-orient the supermarket building such that its main frontage faced towards Lincoln Rolleston Road allowing more positive expression of facades and street engagement. This advice contributed to the current proposed layout.

The process followed to undertake this assessment included: an accompanied site visit with members of the consultancy and Foodstuffs SI team to understand the characteristics of the Site and its wider Rolleston context; a review of the Applicant's lodged application documents and plans; a number of design meetings with the Foodstuffs SI team; and, the preparation of this report.

The plans relied on for this assessment were prepared by McCoy Wixon Architects dated 15-16.12.2021. Landscape plans were provided by RMM Landscape Architects dated 01.12.2021. Illustrative views of the Proposal were provided by McCoy Wixon, dated 15.12.2021. The landscape and visual effects assessment from RMM dated 15.12.2021 was also considered.

## 2.3 Parallel Assessments Relevant to Urban Design

McIndoe Urban are part of a wider multi-disciplinary team that includes McCoy Wixon Architects, Aurecon (planning), RMM Landscape Architects (landscape and visual assessment), Abley (traffic and transportation), Powell Fenwick (civil engineering), Marshall Day (wind) and Insight Economics (economics).

The key assessments that have informed this assessment are:

### **Planning**

An AEE has been prepared by Aurecon. That report identifies the aspects of the Proposal that trigger the need for resource consent under the Selwyn District Plan, the actual and potential effects of the Proposal, and an analysis of the policy frameworks of relevant statutory planning documents.



### Architecture

McCoy Wixon Architects has prepared a design statement addressing the design concept and planning / layout matters.

### Landscape Design and Visual Assessment

RMM Landscape Architects has prepared a report assessing the landscape and visual effects of the Proposal.

### Economic Assessment

An economic assessment has been prepared by Insight Economics.

### Traffic and Transport

Abley have provided traffic design direction and a report on the design of movement systems across the Site.

## 2.4 Approach to Assessment

### Activity Status

As set out in the AEE, the Proposal is to be assessed as a Discretionary activity within the Living Z zone under the operative Selwyn District Plan (SDP) and therefore unlimited discretion can be applied to any assessment of the application. Accordingly, I have considered all potential urban design effects in this assessment.

### Zoning

The Site is located within the Living Z zone of the SDP. It is adjoined by Living Z zone areas to the north, west and south and by Living 1/1B to the north. To the east a rural zoning exists that allows for subdivision into 4 Hectare blocks.

The Site is also subject to Outline Development Plan Area 4 overlay that anticipates a residential outcome and simple loop road system for the Site.



Figure 2: The Site is located within the Living Z zone and subject to ODP Area 4.

In addition to residential activity, the Living Z zone provides for non-residential activity as a Permitted Activity subject to scale standards (10.8.1). A breach of those standards (size, occupation) results in that activity being assessed as a Discretionary Activity. Foodstuffs SI planning advisor Aurecon have confirmed that a Supermarket would be assessed as a Discretionary Activity.

### ***Identifying a relevant assessment framework for the Proposal***

As already noted, the Site is within the Living Z zone and the proposal is for a new build supermarket assessed as full discretionary. The residential zone provisions, as a tool to assess the Proposal, are of little relevance (given the large scale and type of activity) and do not offer a useful framework for urban design assessment. I have therefore adopted an approach that considers: a) urban design good practice and site-specific matters; and, b) those aspects of the Business 1 Zone for Large Scale Commercial Development (16.10) that I consider more relevant to the Site and Proposal, including the Commercial Design Guide.

### ***Urban design good practice***

Urban design good practice would recommend the specific conditions of the Site and its context inform any robust urban design assessment. Of relevance are:

- The strategic location of the Site in relation to Rolleston's residential growth patterns and centres distribution within the Rolleston Structure Plan;
- The position of the Site relative to the Town Centre and implications of the extant consent for a PAK'nSAVE on Town Centre vibrancy, connections and walkability;
- The triangle geometry and corner condition of the Site with dual street frontages and high level of visual exposure suggest a site that delivers a point of difference from suburban housing;
- The potential landmark role / accent of the northwest Levi / Lincoln Rolleston Road intersection;
- One Network Framework 'urban connector' streets that adjoin the Site and local streets informing local access, pedestrian paths and crossings.
- The local residential neighbourhoods around the Site, future ODP Area 4 growth and eastern side boundary adjoining rural zoned land. Planned housing intensification (Proposed District Plan) includes semi-detached and terraced housing around the Site in a 'General Residential' zone.

Universal qualities or principles of urban design that are acknowledged as contributing to successful places are described in both international and NZ literature<sup>1</sup>. These are wide ranging and have evolved over time. Of relevance to the current project are concepts of:

- Consolidation vs dispersal (higher intensity around nodes)
- Connections and integration (ease of access, links with surroundings)
- Choice, diversity (and public realm quality to support choice)
- Legibility (easily understood, wayfinding)
- Identity (memorable, character)
- Environmentally responsive (natural features, water, landscape, waste)

### ***SDP Provisions***

Objectives and Policies have also been considered relating to:

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<sup>1</sup> By Design, DETR/CABE, 2000; The Councillor's Guide to Urban Design, CABE, 2003, Urban Design Compendium, 2000; Urban Design Protocol, MfE, 2005, People +Places+Spaces, MfE, 2002.

- The effects of the Proposal on the Town Centre (KAC) and the qualitative aspects of town centre and township design such as compactness, walkability, vibrancy, integration (Objectives B3.4.4, B3.4.5, Policies B3.4.24(a), B4.3.6, B3.4.19 (b), (c) and regarding ODP Area 4 Policies B4.3.10 and B3.4.77).
- the effects of the Proposal on residential neighbours, including: Objectives B3.4.1, B3.4.2, B3.4.3; Policies B3.4.3, B3.4.10, B3.4.11, B3.4.12, B3.4.14, B3.4.15, B3.4.16, B3.4.18, B3.4.19(a) B3.4.20, B3.4.25, B3.4.26, B3.4.27, B4.1.2 and Policy B4.1.6.
- Safe and easy access to services (B3.4.3) and B3.4.19(a) appropriately designed car parking facilities to mitigate adverse effects on streets, pedestrian experience (B3.4.24 (a)).
- Effects compatible with the character and amenity values of the zone (B3.4.2), appropriate setback to maintain character of the area (B3.4.26), building setting, size and bulk compatible with residential amenity values (B3.4.27).
- maintaining open space provision to maintain a "Spacious" feel (Policy B4.1.10). Note ODP Area 4 provides for a reserve that might be considered as re-provided in the Proposal's landscaped northwest corner).
- Signs in Living zones (Policy B3.4.21, B3.4.22) to be of a size, design and number which maintains the quality of the environment and amenity values of the zone and avoid dominance of the skyline.

Relevant Matters of Discretion (Rule 16.10.2) for the Business 1 zone include:

*16.10.2.1 The extent to which the development:*

- (a) contributes to visual variety, including in relation to the architectural modulation and detailing proposed, and*
- (b) visually integrates or disguises roof mounted servicing equipment.*

*16.10.2.2 The extent to which the design and layout of the site provides and addresses (for instance through active frontage) attractive pedestrian areas; either public streets or spaces with an equivalent amenity to public streets, where practicable.*

*16.10.2.3 The extent to which the site layout provides direct, logical and attractive pedestrian routes of sufficient width within and through the site as part of a comprehensive walking network for the wider area.*

*16.10.2.4 The extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes where practicable.*

*16.10.2.5 Whether car parking areas contribute to the provision of high-quality public space, and are not located between buildings and a road where practicable*

*16.10.2.6 The extent to which the design and location of landscaping will contribute to a high-quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.*

*16.10.2.7 The degree to which the reflectivities proposed for the exterior of buildings, including rooves, will contribute to pleasant and attractive streets and public areas.*

Of further relevance is the Council's Commercial Design Guide (March 2011). This provides principles and good practice design solutions and includes the following key assessment matters relevant to the Proposal:

*Design Principles (4)*

- *Fit with surroundings (4.1):*
  - Scale and size relational qualities – break up large buildings into smaller modules / changes in height / step in plan, variation in materials and colour.
  - Form and configuration – Longer facades broken into modules of 5-10m; Generally continue existing building lines.
  - Design – characteristic styles of commercial premises should be maintained; Respect roof lines and continue patterns; Use locally distinctive materials.
  - Colour – should not be overly dominant, reflect local roof and wall, Strong colours confined to street façade and restricted to <25% of that façade.
- *Activate the edges (4.2):*
  - Provide view into or from the commercial building. Active frontages facing streets should take precedence over fronting car parks.
  - Present an appealing entrance for pedestrians. Entrances onto the street or directly visible, easily accessible, ideally within 5m of street edge.
  - Buildings on corners - design is especially important. Windows wrap around the corner, activate both streets.
  - Blank frontages should be landscaped with tall plantings or enlivened with murals.
- *Space for public life (4.3).* These guidelines are targeted at centre locations where open space forms a focal point for a variety of shops and are of limited relevance to a large format retail (supermarket) store.
- *Favour the pedestrian (4.4):* As above these guidelines are targeted at town centre environments addressing movement between different commercial premises. Generally, of limited relevance to the scale and nature of the Proposal apart from:
  - Pedestrian routes should link development to adjacent streets and residential development and transport infrastructure.
  - Footpaths of sufficient width (at least 3m wide with a clear path of 1.8m). Create space for landscape, seating and other street furniture.
  - Paths through car parks should be at least 1.8m and protected from cars.
- *Car parking (4.5):*
  - On-site car parks – efficient, attractive and safe. Located at the rear or side, not at the front of a development. Not located between the building and the street.
  - Street frontage and enclosure must take precedence over addressing the car park.
  - Safety and ease of crossing for pedestrians.



- Pedestrian routes provided at every other parking isle.
  - Disabled parking and for families close to building entrances.
  - Access isles run at right angles to shop frontages.
- *Landscaping (4.6):* Landscape and visual assessment matters are primarily addressed in the report by RMM Landscape Architects and are only addressed later in this report to the extent that they relate to urban design outcomes.
  - Landscape is important to create a pleasant ambience and can mitigate adverse visual effects (e.g. car parking). Integral component of a development.
  - Landscape car parking to break up expanse of asphalt, disguise cars, frame the street scene in the absence of buildings.
  - Substantial perimeter planting along streets to provide separation and disguise car parking areas.
  - Car parking – low level planting and taller trees, changes in colour and texture of hardscape / street surfaces. Planting between car parks and pedestrian areas.
  - Blank elevations landscaped with both low level and tall planting to disguise the wall.
- *Servicing (4.7):*
  - Segregate service areas from pedestrian / customer areas.
  - Incorporate service areas into the building or locate to be visually unobtrusive / not clearly visible from the street.
  - Be compatible with residential neighbours (noise, vibration, dust, nuisance).
  - Visually and acoustically screened from adjoining residential properties.
- *Signage (4.8)*
  - Signs attached to buildings should complement the design of the building / not obscure features and be in proportion to the size of the building. Max 25% of any building elevation.
  - Confine signs to the building frontage below 1<sup>st</sup> floor and not project above roofline.
- *Design to prevent crime (4.9):*
  - General CPTED principles would apply. In addition, the guide invites consideration of well-located bus stops, toilets and ATM's in visible places, staff car park safety after hours, building maintenance to avoid neglect, robust street furniture, good lighting.
- *Respectful of neighbours (4.10):*
  - Minimise nuisance to nearby residents. Consider privacy, light pollution, visual impact, noise and tidiness. Of these visual impact calls for avoidance of brightly coloured / reflective walls and recommends planted buffer strips and fences at common boundaries.

### *Large Commercial Developments (5.2)*

- Overall, these should aim to achieve a development which is integrated with existing development (4.1); provides attractive frontage to public space and streets (4.2, 4.3); caters to pedestrians / pedestrian amenity on site (4.2, 4.4); is not dominated by car parking (4.6); and, makes good use of landscape (4.7). Shops fronting parking areas are minimised. Design considerations include:
- Variation and Modulation (building and roof alignment, material and colour)
- Scale and Form (relationship to low density housing calls for setback and landscape)
- Active frontage (good interface with the street, at least half of street-facing facades are activated. On corner sites provide a generous landscape setback to one edge and glazing on the other).

### *Rezoning (6)*

- The boundary between business and living zone should be mid-block not along the street. Residential can sleeve the back of commercial buildings.

## **Urban Design Assessment Framework**

I have considered matters arising from urban design good practice, qualities of the Site and location and SDP provisions relevant to the type of development that is proposed. Based on my review of the above, the urban design assessment framework for the proposal includes:

### **1. Town-wide Urban Structure**

Considering the location and future role of the Site within the growth story for Rolleston and its ring of sub-regional townships. Assessment includes consideration of the extant PAK'nSAVE consent in the Town Centre (the existing New World Rolleston location) and the ability of the Site to deliver on the balance of ODP Area housing expectations.

### **2. Site Planning, Character and Urban Form**

An appropriate urban design response to the adjoining neighbourhood. The pattern of underlying alignments including streets are noted along with the distribution of principal activities. The broader legibility of the Site and context and its pedestrian environment. Level of compliance with relevant SDP Rules.

This includes general masterplanning good practice to achieve positive outcomes, considering the range of matters identified in the SDP provisions.

### **3. Amenity Effects on Residential Neighbours**

This includes an assessment of overlooking and/or privacy, sunlight shading, bulk / visual dominance and other amenity effects on potentially affected properties including those neighbours directly adjoining or opposite the Site.

### **4. Architectural Concept and Design**

The overarching architectural concept is primarily described in the architecture statement by McCoy Wixon, however I also consider the relevant urban design impacts of the overall design and appearance of the Proposal.

### **5. Streets and Spaces**

The level and quality of open space across the proposed supermarket site has been primarily assessed in the report by RMM, including sustainability features relating to

water management. I provide additional assessment of open space issues in so far as they relate to urban design outcomes.

## 6. Safety

A high-level CPTED assessment has been carried out structured around the seven qualities of well designed, safer places as set out in the *Ministry of Justice National Guidelines for Crime Prevention through Environmental Design in New Zealand, Seven Qualities of Safer Places* (2005).

## 7. Signage

Consideration of the visual amenity outcomes resulting from the proposed signage for the Proposal. Effects on the local residential environment are addressed.

# 3 Overview of the Proposal

The Proposal is fully described in the AEE, accompanying assessments and architectural and landscape drawing packages.



Figure 3: Proposed Masterplan (source: McCoy Wixon)

The Proposal will develop a new build PAK'nSAVE supermarket that includes a click 'n collect facility off Levi Road and along the northern edge of the supermarket. Open landscaped areas are proposed around all the edges of the Site with a primary landscape area at the northwest corner. Car parking is provided at grade accessible off Levi Road and Lincoln Rolleston Road. Supermarket service areas are positioned to the rear (east) of the building and contained visually from public street views and from customers.

Generally, the Proposal comprises:

Supermarket GFA:	8,108sq.m (incl. 876sq.m in two mezzanine areas)
Car parking:	517 spaces (incl. 14 staff parks, 10 accessible parks)
Cycle parks:	24 (10 public, 14 staff)

Outdoor space: Two high amenity focused landscaped areas with integrated stormwater (northwest area 3,000sq.m)

The proposal includes provision of an internal street system and car parking aisles running through the Site with primary links connecting with Levi Road and Lincoln Rolleston Road. Pedestrian / cycle links are also provided into the Site with a new public active mode route located along the northern side of Levi Road opposite the Site (to be constructed by the applicant).

The proposed supermarket building facades facing Lincoln Rolleston Road and Levi Road are circa 84m x 100m and with a maximum height of 12.32m. Non-compliances with SDP residential standards have been assessed by Aurecon and the follow breaches occur (relevant to this assessment):

- Building height (8m max height / 12.52m proposed max height)
- Number / area / height of signage (max 2 signs / 7 No. signs proposed; max 2m height / 10m pylon signs proposed; max area 1sq.m / 99sq.m total area proposed)
- Scale of non-residential activity (300sq.m GFA / 8,108sq.m proposed)

## 4 Urban Design Assessment

The assessment below has been organised around the 8 key topics previously described. Each topic is structured to provide (where relevant) an analysis of existing conditions in relation to the topic (i.e. existing environment on the Site and receiving environment) followed by an assessment of the urban design effects of the Proposal. Each topic concludes with key findings that inform the overall conclusion at section 5 of this report and in the Executive Summary.

### 4.1 Town-Wide Urban Structure

Relevant SDP provisions: Objectives B3.4.4, B3.4.5, Policy B3.4.24(a), B4.3.6 that address compactness, walkability, vibrancy and integration. ODP Area 4 Policies B4.3.10 and B3.4.77.

#### Existing Context

Selwyn is one of New Zealand's fastest growing areas. Its population grew by 5.4% per annum over the last 10 years, nearly 3.5 times the national average growth rate of 1.6% per annum<sup>2</sup>. To accommodate this growth the council has set out an Urban Growth Overlay in the Proposed Selwyn District Plan (PSDP) that indicates substantial expansion to the south of Rolleston (Figure 4).

One key implication of this growth pattern is an increasingly unbalanced distribution of residential development in relation to the Town Centre, with new residential neighbourhoods being increasingly distanced from the centre. Whilst the Rolleston Structure Plan, September 2009 (Figure 5) sought to service this population with a network of new centres, it would appear that only two of the fifteen planned centres have been built, with many of the centre locations given over to housing, including a centre closest to the Site at the end of Branthwaite Drive. In principle, the council's intentions for residential areas serviced by centre retail is positive, but it is clear that

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<sup>2</sup> Economic Assessment of Proposed New PAK'nSAVE Store in Rolleston, Insight Economics



how and where these retail centres are located calls for further consideration. It is widely accepted that for local centres to thrive they must be 'online' to key traffic routes and be designed to provide attractive local accessibility. In this regard the Site offers a logical and better alternative to the Branthwaite Road centre, being positioned along key urban connector routes and in a highly visible corner location with dual street frontages.

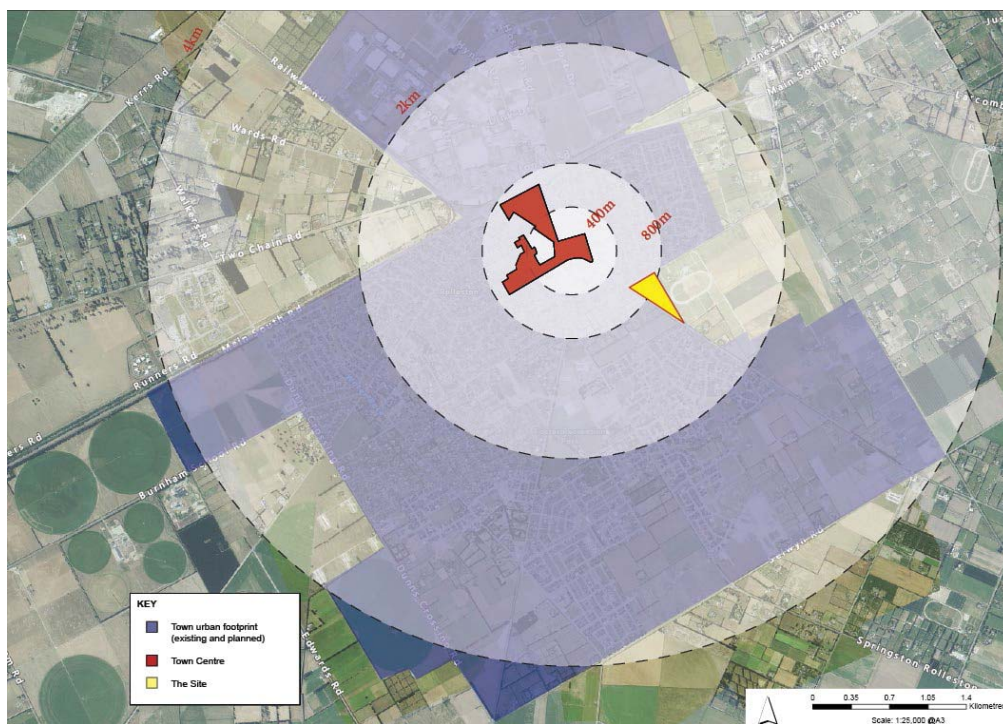


Figure 4: Existing and planned residential growth in relation to the Town Centre

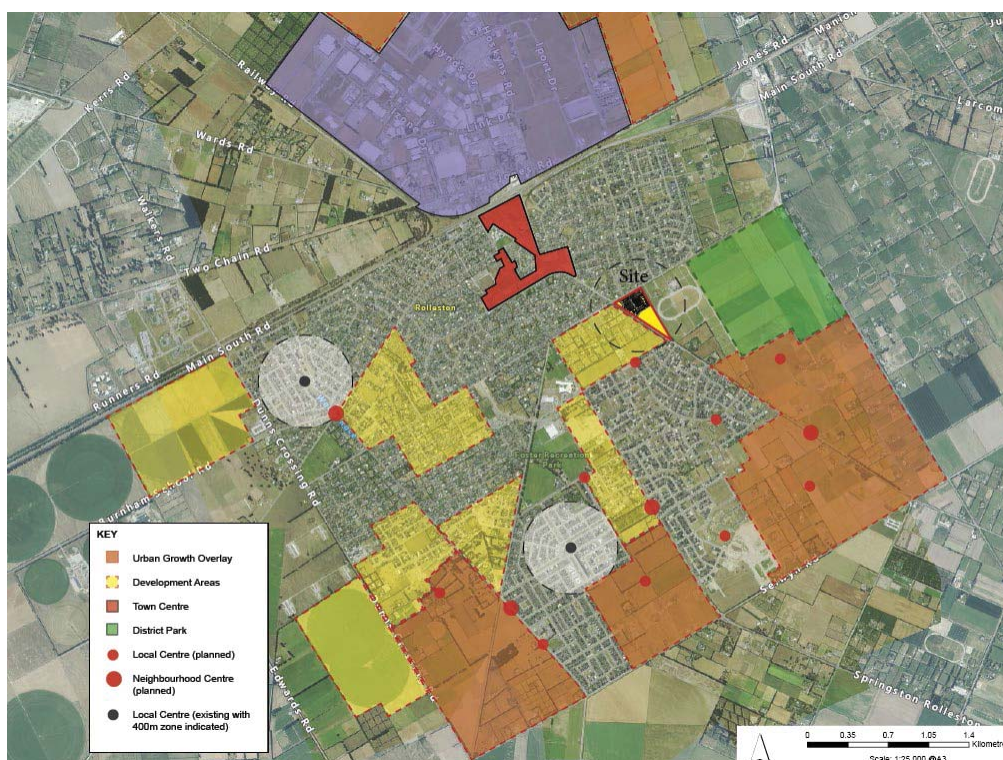


Figure 5: Rolleston Structure Plan overlay



Of relevance is an extant consent for a new PAK'nSAVE supermarket within the Town Centre that would replace the existing New World supermarket. This consent indicates a layout that presents either a blank wall onto Rolleston Drive or open car parking. Neither of these conditions support the SDP outcomes sought for the Town Centre.

Disconnection between the consented PAK'nSAVE and the nearby shopping mall would also occur, disrupting links with the wider centre and failing to achieve integration or walkability. I understand it is the intention of the applicant to surrender this consent should the Proposal be granted. In turn, this would allow for expansion and upgrading of the existing New World supermarket in the Town Centre and I have confirmed this intention with the applicant.

### The Proposal

The proposed PAK'nSAVE supermarket is to be located along Lincoln Rolleston Road and Levi Road on the southern approach into the Town Centre. At its closest point the Site is some 500m from the edge of the town centre. Figure 6 describes the surrounding townships that are served by the centre. Also highlighted is the primary route network connecting these smaller towns to Rolleston and the location of the Site relative to this movement.



Figure 6: Rolleston and sub-regional township patterns

It is clear that the majority of these sub-regional towns, particularly those to the east and southeast would connect via Lincoln Rolleston Road and Levi Road to access the town. I refer to the economic assessment by Insight Economics who notes (section 8.3) the proposed location of the supermarket would be well-placed to serve current and future residents.

I have considered the Proposal in relation to the extant PAK'nSAVE consent in the Town Centre (Figure 7). I am mindful of the type of environment likely to be created by the extant consent and the limited benefits this would bring in terms of creating vibrancy and integration.

The extant consent would replace the existing New World supermarket that currently connects directly with an existing retail shopping centre that in turn links eastwards to the rest of the town centre. The extant consent would reduce integration and walkability

as sought under Policy B3.4.24 and create a surface carpark between the supermarket and the shopping mall. Further, the New World active frontage that currently faces Rolleston Drive would be replaced with a combination of a blank PAK'nSAVE side wall and an open car park. I therefore consider the urban design outcome for the Town Centre under the extant consent to be negative and would not support an inviting and walkable centre. This is confirmed in the economics report by Insight Economics (section 7.3). Conversely, the retention and upgrading of the existing New World, well connected into the adjacent shopping mall and activating Rolleston Drive would be a preferable outcome. The proposed Levi Road location of the PAK'nSAVE would therefore allow the latter to occur and from this perspective supports the relevant SDP Objectives and Policies for the town centre.



Figure 7: Extant PAK'nSAVE consent and existing New World (top right image)

The proposed location of the PAK'nSAVE does not align with the activities anticipated for ODP Area 4 or with the Rolleston Structure Plan, and the Levi Road site is not identified as a neighbourhood or local centre. However, I consider the Proposal to be acceptable for the following reasons:

- The Site is preferable to that of the extant consent as it will support improved outcomes for the town centre (KAC).
- The southern expansion of Rolleston indicates that locating a supermarket south of the town centre would improve shopping access for a large portion of the town's planned growth.
- The establishment of a supermarket will support its surrounding neighbourhood catchment.
- The location of the Site along Lincoln Rolleston Road and Levi Road is superior to locations within the Industrial zone north of the railway that would require convoluted journey patterns and are a non-complying activity.

A further consideration is the council's expectation for the Site under SDP ODP Area 4. This identifies the Site as Living Z with specific matters relating to local road access and active mode connections through the Site to the west, a reserve area, housing density and

stormwater management. Policy B4.3.10 requires that, if partial development of an ODP occurs, then the proposal will not compromise the balance of the ODP area. I have considered the implications of the proposed PAK'nSAVE on the undeveloped southern portion of the Site. The location of the proposed site access off Lincoln Rolleston Road effectively bisects the ODP area and provides a mechanism to address reverse sensitivity effects between any future housing to the south and the proposed supermarket to the north. The Proposal allows for a 5m-6m deep planted buffer (Figure 8) along the northern side of the access road and a deeper landscaped area at the junction. The landscape plan indicates low hedging in this area that will help to screen vehicles. Pedestrian connections with future housing to the south across the accessway could be anticipated at the point of connection between the north-south and east-west accessways tying in with the footpath shown in Figure 8 (also see Figure 11). I would anticipate any future crossing would be provided as part of future housing rather than as part of the Proposal.



Figure 8: Southern edge of the Proposal addressing the southern ODP area

## Conclusions: Town-wide Urban Structure

- Town-wide urban growth focused to the south creates an imbalance with respect to town centre amenities and planned local centres have not emerged. The Supermarket proposal redresses this pattern and offers improved access for neighbourhoods to essential services.
- Locating the supermarket to the north of the town within the Business 2 zone would result in dislocation from residential catchments, generate convoluted journey patterns and is a non-complying activity.
- The location of the proposed supermarket is convenient and well-placed to service the wider sub-regional ring of townships around Rolleston.
- The extant PAK'nSAVE consent for the Town Centre creates poor integration and vibrancy outcomes that are corrected by relocating the Proposed PAK'nSAVE onto the proposed Site. Upgrading of the existing New World in the Town Centre would create superior urban design outcomes for the Town Centre.
- The Proposal would not compromise residential development occurring on the balance of the ODP Area 4 land, south of the supermarket, subject to adequate planting and pedestrian links.



## 4.2 Site Planning, Character and Urban Form

Relevant SDP provisions: Objectives B3.4.2 (character and amenity), B3.4.5 (a high level of connectivity); Policies B3.4.26 (setback and character), B3.4.27 (compatible size and bulk), B4.1.10 (a spacious feel); Matters of Discretion 16.10.2.3, 16.10.2.4, 16.10.2.5, 16.10.2.6; Design Guide Principles 4.1, 4.2, 4.4, 4.5, 4.6, 4.7, 5.2.

### Existing Context

The Site is a 'right triangle' in shape and forms the intersection between two main roads (urban connectors). These connect strategically into the town centre and link to Rolleston's growth areas and the surrounding townships. As such this corner site is of both visual prominence and significance as a town-wide landmark and accessible, legible node.

The local area is primarily residential in character, comprising 1 or 2 storey detached conventional suburban style dwellings. Roof forms are hips / gables and there is often reasonable modulation in the plan form. Dwellings generally sit close to their front (street) boundaries. Lot sizes typically range from 600-800sq.m with 20m frontage widths. Front doors and vehicle access / parking create a regular pattern along the street. Pockets of land to the west of the Site include lower density lifestyle lots set back from the street edge and dominated by a landscape interface. These areas are zoned Living Z and anticipated to intensify / infill over time to semi-detached and terraced housing. To the east of the Site a rural zoning applies (Inner Plains) that allows for subdivision into 4 Hectare blocks. These large blocks would ensure that any future housing to the east would have ample opportunity for setback from the Site and landscape buffer planting. To the south, the balance of the ODP Area 4 land is zoned Living Z where housing is anticipated.



Figure 9: Suburban housing to the west and north of the Site

### The Proposal

The Proposal is for a supermarket located within a residential context. The parent character for the area can be described as fine grain, residential scale, generally low in height, modulated individualised forms and of a good though often unremarkable level of amenity and quality. This character contrasts with the large-scale commercial nature of the Proposal. While this is an inevitable outcome of such a development in a residential neighbourhood, it is not uncommon, and many examples of residential activities located close to supermarkets exist across the City and New Zealand.

I have considered the strategic corner location of the Site and would note that from an urban design perspective corner sites justify; a) an opportunity for variation in local patterns; b) a focal point; and c) memorable outcomes different to the immediate context. In this regard the Proposal creates a point of difference in an otherwise repetitive and unremarkable residential setting and delivers a high-quality landscape

edge with native planting and generous open space at the principal corner. Policy B4.1.10 seeks mitigation for loss of open space as sites are developed. In my opinion the provision of the large open landscaped space at the northwest corner fulfils this policy. I consider the Proposal to present an acceptable outcome on a strategic corner offering improved legibility for the surrounding neighbourhoods.

I have considered issues of character, bulk and scale compatibility with the local residential environment. From a compatibility perspective (e.g. 16.10.2.1 and design guide principle 4.1) the Proposal presents facades of 84m-100m long that are significantly larger than local building types. In assessing bulk and scale I have considered the following:

- Deep setbacks are created along both street edges bounding the Site. Against Lincoln Rolleston Road a setback of 80-120m occurs while Levi Road displays a 50m setback. This approach significantly reduces the amount of building in view within the street scene (Figures 10a, b, c) and contributes to reducing bulk and dominance effects relative to the surrounding residential context.
- The deep setback along Lincoln Rolleston Road provides for more landscape planting to be in view and combined with the large open space area on the northwest corner, will create a substantial green edge to the site (Figure 10a).
- Along Levi Road the setback is shallower (50m) and to compensate the landscape approach is to create a tall pleached hedge underplanted with low growing (1.2m) native grasses (Figure 10b). This will establish a green northern edge to the Site that significantly interrupts views towards the supermarket from nearby housing and screens the commercial bulk and scale of the Northwest elevation. I note this provides a similar outcome to the existing environment (tall *Macrocarpa* hedge) and is likely to mitigate adverse effects for neighbours.
- The placement of the supermarket building has been arranged to contain the service areas towards the back (east) of the Site with a 10m deep "biodiversity strip" that includes tall trees along the eastern boundary. This arrangement allows the main Southwest supermarket frontage to be oriented towards Lincoln Rolleston Road with entry and articulation through glazing, canopy and detailing.
- Whilst the overall form of the building is a simple structure, the Southwest façade subdivides into three groups helping to reduce the overall bulk. I also note that Lincoln Rolleston Road will have an attractive planted edge as a foreground to the supermarket. Further cladding treatment to the main façade, creating smaller visual modules would further promote relational qualities with the residential context.





*Figures 10a, b, c: Views of the Proposal from adjoining streets: a) from the Levi /Rolleston Road corner; b) from Levi Road; and c) from Lincoln Rolleston Road*

The frontage along Levi Road provides a click 'n collect facility. This frontage is a side elevation with no glazing at ground level and consequently little or no activation from internal-external visual connection. This façade displays an angled roof with some articulation provided by a canopy, vertical fins and high-level glazing. Planting is interspersed along the western third of this façade and softens the interface between building and ground. The 50m setback, tall pleached perimeter planting and car park planting significantly reduces the bulk and dominance of views onto the building from Levi Road, such that the building will be largely screened from view. Whilst I have previously noted this to mitigate adverse visual effects for neighbours (and is acceptable in this regard), the screening of a building in an urban setting is not an ideal urban design outcome and I would prefer to see a more balanced approach. Intermittent Planting that permits intermittent views towards the building might be considered.

Activation of Lincoln Rolleston Road is limited largely due to the deep 80-120m setback while the Levi Road frontage presents a blank wall at ground level. The Proposal's approach to this issue has been described above and includes a generous, high-quality landscape edge design that will create an attractive interface between the Site and adjoining streets. I consider this to be a superior and more acceptable outcome for the local residential context than a scenario where large commercial buildings are close to the street edge offering busy activated edges. Policy B3.4.18 ensures non-residential activities in Living zones generate movement compatible with the residential environment and in my opinion the internalisation of commercial activity /movement away from residential interfaces is a more preferable urban design outcome than promoting a busier high street type setting.

### **Pedestrian Environment, Active Modes, connectivity beyond the Site**

Policies 3.4.24(a), B3.4.19(b), (c) are especially relevant and Policy B3.4.19(c) calls for consideration of public transport, cycling and walking provision.

A site-wide movement structure is proposed for the supermarket with connections into the surrounding street network (Figure 11). This includes primary north-south and east-west access routes that are clearly differentiated from the car parking access aisles using street



tree structure and change in surface material (refer to RMM landscape plan and assessment). Collectively these routes set up a legible system for the Site.



Figure 11: The proposed movement layout

Levi Road includes a footpath, kerb and channel along its northern side that is to be upgraded to a shared path and similarly, Lincoln-Rolleston Road provides a shared path along its western side. New pedestrian paths are to be provided by Foodstuffs SI along the eastern side of Lincoln Rolleston Road (on the Site) and also along the south side of Levi Road (Figure 11). In addition, Lowes Road / Levi Road / Lincoln Rolleston Road / Masfield Drive intersection is scheduled for upgrade to signals in 2025/26. All these changes will dramatically enhance the street-based pedestrian environment around the Site and will facilitate good levels of active mode connection between the Site and the Town Centre. Equally, existing and future housing areas around the Site will benefit from improved pedestrian and cycle paths, including new drop kerb pedestrian crossings with centre refuge as indicated on Figure 11 above (also refer to traffic assessment by Abley).

Pedestrian routes across the development are proposed (Figure 11) that connect the supermarket into the new street edge footpaths and thence into adjoining housing areas. An important link is provided at the primary northwest site corner reinforcing and integrating Masfield Drive and Lowes Road with the supermarket. This northwest pedestrian arrival point is associated with a generous open space and planted area creating an inviting pedestrian experience that, in my experience, is unusual for supermarket developments. East-west pedestrian routes are provided along alternate car parking aisles offering safe connections that avoid conflict with moving or reversing vehicles. These routes link into a primary north-south pathway connecting with supermarket entries.



The click 'n collect zone includes a parking layby and timed drive-up collection system where pedestrian paths are less relevant. However, a safe, direct and landscaped path is provided along the northern edge of the building for customers wishing to use the main store after completing their click 'n' collect activity.

Design of the pedestrian routes is described in the landscape plans and assessment. I understand these show paths as raised surfaces (refer to RMM drawings), some with arbor structures to enhance legibility and amenity. This approach will provide safe paths that protect pedestrians from moving vehicles and prevent cars from parking on or overhanging the pathways. I understand a lighting strategy will be provided as part of the consent and I would anticipate this to include low level bollard lighting and feature lighting as well as illumination for vehicles.

### Car Parking

Policy B3.4.19 (b) and assessment matter 16.10.2.5 invites proposals to consider whether car parking contributes to high quality public space and that is not located between buildings and streets (where practicable).

Parking provision for supermarkets and particularly for a regional food warehouse is an important functional requirement where customers undertake a 'full shop'. Parking however often generates conflict with urban design outcomes that seek quality open space, activation and built edges to streets.

In assessing the Proposal, I have considered an alternate scenario where the supermarket building is located close to the primary northwest corner of the site (rather than setback). Such a scenario would increase built form presence and street enclosure. However, parking would locate to the rear (East) and then require a principal supermarket entry oriented towards that parking. This would generate blank facades towards the street edges creating adverse streetscape effects. Further, locating the building close to the street would increase bulk and dominance impacts on surrounding housing and reduce opportunities for generous landscape planting as an attractive interface for residents, enhancing the street scene. Therefore, I consider the Proposal to offer superior amenity and streetscape outcomes for surrounding areas and streets and support the location of parking between the building and the street.

The parking areas have been designed with a good level of quality landscape (hardscape and planting) that mitigates the effects of tarmac areas and car visibility. The report by RMM further describes this mitigation. I concur with their assessment that states "*The internal landscaping will assist with legibility and wayfinding, while also softening the expanse of carparking*" and "*A feature of the landscape design is the pocket park in the northwest corner of the site, which will provide a high level of amenity... the park will be prominent as it is located opposite a main intersection.*"

### Conformance with SDP Standards

Key bulk and location standards relevant to the Site (Living Z zone) under the operative SDP anticipate a residential outcome. Therefore, compliance with these standards will be problematic for a large format supermarket building. The following breaches occur:

- Building height (SDP 8m max height / 12.32m proposed height)
- Scale of non-residential activity (SDP 300sq.m GFA / 8,105sq.m proposed)
- Number / area / height of signage (SDP max 2 signs / 7 No. signs proposed; SDP 2m height / 10m pylon signs proposed; SDP max area 1sq.m / 99sq.m total area proposed)

Proposed supermarket height is some 4m taller than a residential form that complies with the 8m height standard. Combined with the large floorplate, the result is a building that is significantly larger than that anticipated for the Site. To mitigate this outcome, the supermarket is set back 80-120m from Lincoln Rolleston Road and 50m from Levi Road with edge planting. In comparison, an 8m tall residential development would most likely be built close to the street edges (similar to existing local housing patterns) with a fenced boundary and frequent vehicle crossings. The Proposal will create a reduced impression of built form at the street edge compared to a residential outcome (due to setback from the street) with a stronger vegetated street interface. However, as noted earlier, further scale reduction might be considered through cladding treatment generating greater architectural modulation of the Southwest façade and integration of façade signage (see section 4.7). This would enable the building to convey a finer grain and offset the larger scale overall dimensions.

At 8,105sq.m the scale of the supermarket is significantly larger than the 300sq.m (max) standard for non-residential activities. This standard relates to the activity rather than built form outcomes and therefore I refer to the economic assessment by Insight Economics to address this non-compliance.

Signage for the Proposal exceeds the permitted number of signs, the height of signs and maximum area per sign. Of these non-compliances, the height of the two pylon signs (10m) and the size of the main building front sign are the most significant. I discuss signage matters later at section 4.7.

## Conclusions: Site Planning, Character and Urban Form

- The Site is a right triangle with visual prominence and significance as a town-wide landmark and accessible node.
- The strategic corner location of the Site justifies variation in local patterns, creation of a focal point and memorable outcomes different to the immediate context
- The Proposal adopts several design strategies to address character, bulk and scale compatibility with the residential context. Levi Road will present as a heavily screened planted edge similar to the existing environment, mitigating adverse effects on neighbours. A more balanced approach however would be desirable allowing intermittent views onto the building. Lincoln Rolleston Road will have an attractive planted edge though further cladding treatment / subdivision of the main Southwest façade into smaller modules or visible groups would assist scale relationship with the context.
- Edge conditions include generous, high quality landscape design that will create an attractive interface between the Site and adjoining streets. I consider this to be a superior and more acceptable outcome for the local residential context than a scenario where large commercial buildings are positioned close to the street edge.
- Primary north-south and east-west accessways are proposed, differentiated from adjoining car parking aisles, that create a legible and higher amenity outcome than undifferentiated tarmac roading.
- A network of pedestrian routes create seven points of connection with surrounding streets, connecting local housing to the supermarket. The important northwest corner associates pedestrian access with quality landscaped space, mediating between the supermarket site and local housing.
- Different car parking locations and building placement have been considered relative to the effects they would create on street edge conditions and bulk /dominance

impacts. I consider the Proposal to offer superior amenity and streetscape outcomes for surrounding areas and streets and support the location of parking between the building and the street.

### 4.3 Amenity Effects on Residential Neighbours

Relevant SDP provisions: Objectives B3.4.1, B3.4.2, B3.4.3; Policies B3.4.3, B3.4.10, B3.4.11, B3.4.12, B3.4.14, B3.4.15, B3.4.16, B3.4.18, B3.4.19(a) B3.4.20, B3.4.21, B3.4.22, B3.4.25, B3.4.26, B3.4.27, B4.1.2 and Policy B4.1.6. Design Guide Principle 4.10.

This section assesses amenity effects on residential neighbours close to the Site and other affected properties within the local area. Issues of bulk, scale and visual dominance, overlooking and/or privacy and sunlight shading are addressed.

The Proposal is located in a residential area zoned Living Z. The SDP calls for reverse sensitivity effects to be avoided and requires residential amenity effects to be managed through compatible movement levels, car parking visibility and generally the siting/setback, scale and intensity of non-residential development including maintaining a low-rise skyline and any signage.

I have disregarded any effects on the balance of the ODP area to the south of the supermarket. This land is owned by the applicant and Affected Party Approval has been provided. In any event, the supermarket setback from the southern access road is 48m and combined with the shorter 69m southeast elevation and proposed landscape treatment effectively addresses adverse effects that might limit use of the ODP balance area for housing.

With regard to shading effects, McCoy Wixon have provided sun shading studies at mid-winter, mid-summer and the autumnal equinox (21 March). This matter is assessed further below.

#### Lincoln Rolleston Road properties (Southwest boundary)

Properties occur along the western side of Lincoln Rolleston Road. These include existing dwellings and areas zoned Living Z planned for housing intensification.

The Proposal locates the supermarket building towards the eastern boundary and setback 80m-120m off Lincoln Rolleston Road. The Site's street boundary includes a 5-6m deep planted buffer (Figure 12) of "mass tussock grass with occasional Cabbage or Lancewood trees" (RMM). The northern portion of this boundary additionally includes gabion walls and mounding, and an open landscaped area some 50m x 60m in size. A further open area (30m x 40m) is proposed to the southern portion of the street boundary.

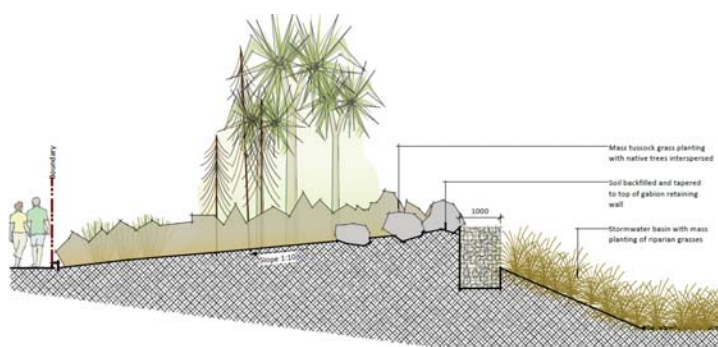


Figure 12: Planting along Lincoln Rolleston Road (RMM)

#### Overlooking / privacy effects

Four existing dwellings occur with frontages onto Lincoln Rolleston Road. These are set back 30m – 70m and include mature boundary planting. The combination of the deep supermarket

setback and significant planting described above, coupled with the intervening Lincoln Rolleston Road corridor (20m) will effectively remove any overlooking or privacy concerns for residents along the west side of Lincoln Rolleston Road and I consider privacy effects to be **Less than Minor**.

Future planned residential intensification of this area is already occurring further south along Lincoln Rolleston Road (e.g. Reuben Ave). This tends to locate dwellings closer to the road (circa 3-4.5m) on smaller lots (600-800sq.m) with fencing and limited opportunity for front boundary planting. Nevertheless, the deep supermarket setback, generous planted edge and 20m wide Lincoln Rolleston Road corridor would create negligible (**Less than Minor**) privacy effects for any future dwellings.

#### Bulk and dominance effects

The view from Lincoln Rolleston Road towards the Proposal (Figure 13) provided by McCoy Wixon indicates the likely visual outcomes that will be experienced by users of this road and nearby properties. In this view, an attractive vegetated site edge enhanced by structured planting within the car park area is created. The supermarket building's 84m long Southwest elevation is visible with yellow building signage sitting above the roofline and large 'wing' forms. Car parking is partly screened though still in view. In my opinion a reasonable balance has been struck with a density and type of planting that creates a landscaped edge but permits views onto the supermarket, supporting legibility.



Figure 13: Illustrative view looking east from Lincoln Rolleston Road towards the Proposal



Figure 14: Southwest elevation (McCoy Wixon)

Overall, bulk and dominance effects from the proposed building and car park are partly mitigated by planting and setback. Further cladding treatment / architectural modulation of the Southwest façade could be considered (as previously discussed) that would reduce **Minor** bulk / visual dominance effects to **Less than Minor**.

#### Sunlight Shading effects

I have reviewed sun shading studies prepared by McCoy Wixon and confirm that shading cast by the Proposal only occurs in the early morning at mid-winter and is largely gone by 10:00am. No shading occurs at mid-summer or the autumnal equinox. I have also considered the potential outcome of a permitted residential development on the Site. This would allow development of up to 8m height and setback a min of 4m from the street boundary. Whilst this has not been modelled, I consider this outcome would have most likely have a shading effect on the Lincoln Rolleston Road properties that would be greater than that of the Proposal. Overall, I consider sunlight shading effects to be **Less than Minor**.



### Levi Road properties (Northwest boundary)

The land to the north of the Site is zoned Living 1 / 1B. Existing dwellings occur along Levi Road. These are detached, single storey and set back on average 6m from their street boundary. The frontages of these dwellings face south towards the Proposal and tend to display lower levels of window fenestration (their primary outlook and open spaces are to the north away from the Site). Some planting occurs to their front boundaries /yards though this is limited and hardscapes dominate due to vehicle crossings and garaging.

Along Levi Road the Proposal locates the supermarket building with a 50m setback from the street boundary. The proposed building presents a 100m long elevation towards the street with intervening car parking. At the Site's street boundary a 5-8m deep planted buffer (Figure 15) is proposed that includes tall layered pleached hedging (5.5m height / 3m width) with mixed shrub underplanting (1.2m height) (RMM).

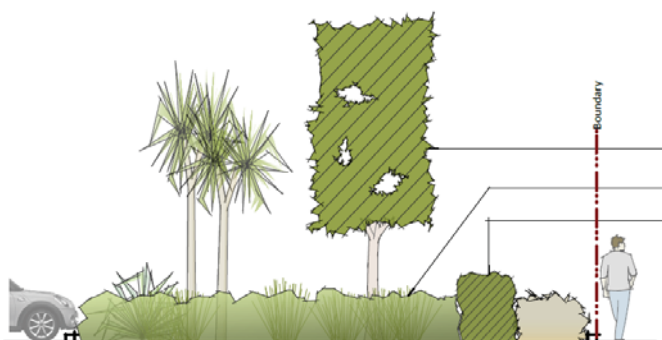


Figure 15: Planting along Levi Road (RMM)

### Overlooking / privacy effects

Ten existing dwellings occur directly opposite the Site (Nos 142 – 160) with frontages onto Levi Road. As noted, these have a 6m setback with garaging and reduced fenestration due to southern orientation. The 50m supermarket setback brings the Northwest façade of the building (Figure 16) closer to the street though the elevation indicates no ground level glazing removing potential views out towards housing. Significant planting is proposed that will interrupt visual links to the Site and coupled with the intervening Levi Road corridor (22m) and northern view orientation will effectively remove any overlooking or privacy concerns for residents. I consider privacy effects to be **Less than Minor**.



Figure 16: North west elevation (McCoy Wixon)

### Bulk and dominance effects

The view from Levi Road towards the Proposal (Figure 17) provided by McCoy Wixon indicates the likely visual outcomes that will be experienced by users of this road and nearby properties. Along this street the supermarket building is potentially more dominant (Figure 16) than along Lincoln Rolleston Road given the 50m setback and 100m long façade with minimal architectural modulation. However, the Site's northwest boundary is proposed to be planted with a combination of shrubs (1.2m) and taller pleached hedging (Figures 15, 17) that will create considerable green edge screening views towards the supermarket. This planted outcome is very similar to the existing condition and therefore local residents will experience a very similar visual outcome. I consider bulk /dominance effects to be **Less than Minor**.



Figure 17: Illustrative view from Levi Road onto the Proposal (top) and existing condition (bottom)

#### Sunlight Shading effects

Given the position of Levi Road properties to the north of the Site, the setback and street width there will be little or no shading effects on these properties throughout the year. This is confirmed by the McCoy Wixon sun shading studies. I consider sunlight shading effects to be **Less than Minor**.

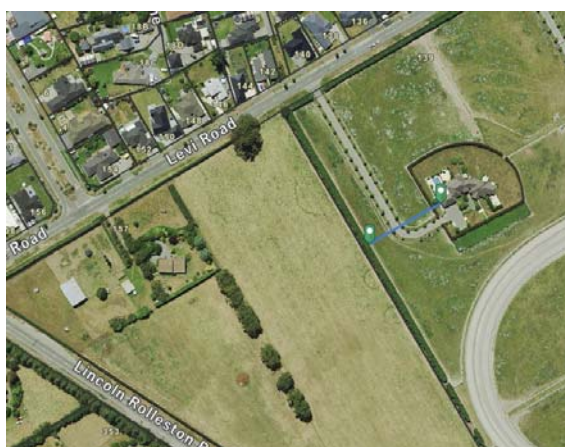
#### Future properties on the balance of ODP Area 4 land (Southeast boundary)

I understand that Affected Party Approval has been provided and I have therefore excluded assessment of effects on this area.

#### Rural zoned land (Northeast boundary)

The land to the northeast of the Site is zoned rural (Inner Plains). That zoning allows for subdivision into 4 Hectare blocks. This is an area roughly twice the size of the supermarket site. It is therefore apparent that opportunities for any future single dwelling on this land could easily include placement away from the supermarket proposal with significant buffer planting. An existing dwelling is already located some 60m off the common boundary (Figure 18). RMM notes that "this dwelling residence and its curtilage are surrounded by a hedge (Photinia 'Red Robin') clipped at a level above eyelevel, which will likely provide screening of the PnS Proposal from the swimming pool area in the western part of the curtilage area. There is also shelterbelt planting along the rural property's western boundary that provides screening of the site."

The Proposal locates the rear / service areas of the supermarket and truck access along the common boundary and setback 18m-47m. A 10m deep biodiversity corridor (Figure 18) that includes native trees and shrubs as a dense habitat is at the interface with the rural land.



Existing dwelling on land northeast of the Site and planting along the common boundary



Figure 18: Northeast elevation (servicing areas)

### Overlooking / privacy effects

The existing dwelling to the northeast of the Site is well setback from the common boundary with the Site. Intervening landscape including the proposed biodiversity "dense habitat" will create an effective screen along the entire Northeast boundary such that the rear of the supermarket will not be in view. In any event, the rear of the supermarket is a predominantly solid façade and any windows are screened by the foreground presence of the yard canopy. Overall, I consider privacy effects to be negligible (**Less than Minor**).

### Bulk and dominance effects

I am informed by RMM that the proposed Northeast boundary planting will grow to a height of 8-10m, and at that time will almost completely screen the rear of the supermarket building. In the short term the boundary will be defined by a 2m tall timber fence with emerging lower-level planting. This will result in some (short term) visibility of the supermarket building from the northeast. Due to the step in the building the amount of façade closer to the boundary is reduced to 37m + canopy building (Figure 18). Considering the large 4ha block size that provides ample opportunity for buffer planting and for the reasons provided above, I consider bulk and visual dominance effects on property to the northeast to be **Less than Minor**.

### Sunlight Shading effects

Sun shading studies indicate shade from eastern boundary planting and fencing extends onto the neighbouring rural zoned land in the early evening from 7:00pm at mid-summer and 5pm at the equinox. A small area of shade is generated by the supermarket building from 8pm at mid-summer but this falls within the shade generated by planting. The existing dwelling on the neighbouring land is not affected by shade from the Proposal. Therefore, given the rural zoning, existing dwelling location and typical shade outcomes on rural land caused by shelterbelt planting, I consider sunlight shading effects to be **Less than Minor**.

## Conclusions – Residential Amenity Effects

- All properties considered to be potentially affected by the Proposal have been assessed in terms of overlooking /privacy, bulk /visual dominance, and sunlight shading.



- Privacy /overlooking effects – for all nearby and adjoining properties will be **Less than Minor**. Deep setbacks, planting and façade /window placement have been designed to achieve acceptable levels of effect.
- Bulk /visual dominance effects - on properties to the northwest (Levi Road) are assessed to be **Less than Minor**. To the southwest (Lincoln Rolleston Road) effects are assessed as **Minor** but that can be reduced to Less than Minor with adjustments to façade modulation and roof line. Rural zoned property to the northeast will experience **Less than Minor** effects.
- Shading effects are assessed to be **Less than Minor** overall for all affected neighbours.

#### 4.4 Architectural Concept and Design

Relevant SDP provisions: Matters of Discretion 16.10.2.1, 16.10.2.2, 16.10.2.4; design guidelines 4.1, 4.2, 5.2.

An architectural design statement has been provided by McCoy Wixon Architects. I have read that statement and agree with it. From an urban design perspective and in relation to the relevant SDP provisions, I provide further assessment below.

Large supermarket buildings present a challenge when assessed against mainstream urban design outcomes. These are typically targeted at reinforcing vibrant, intimate and streets-based centre type settings where large retail forms can be skinned with other development and /or achieving compatibility with surrounding architectural forms, styles and patterns. Urban design literature is relatively silent on best practice for stand alone large format retail typologies.

The Proposal is located within typical suburban, fine grain residential setting with housing to the northwest and southwest. A significant buffer between the Site and these housing contexts is provided by two busy roads – Levi Road and Lincoln Rolleston Road. It is also worth noting that the Site is at the existing township boundary adjoining rural zoned land and therefore reduces the extent of residential interface and affords opportunities for establishing a notable edge to the town.

The architectural merits of the proposal from a design perspective are:

- Providing points of difference /legible moments within conventional suburban settings that tend to be repetitive is a valid urban design 'move'. In this regard the highly visible corner location of the proposed site invites an outcome that provides a landmark within the wider suburban townscape. These landmarks might otherwise be achieved at centre locations as suggested in the Rolleston Structure Plan but have not been established. I consider the Proposal and its location to offer beneficial townscape and legibility outcomes for the area.
- Recognising the incompatibilities in scale, type and form between the supermarket and the local context, the deep setbacks proposed offer the best approach to integration with surrounding housing. This reduces the 'commerciality' of residential street environments and mitigates the larger bulk of proposed building.
- Introducing significant planted landscapes along the Site's street boundaries is a valid technique to establish quality edges. Whilst these do not provide the active commercial edges sought in the Business 1 zone, I do not consider these to be appropriate in this residential context and support the proposed landscape approach at the interface with the Site.



The Proposal interfaces with two public streets – Lincoln Rolleston Road and Levi Road. Of these, Lincoln Rolleston is deemed to be the more important route (given general growth catchment to the south and links into the town centre) and therefore the Proposal orientates its main frontage to the southwest. This frontage includes building entry, is highly glazed and displays canopy structures and signage to intuitively convey the supermarket's 'front'. Whilst the 80m-120m setback and landscape reduce visual effects, the building's 84m long Southwest elevation will still need to be visible from the street. As it stands this elevation presents a long flat overall form with roofline punctuation provided only by the yellow PAK'nSAVE sign. Grouping of elements and modulation of façade forms is limited offering low levels of visual interest and reduced contextual compatibility. The commercial design guide states at 4.1 *"Scale and size relational qualities – break up large buildings into smaller modules / changes in height / step in plan, variation in materials and colour; and Form and configuration – Longer facades broken into modules of 5-10m"*. I would recommend the cladding treatment to the main Southwest façade is further refined to better support the guideline providing finer grain subdivision of the façade (a hierarchy of elements).

Typically, supermarket buildings can only support one activated front, with the remaining edges blank given the internal functional requirements (stacking, service). The emergence of online shopping and the associated click 'n collect facility that supermarkets are now deploying results in opportunities for secondary frontages. The Proposal envisages Levi Road as providing the click 'n collect facility with a dedicated access and parking layby area. This frontage is much closer to the street (50m) than the southwest condition and at 100m in length has far more building in view. As a response, the landscape proposal is commensurately greater, with tall pleached hedging up to 5.5m in height. This will significantly interrupt or even screen views towards the building to the extent that the supermarket experiences reduced visibility and legibility. Therefore, I recommend a more balanced planted edge is achieved that permits intermittent views onto the building.

### Conclusions: Architectural Concept and Design

- Large supermarkets do not easily conform to traditional urban design outcomes. The merits of the Proposal include creating a point 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 proposed façade addressing Lincoln Rolleston Road is well setback (80-120m) but nevertheless is required to be visible from the street. Articulation and fenestration are proposed however refined cladding treatment leading to greater architectural modulation is recommended.
- The Levi Road façade is setback 50m and is 100m long but will be generally screened from view by proposed pleached hedging. A more balanced approach is preferred allowing intermittent views of the supermarket.

### 4.5 Streets and Spaces

Relevant SDP provisions: Policy B4.1.10 and Matters of Discretion 16.10.2.3, 16.10.2.5, 16.10.2.6 and guidelines 4.3, 4.4, 4.5 and 4.6.

The Landscape Plan and landscape assessment by RMM should be read as the principal assessment of open space design and quality. The following commentary is provided to supplement that assessment with a focus on urban design outcomes. I have provided a CPTED assessment that also informs the acceptability and performance of proposed streets and spaces.

I would identify Lincoln Rolleston Road and Levi Road as important urban connectors (One Network Framework) linking subregional townships and Rolleston's southern growth areas into the

Town Centre. These routes are highly legible within the town's roading network but with planned housing intensification are likely to fulfil both 'movement' and, increasingly, 'place' functions. The nexus of these routes occurs at the Site with a prominent corner condition that is to be upgraded by the Council from a round-a-bout to a signalised intersection. The supermarket Proposal will reinforce the place role of these streets, providing a public destination that is reinforced by the large open landscaped space proposed for at main street corner. I support the shift towards place functions that the Proposal and planned housing will bring.

Both streets bounding the site will facilitate an increasing level of local connectivity for housing including links into the proposed supermarket. To this end, no less than seven pedestrian connections are proposed into the Site as well as the main vehicular access points. These connections are also intended to include a drop kerb and central refuge to encourage safe pedestrian crossing (refer to transport assessment by Abley). A new public pedestrian and cycle path is to be established by the applicant along the north side of Levi Road. This will enhance the level of service provided by the local pedestrian network and enable links east towards the Council's planned District Park.

Primary through-site links both north-south and east-west are proposed. These are differentiated from the general car parking access aisles through surface material change, a clear street tree structure and street furniture. The north-south link integrates a pedestrian connection for most of its length and connects the southern-most access road to Levi Road. East-west car parking pedestrian paths feed into this primary north-south connection resulting in a legible and safe pedestrian system.

Cross-site pedestrian paths (widths ranging from 1.6m to 3.5m) are proposed linking all car park areas to the supermarket store and to surrounding streets. These paths have a coordinated design language, are raised, lit and differentiated from parking aisles to ensure safe pedestrian movement and to protect from overhanging and moving cars. Planting and (in some cases) arbor structures are proposed to enhance the level of pedestrian amenity.

Public invitation into the supermarket and Site is established by several key attributes:

- Consistent and high-quality landscaped edge design including two inviting landscaped open spaces that mediate between the Site and the public street;
- Direct vehicular and pedestrian paths providing 10 points of site entry that seamlessly connect with footpaths and new crossing facilities along adjoining streets;
- The visibility of the supermarket building and in particular the Southwest main façade design; and,
- Coordinated paving and landscape design that typologically connects the Site together.

## Conclusions: Streets and Spaces

- The Proposal will enhance the 'place' role of Lincoln Rolleston Road and Levi Road, improving local pedestrian amenity for existing and planned housing. A new signalled intersection at this corner is planned to be implemented by Council and will augment the place function.
- Three primary access points are provided into the Site complimented by seven pedestrian access points, resulting in a high level of public realm integration.
- A network of pedestrian paths, with coordinated design and differentiated from parking aisles are provided. These offer seven points of connection with surrounding streets.

- Attractive open landscaped spaces are provided. The larger north western space forms a landmark at the nexus of the bounding streets and creates a high quality pedestrian entry for the Proposal.
- Public invitation and any perceived privatisation is avoided by the presence of inviting and consistent landscape edges interspersed with clear and legible 10 access points.

## 4.6 Safety - Crime Prevention Through Environmental Design (CPTED)

### Overview

The SDP refers to Safe and easy access to services (B3.4.3) and B3.4.19(a) appropriately designed car parking facilities to mitigate adverse effects on streets, pedestrian experience (B3.4.24 (a)). Design guide 4.9 calls for commercial developments to 'design to prevent crime'.

The wider national CPTED guidelines capture the SDP approach and focus on safety and security in and around the public realm and on-site streets and open spaces to which the public have or may have access. The design and management of building access control, and the safety and security of sensitive facilities within the building are excluded from this assessment.

This assessment is with reference to the Ministry of Justice National Guidelines for Crime Prevention through Environmental Design in New Zealand, Seven Qualities of Safer Places (2005). The National Guidelines define seven qualities of well designed, safer places and are used to structure the assessment.

### Context

The type and nature of the setting establishes conditions with which to calibrate CPTED assessment. Relevant matters are:

- The proposed supermarket is large, providing over 8,000sq.m of retail development with 517 car parking spaces. Therefore, the Proposal will be a public destination and safety and security in the streets and spaces around it are important.
- The Proposal is in a suburban setting along urban connector routes. This is a place where pedestrian movement along the street edges can reasonably be expected at any time day or night.
- The Site itself is open to the street and therefore accessible during the day and night.
- The corner site and two street frontages create opportunity for an open and visible site condition depending on final planting and mounding design.

### 1 Access: Safe Movement and Connections

*"Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security."*

- Two clear primary access routes through the Site north-south and east-west are established providing primarily for vehicular access. Footpaths along these routes are partly continuous. Seven public pedestrian entrance points from the street edges including at the main northwest corner are provided that are legible and obvious though I recommend a condition to confirm the design of the entrance points to ensure these are open, inviting and well lit.
- Appropriate lighting to on-site accessways can be assumed to be provided by Foodstuffs SI at the next stages of design. The façade to Lincoln Rolleston Road offers the opportunity for spill lighting especially over the car park.
- Northwest corner open space - lighting to this main open space will be necessary to support safety and I recommend as a condition of the consent. Also, the mounding

indicated in the landscape plan might create conditions of concealment and I would recommend a condition to confirm the detailed design of this area.

- The extent of edge activation at ground along both bounding streets is limited to residential overlooking from the opposite side, consistent with the existing wider suburban context.
- Care will be required with the design of the car park and associated edge planting to ensure visibility and safety after hours for people moving across the car park. The presence of on-site CCTV is assumed and will help address safety.

## 2 Surveillance and sightlines: See and be seen

*"Places where all publicly accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility."*

- The Southwest supermarket ground floor frontage allows for a high level of overlooking of the adjacent car park. However, Lincoln Rolleston Road will have limited visual connection due to the 80-120m setback.
- The Northwest frontage offers no surveillance of Levi Road and is an area of concern especially after hours. Safety will rely on residential overlooking from the opposite side of this street, CCTV and well-maintained planting to ensure sight lines.
- It is assumed that lighting will be integrated into the design around the perimeter of buildings.
- Multiple pedestrian routes and the seven access points at the street edges will allow a choice of escape routes if required.
- Surveillance of the access way along the south of the site at the interface with the balance of ODP Area 4 is a matter to be addressed. Once this southern area is developed for residential this may introduce overlooking depending on fence heights.
- The Staff car park is not overlooked and safety for staff after hours/dark is a matter to be addressed. CCTV would promote safety and I understand Foodstuffs SI would implement a CCTV system for the Site. Once ODP Area 4 housing is established this may provide surveillance of the staff car park depending on fence heights.

## 3 Layout: Clear and logical orientation

*"Places laid out to discourage crime enhance perception of safety and help orientation and wayfinding."*

- Site-wide entrances and exits are all from adjoining streets in areas where existing or future housing is planned. The street entrances are well-signalled and are likely to be intuitively recognised. The seven entrances are pedestrian pathways and will call for landscape design, signage and lighting that promotes safety. Essentially, the path entrances should be sufficiently open and wide to allow multiple sight lines, well-lit and obviously signed to invite legitimate use.
- Internal accessways will be partly overlooked from the supermarket's Southwest frontage during opening hours. Security after hours is a matter to be addressed.
- The service areas to the supermarket are gated and I understand will have effective 24/7 supervision or CCTV control to remove safety risks, especially after hours.

## 4 Activity mix: Eyes on the street



*"Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces."*

- The extent of openness of the main car parking area will support safety by allowing visibility from adjacent public streets. A balance will need to be struck between the need for denser planting to mitigate bulk/dominance and openness for safety.
- The Southwest facade will support surveillance of the parking area. The northwest parking area is not well-surveilled but CCTV will promote safety, combined with a high level of customer movement.
- The corner open space is on an open street corner though mounding and planting will need careful design to ensure safety.
- The north west street façade is blank however the housing opposite will mitigate and contribute to safety along Levi Road.
- The service areas have controlled access and are security monitored.

## **5 Sense of ownership: Showing a space is cared for**

*"Places that promote a sense of ownership, respect, territorial responsibility and community."*

- The supermarket will be well managed and maintained by Foodstuffs SI with a high degree of control over on-site streets, parking and open spaces.
- The service yard is for back of house and service functions and is secured. The service yard is neither intended nor suitable for general public access. Signage 'goods only' is provided at service entry to ensure explicit definition of territorial responsibility for this space.

## **6 Quality environments: Well-designed, managed and maintained environments**

*"Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and future."*

- Good quality landscaping and maintenance of the spaces to which the public / customers have access is likely to be readily achieved by Foodstuffs SI.
- The enhancement of pedestrian amenity in vehicular-oriented spaces has been achieved through use of hardscape, surface material changes, arbor structures, lighting and tree planting.

## **7 Physical protection: using active security measures**

*"Places that include necessary, well designed security features and elements."*

- The supermarket and car park will include active 24/7 security management that will support safety and security.
- No entrance gates are proposed to control public access except at the service yard.

## **Conclusions: Safety**

The Proposal provides a suitable response to CPTED criteria. It:

- Generally establishes conditions that will deliver a suitably safe streets as well as safe and secure on-site streets and car parking. The extent of openness of the main car parking area will support safety by allowing visibility from adjacent public streets. A

balance will need to be struck between the need for denser planting to mitigate bulk/dominance and openness for safety.

- Provides a high degree legibility of the two main street entrances. Design of the seven pedestrian access points will need to be designed as open, inviting and well-lit spaces.
- Creates an attractive landscaped North western corner open space as mediation between the Site and the street.
- The Northwest frontage offers limited surveillance of Levi Road or the car park and will rely on CCTV, managed planting to ensure sight lines, and overlooking from the housing along the opposite side of this street.
- The Staff car park is not overlooked and safety for staff after hours/dark will rely on CCTV or security staff accompanying staff to car parks. Once ODP Area 4 housing is established this may provide surveillance of the staff car park depending on fence heights along the front boundary.

## 4.7 Signage

Relevant SDP provisions: Policies B3.4.21, B3.4.22 to be of a size, design and number which maintains the quality of the environment and amenity values of the zone and avoid dominance of the skyline; and guideline 4.8.

### Southwest façade and Site interface

Regarding the impact of signage, I find the building signage (Figure 14) to be inconsistent with relevant SDP provisions (B3.4.21, B3.4.22, guideline 4.8) and better integration of this sign would reduce the sign's dominance. This would include ensuring the building façade is the dominant element and the signage subservient.

The proposed pylon sign, at 10m in height, is lower than the maximum height of the proposed supermarket building (12.32m). However, given the building setback the sign will sit above the roofline of the supermarket and will be expressed on the skyline. In relation to the existing single storey housing environment, the pylon sign will be an obvious element in the streetscape being roughly twice as tall. Whilst its effect will be reduced due to the large site boundary length (240m) and orientation of dwelling living spaces away from the Site, there may still be localised effects for nearby houses where the juxtaposition creates out-of-scale outcomes. The planned housing environment in the vicinity of the pylon sign, albeit localised, will experience adverse effects on visual amenity that would be mitigated if the pylon sign height was reduced.

### Northwest façade and Site interface

The Northwest façade has a recessive sign that sits within the elevation and will have minimal visual impact. However, the 10m tall pylon sign proposed at the Site's entrance will punctuate the skyline and is significantly taller than typical nearby housing. The housing environment in the vicinity of the pylon sign will experience adverse effects on visual amenity that I consider to be **Minor** that can reduce to **Less than Minor** if the pylon height was reduced by say one-third.

## Conclusions: Signage

- Consideration could be given to further integration of the facade signage into the overall composition of the Southwest elevation.
- 10m tall Pylon signage has the potential to create out-of-scale elements in the streetscape which could be mitigated by reducing overall pylon height.

## 5 Conclusions

### 5.1 Overview

A thorough urban design assessment has been made of the proposed supermarket that has been structured around urban design good practice, site-specific matters and relevant SDP provisions. The findings of these assessments indicate a high level of consistency with the identified assessment framework.

The SDP anticipates appropriate contextual compatibility of the Proposal with its residential setting. In response, the proposed supermarket has been carefully positioned on the Site to mitigate bulk / visual dominance, privacy, and shading effects on neighbours. A 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. In forming this conclusion, I am mindful of the planned Rolleston Structure Plan and intended provision of services and facilities that have not been implemented.

For the reasons set out in this report, I consider that the application can be supported from an urban design perspective. Several minor design modifications are recommended that would improve the legibility of the Proposal along Levi Road as well as enhance relational qualities between the Proposal and its residential setting, however these do not alter my overall position that the Proposal can be supported.

## Appendix A: Initial Site Layout Testing





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