Before the Commissioner appointed by the Selwyn District Council

Under	the Resource Management Act 1991
In the matter of	Resource consent application for Foodstuffs (South Island) Properties Limited to establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping at 157 Levi Road, Rolleston (RC216016)

Statement of evidence of Matthew Jonathan Mitchell

18 July 2022

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Qualifications and experience

1 My full name is Matthew Jonathan Mitchell.

2 I hold a Bachelor of Architecture with First Class Honours (University of Victoria Wellington).

3 I am a NZ registered Architect with over 17 years' experience working in the field of Architecture (Twelve as a Registered Architect).

4 I am a Director of the Dunedin based Architectural practice, McCoy and Wixon Architects Ltd; Board Director for the NZ Architects Co-operative Society; and Architect member of the New Zealand Institute of Architects.

5 McCoy and Wixon Architects Ltd is a leading design based practice and over the years has won many NZIA design awards for architecture.

6 The practice has been awarded 4 NZIA Design Awards and 2 Commercial MBA Gold awards for supermarkets completed for Foodstuffs (South Island) Properties Limited's (**Foodstuffs**) – New World Mosgiel, New World Nelson, New World Ashburton, PAK'nSAVE Blenheim, New World Durham St in Christchurch, and New World Three Parks in Wanaka.

7 McCoy & Wixon Architects Ltd has provided architectural services for Foodstuffs for approximately 33 years on the design of supermarkets throughout the South Island. During my time working on supermarket projects, I have been impressed with Foodstuffs' attitude to strive for good sustainable design outcomes for all their projects.

8 As the Architect responsible for the design of the proposed PAK'nSAVE Rolleston supermarket my focus has been on developing a design that is appropriate for the building type and responds well to its particular setting. My evidence outlines the planning considerations and design objectives pertaining to the development of the proposed PAK'nSAVE.

9 My role in relation to Foodstuffs application to establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping at 157 Levi Road, Rolleston (**Application and Application Site**) has been to provide advice in relation to Architecture and Design. I drafted the Architectural Design Statement to the Assessment of Environmental Effects (**AEE**) accompanying the Application, which appears at Appendix A of the AEE.

10 My assessment is based upon the proposal description attached to the evidence of Mr Mark Allan as **Appendix 1**.

11 In preparing this statement of evidence I have considered the following documents:

(a) the AEE accompanying the Application;

(b) submissions relevant to my area of expertise;

(c) the expert evidence of other witnesses including Ms Rebecca Parish, Mr Tony Milne, Mr Rob Hay, Mr Andrew Burns, Mr Keegan Brogden, Mr Greg Kitto, and Mr David Smith for the Applicant.

(d) planning provisions relevant to my area of expertise; and

(e) section 42A report.

12 I have visited the Application Site and am fully aware of the site features and the surrounding environmental context.

Code of Conduct for Expert Witnesses

13 While this is not a hearing before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2014 and that I have complied with it when preparing my evidence. Other than when I state I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of evidence

14 The scope of my evidence is limited to design and architectural aspects of the Proposal. Where appropriate, I elaborate on the Architectural Design Statement dated 17th February 2022 which formed part of the Application. I do not repeat that report, but I have set out below key aspects of the design.

15 This includes:

(a) Post Application Amendments;

(b) Site Planning;

(c) Scale and Form;

(d) Design;

(e) Matters raised by submitters to the Application; and

(f) Matters raised in the Selwyn District Council's (SDC) report (report issued under s42A of the RMA).

Executive Summary

16 My evidence outlines the planning considerations and design objectives pertaining to the development of the proposed PAK'nSAVE Rolleston Supermarket.

17 Since lodgement, I have reviewed and adapted the design of the Application in conjunction with the design team to improve specific aspects that have in turn produced an improved design outcome.

18 Architectural drawings RC01 to RC17 are attached to my evidence as **Appendix 1**. We have gone to considerable effort to design a contemporary building which is both sympathetic and appropriate for the existing residential and future planned environment. I consider the building will benefit the local community in line with the policies and objectives set out in the Selwyn District Plan (the **District Plan**).

Post Application Amendments

19 Since lodgement of the Application several minor amendments have been made to the proposed architectural design in response to submissions and concerns raised in conjunction with the proposed landscape design to further improve the developments amenity and compatibility with site context.

20 The architectural design changes are referred to in more detail throughout my evidence and are summarised as follows:

(a) Additional glazing has been added adjacent to the Click & Collect facility along the North West Elevation at ground level.

(b) 8 Cycle Parks have been added to the north west corner of the supermarket for additional amenity facilitating active mode users arriving from Levi Road. These have been split either side of the accessible parking.

(c) Glazing has been added at ground level up to ceiling height, on the South West Elevation exposing the lower flight of the staff access stair. Stair Glazing to the north west remains with the sill height set at mid-landing level, where it extends up to ceiling height.

(d) Glazing has been added to the ground floor corner of the South West Elevation, southern end. This continues around the corner to the South East Elevation at approximately 6.8m in width.

(e) Additional modulation has been added to the South West Elevation with exposed structural columns, splitting the façade into approximately 6.2m modules.

(f) The corporate colour (PAK'nSAVE Yellow) has been reduced by 8.4m either side of the PAK'nSAVE sign located on the South West Elevation. The cladding has been replaced with vertical profiled metal which, in two sections of relief, is pushed back into the building volume either side of the PAK'nSAVE sign. As a result the PAK'nSAVE sign has reduced in area to 38.29m^2 or 13.0m high x 2.945m high. The profiled metal cladding also returns to the northwest and southeast further reducing the PAK'nSAVE Yellow.

(g) Bollards have been added for each park along all pedestrian routes within the Application Site to maintain a minimum 1.5m wide footpath.

(h) 2 Accessible carparks have been added, central to the carpark, in line with the recommendation from Mr Smith.

(i) The two Pylon Signs have been reduced in height to 6m.

(j) The "entry", "exit" and "goods service vehicles only" freestanding signs have been reduced to 0.6m^2 in area, at 0.5m wide by 1.2m wide, elevated 1m on legs.

Site Planning

21 The site planning design philosophy involves consideration of the specific site context and balances this with the functional aspects generally related to the building plan and the relationships within. In addition to these considerations the supermarket must also function safely, efficiently and be economically viable.

22 Collaboration with the Urban Design, Landscape and Transport consultants has included the testing, development, and agreement of the most suitable site layout.

23 A number of arrangements were considered to determine the building location within the Application Site. The rectangular floor plan, noting public and servicing points of entry plays a significant part in site placement. To achieve the most efficient planning outcome, public entry must be on the front longitudinal edge with Back of House (**BOH**) service areas to the rear longitudinal edge. An enclosed unloading yard is located on the rear elevation to enable efficient proximity to a Bulk Store and the BOH service areas, clear and safe separation between public and service vehicles, and must ideally be easily accessed from an adjacent road entry.

24 The building position is located toward the north east of the site with the BOH service yard bounding the north east internal (rural) boundary. An 18m setback of the building here takes into account the future potential for residential development on this boundary under the proposed PC71. This leaves the south west frontage

open for public carparking (513 car parks) easily navigated off the two arterial frontage roads – Levi Road and Lincoln Rolleston Road.

25 Noting a building plot ratio of approximately 0.1 (footprint size of 7,232m^2 and a site area of 71,831m^2); or (a plot ratio of 0.23 of the notional Development Area being approximately 32,322m^2); and the rectangular proportions of the supermarket, the building footprint is best located on the north east edge of the Application Site allowing the main public interface to the north west and south west along with both pedestrian and vehicle entry. Refer to the Location Plan on sheet RC01 and the Site Plan on sheet RC02. Key considerations (which I elaborate on) with this location allow:

(a) setback and separation from both arterial roads and adjacent residential areas allowing good opportunity for effective landscape mitigation and amenity;

(b) reduced bulk and dominance of the building;

(c) safe and distributed vehicle access to and from the site;

(d) service delivery and yard area activity separate from primary public interface;

(e) primary public building entry adjacent to main carpark body;

(f) the Click and Collect location with considered proximity to Levi Road, separate from in-store shopping activity, and adjacent to the supermarket store area for operational efficiencies.

(g) solar orientation and opportunity for building access to daylight.

26 Site planning configurations considered prior to the current arrangement had a higher level of operational, safety and urban design issues, which in aggregate had a greater impact on residential amenity. Our team have taken particular focus on this. Early options are summarised for background context as follows:

(a) Locating the building further forward towards the west (adjacent to the Levi / Lincoln Rolleston junction) and mirrored to the proposed arrangement.

(i) Main entry façade facing internal to the Application Site (east), does not address the approach and visual link to/from the Application Site.

(ii) Yard area adjacent to Lincoln Rolleston Road (service and delivery functions much closer to accessway and residential area). The operational aspects of the BOH areas must be visually discreet and secure requiring solid fencing along the street frontage to conceal the servicing activity. This option in my professional opinion would be

visually unappealing and would not provide a desirable street interface.

(iii) Confined public car parking located behind a supermarket a would create isolated hidden space.

(iv) Vehicle access would be limited to the east and south.

(b) Developing the above option - rotating the building 90degrees anti-clockwise and mirroring.

(i) Main entry façade facing Levi Road.

(ii) Yard area remains adjacent to Lincoln Rolleston Road (service and delivery functions much closer to accessway and residential area as per option in paragraph (a) above).

(iii) This creates an inefficient use of space to the north of the market. Re-locating the balance of public car parking to the side and rear of the market (east) is not practical due to extended walking distances (with trolley) from the front of the market noting pedestrian access would be via a pathway along the north edge of the building. This and the confined car park location creates greater CPTED and security issues.

(iv) Vehicle access would be limited to the east and south, as per option a.

(c) Sliding the building along Levi Road east (to the proposed location) but with the main elevation facing Levi Road.

(i) BOH and Service Yard area remains open to Lincoln Rolleston Road.

(ii) Less discrete service access and activity from public interface.

(iii) Main carpark body adjacent to the side of the building, rather than directly connected to the main entry elevation. As per option at paragraph (b) above, an inefficient use of space, and separation of main body of carparking from the main building entry (Security and CPTED issues).

27 Effects on residential amenity has been a key focus which we have achieved in the design of the building as elaborated further in my evidence.

28 The proposed PAK'nSAVE supermarket building has the following setbacks from existing boundaries:

(a) Approximately 50m from the Levi Road boundary (arterial route);

(b) Approximately 18.5m from the internal north-eastern boundary;

(c) Approximately 102m from the Lincoln Rolleston Road boundary measured from the centre of the main entry elevation.

29 The site layout and proposed building solution regarding the supermarket functional needs (as referred to in Ms Parish's evidence), taking into account proximity and an appropriate setback to boundaries as noted above, considers the following:

(a) Separation of public areas from the service areas and service delivery vehicles;

(b) Secure BOH service areas screened from the public directly linked to BOH entry points;

(c) Truck delivery to service areas and bulk store and how they enter and exit the site; the eastern (Levi Rd Road) entry only was key to this, supported by the perimeter eastern and southern internal access road with exit to Lincoln Rolleston Road;

(d) Transportation requirements for site entry and exit points and queue space required both on entry and exit;

(e) Carpark size and location;

(f) A main public entry easily accessible located directly off the carpark and separate to service areas easily navigated with trolleys;

(g) Internal store planning that informs the servicing and public access;

(h) Environmental issues regarding orientation of carpark and building entry (orientation to south west);

(i) Minimal access points for security; and

(j) Adequate areas for stormwater, sewer and services.

30 In addition to the functional aspects above, the architectural design considers form, scale, quality of space, land use context, and the internal experience to further inform a better planning solution. This is set out further in my Architectural Design Statement.

31 The functional design needs govern the building location and design within the defined Application Site as follows:

Separating service areas and public areas

(a) Public access to the supermarket is located on the southwest face of the building footprint, facing Lincoln Rolleston Road with a direct connection between public carparking and building entry to ensure strong legibility and ease of wayfinding. Public entry to the building as referenced on both the site plan and ground floor plan (sheet RC02 and RC03) is isolated from the BOH service delivery area to minimize conflict and maximise pedestrian safety and customer amenity. The publicly accessible 'Click & Collect' area is located on the north west face of the building for reasons described under Paragraph 25.

(b) The BOH delivery area is contained adjacent to the north east facing Bulk Store. This allows trucks to enter a screened yard area, with a covered unloading space.

Secure BOH Areas & Truck Access

(c) The bulk store as indicated on sheet RC03 (Ground Floor Plan) is orientated to the north east allowing truck access from the north via Levi Road and exiting to the south towards Lincoln Rolleston Road. Truck access serving the bulk store is separated from the public carpark area to minimize conflict and maximise pedestrian safety and customer amenity.

(d) Adequate space is provided to allow for truck turning and unloading. Optimum maneuvering space and layout for this scale of activity has informed the planning here to ensure efficiency of operation and ultimately less time on site.

Deliveries and pick-ups to this area consist of the following:

(i) Bulk fruit and vegetables deliveries (boxed and on pallets);

(ii) Animal carcasses being delivered and hooked onto meat rails that are then guided through to the butchery freezers and chillers. This area must be screened from the public; and

(iii) Pick-ups for enclosed skips, bins and stacked pallets that are stored within the fenced area.

(e) Noting the delivery area must be a secure gated area screened from the public. This is for both operational and health and safety purposes. My experience indicates that these areas must be secure to mitigate 'skip diving' and theft after hours. I note that the bulk store is secured utilising roller doors.

(f) Operationally truck and forklift movements are confined within the service areas free from public to for reasons of safety and amenity as described.

Vehicle Access

The building footprint must be situated in such a manner as to allow adequate points of vehicular entry to the Application Site that allows for adequate queue space and promotes reduced speed vehicle flows. Refer to the evidence of Mr Smith.

The main vehicle thoroughfare runs centrally through the car park with aisles coming off in each direction reducing the potential for speeding vehicles directly in front of the market. This aids safe pedestrian access to the market both at entry and exit.

(g) The public carparking areas provide a safe pedestrian interface between carpark and building. The customer car parking area, isolated from the service entries and yard provides 513 vehicle spaces with centrally located trolley bays at the end of each carparking bay to limit travel distance for public and trolley drop off, providing convenience to the end users within the Application Site. Public cycle parks are provided to the south west of the building corner (10 cycle spaces) and a second cycle parking area has been added to the northwest corner of the building to facilitate active mode users arriving from Levi Road (8 cycle spaces). A Staff cycle park is located to the south east (14 cycle spaces) adjacent to pedestrian pathways.

Public Entry

(h) Public entry to the building is orientated centrally on the South West façade with approaches from both the north and south, capturing the light and warmth of afternoon sun. The building entries are linked via perpendicular east/west promenades which form pedestrian links through the car park to Lincoln Rolleston Road.

Further pathways link Levi Road and the southern corner of the site on Lincoln Rolleston Road. These are described in further detail within Mr Burns Urban Design evidence. In my opinion, the internal network of pathways and connections to the frontage roads successfully project and connect the main building and site points of access; this reinforces wayfinding legibility to benefit customer experience.

(i) The two public access nodes to the building provide secure, inviting daylight-filled areas separated by a primary trolley bay. All public access is controlled at these two points and consolidates a higher level of modulation and detail to the public frontage.

Internal store planning informing Site location

(j) Within the supermarket entry foyer, the internal building layout provides the desired supermarket experience beginning via the aisle of value (southern corner) that then feeds into the produce area. This is consistently promoted as a naturally lit space in line with all our recently completed supermarkets such as PAK'nSAVE Wainoni, PAK'nSAVE Rangiora and PAK'nSAVE Queenstown; and the under construction PAK'nSAVE Papanui. Exit from the supermarket is via checkout counters, which line adjacent to the double-height highly glazed façade facing south west to provide a naturally lit end destination for completing the shopping experience.

(k) High level glazing to the South East Elevation provides natural light into the produce area. From my experience natural light from the south presents fruit and vegetables better than any artificial lighting. Direct sunlight is best avoided to maintain optimum produce shelf life. Sun shading can be achieved utilising automated blinds, however south natural light is preferred noting that heat buildup can occur behind sunlit blinds. In my professional opinion sun shading is managed more effectively from the exterior. This considers orientation to the sun and shading devices in the form of roof overhangs, setbacks, shade fins and screening. The building design responds to these factors, in particular the façade makeup to the North West and South East elevations with glazing and external shading devices.

(l) The exterior glazing to the south west allows the public within the market to orientate with the exterior, assisting wayfinding through the store.

(m) BOH areas with centralized servicing are located on the back face of the store with direct access to the serviced delivery areas and Click & Collect facility as noted above. This provides efficient internal planning with minimized travel distances between loading, storage areas and preparation areas.

Scale & Form

32 The proposed PAK'nSAVE supermarket building has a maximum building height of 12.32m taken from ground floor level to the top of the central roof gable ridge – which runs from north to south. The building eaves heights are 7.4m above floor level to the South West Elevation; this line continues as the window shade head to the north west and south east, with the gable taking form on these elevations above. The 'Click & Collect' canopy located on the north west elevation has a height of 5m.

33 The Proposal is set back from the eastern corner of a busy road intersection noting the following neighbouring contexts:

(a) The north west aspect (i.e. the opposite side of Levi Road) is bound by residential activity.

(b) The south west boundary (i.e. the opposite side of Lincoln Rolleston road) borders the Living Z zone; while currently developed to a relatively low density and screened by mature planting, I understand further residential intensification is enabled by the zone.

(c) the north east boundary adjoins Rural (Inner Plains) zoned land, and is currently fully screened by a shelterbelt on the neighbouring land. I understand that the future use of this site may be residential and have considered this accordingly.

34 I refer to Mr Burns Urban Design Evidence and Assessment of Effects, for further detail regarding the localised context and urban form and Mr Milnes Landscape Evidence.

35 Responding to the current and anticipated future residential context, the design approach was to create an honest form with a robust material palette. Articulated and modulated 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.

Figure 1: South West Perspective View

The South West (main entry) façade roof form is punctuated by a large lightweight parapet wall (consistent with PAK'nSAVE brand standard building frontages). Whilst clearly delineating 'entry' and providing a welcoming daylight-filled interior, this provides variation to the roof line and provides a base for the main PAK'nSAVE signage. As noted under paragraph 20 above and 39 below, this parapet wall has developed in design from the original application to improve visual interest and provide further variation over the façade. Designed as a lightweight façade panel the parapet also acts as a generous way finding tool at the macro scale for day-to-day public entry as noted.

36 With reference to the images below presented at the intermediary scale it is worth noting the layers of filtered fenestration, structural steel colonnade and façade

recessions relative to the roof form provide added articulation and depth. Vertical recessions are evident and are defined largely by the shadow play cast from both roof line and canopy lines. This will vary depending on the intensity of sunlight and the time of day. Both the roof overhang and canopies below provide important weather protection and sun shading for customer comfort. This is most evident central to the south west façade, and at the building corners (north east and south west) where the deeper recessions occur.

Figure 2: South West Entry View

Figure 3: South West Perspective View

The promenade along the building edge allows pedestrians to encounter entry at the finer scale. Further entry way finding is provided utilising signage integrated within further landscaped amenity areas.

Figure 4: North East Perspective View

37 PAK'nSAVE signage to the north west elevation is placed centrally and elevated 7.5m above ground level. The signage proposed is a pronounced rectangular form set approximately 100mm off the building façade providing a defined shadow line around the sign's perimeter.

Design

38 It is an agreed point between Ms Wolfer and Mr Burns that the general supermarket position, setback and landscape proposals are an appropriate response to the specific (residential) context for this proposal. Further developments to the design are detailed here.

39 Additional glazing has been added adjacent to the Click & Collect facility along the North West Elevation. This will provide greater activation with a direct visual connection to and from the Foodhall interior noting that the supermarket activity

itself, including in the area of the Click & Collect facility, will provide an appropriate amount of activation within the Application Site. Additional passive surveillance will accordingly be attributed to this area.

40 Changes to South West Elevation have been made to improve visual interest and provide further variation over the façade. The entry structure, which is capped with a simple band of PAK'nSAVE standard yellow, has been further integrated into the building design with two sections of relief, pushed back into the building volume either side of the PAK'nSAVE sign. Rather than an integrated signage band, this part of the entrance is now broken down into 'planar' building components clad in recessive vertical profiled metal cladding.

41 Further, additional modulation has been added to the south-west elevation with exposed structural columns, splitting the façade into approximately 6.2m modules. This better aligns with SDC matters of discretion and design principles as noted by Mr Burns. Figure 5 shows the revised façade with finer grain articulation of the two end modules and revised entry structure.

Figure 5: Building facade revisions. Bottom image is the final proposed design showing façade articulation and reduced signage.

42 As noted by Ms Wolfer, it would be beneficial for additional glazing to be introduced at the southern corner to better engage with users and staff moving to and from the southeast parking areas. This would also enhance CPTED for potential future residents. Accordingly glazing has been added to the ground floor corner of the South West elevation, southern end. This continues to the South East Elevation at approximately 6.8m in width. Both activity, and grocery display will be seen providing increased legibility.

Figure 6: South West building corner glazing

43 To further aid passive surveillance at the opposite corner of the building (northern corner of the South West façade) glazing has also been added at ground level exposing the lower flight of the staff access stair up to ceiling height. Stair Glazing to the North West remains with the sill height set at mid-landing level, where it extends up to ceiling height.

Additional Design Considerations

44 The design of this supermarket also considers the environmental impact it has on both the local and wider context. Environmentally sustainable design plays a significant part in the development of Foodstuffs' supermarkets and is evident in the proposed PAK'nSAVE. The initiatives incorporated within the proposed design currently include:

(a) Insulation values that exceed Building Code requirements;

(b) Use of New Zealand Green Building Council approved products;

(c) Argon filled low-E double glazing used throughout (including main entry glazing);

(d) Use of natural light throughout the main retail areas;

(e) $C0^2$ refrigeration systems (no C.F.C. Coolants) with heat recovery from for heating hot water;

(f) Heat recovery from refrigeration system for heating;

(g) Photovoltaic Solar Panels for electricity generation;

(h) Energy efficient light fittings and intelligent lighting control;

(i) Energy Efficient Hot Water generation;

(j) Passive solar design;

(k) EV Charging stations; and

(l) Stormwater retention utilising a stormwater basin and soakage has been provided on the north east corner of the Application Site. This is integrated within the landscape design as referenced on the RMM Landscape Concept Design contained within the Landscape report.

Matters raised by submitters

Residential character, amenity and effects of bulk and scale

45 Various Submitters have raised opinions which include the Proposal will, generally, have adverse effects on the amenity and character of the area. Specifically, comments include: "…not designed to be attractive nor do they blend into the landscape"; "Buildings will stand out and dominate"; "The building needs to blend into the environment"; "do not want to see a great big yellow box at the end of my street".

46 I have given careful consideration to these issues which have been critical in the development of the building design as reflected in my Design Statement and in this evidence. I respond as follows.

47 Scale – the mass of the building is minimised to the main road elevations by creating depth and transparency revealing the internal volumes within. With the roof ridge orientated central to the Application Site, away from boundaries and set back, bulk is mitigated to the building perimeter. In conjunction careful siting of the building takes into consideration outlook both to and from the building.

48 Modulation of Form – articulated and modelled facades respond to street and solar orientation, which enables an attractive and interesting building that has a variety of clearly articulated component parts to break down mass.

49 Façade – varied textures and cladding types and finish combined with varied rhythm of exposed structure have been specifically composed to create interest. Each façade responds to specific orientation and in conjunction introduces daylight to the interior to provide a pleasant shopping experience. The building will subtly change in appearance throughout the time of day depending on the level of sun and shade present, further reinforcing a recessive building which responds to its environment rather than static mass.

50 In line with the above, the building material palette has been selected as it is recessive with the current and future proposed environment. Earthy tones in

conjunction with landscape screening will ensure the building is visually pared back and will blend in rather than contrast. With respect to comments about the building being “a big yellow box”; other than the (now reduced) background to the Main entry building sign, the building cladding in its entirety is composed of natural hues without the use of yellow.

51 Landscape – a key consideration in the development of the building design to mitigate potential dominance effects has been the integration of landscape screening along with deep setbacks (50-80-120m). Filtered views of the building rather than broad perspectives are proposed as illustrated in Sheets RC09 and RC10. Also refer to Mr Milnes evidence.

52 As reference I note Mr Ross states in Paragraph 63: *“a permitted baseline development could result in residential built forms closer to the boundaries and covering a larger proportion of the perimeter of the Site…… the overall bulk and mass of built form of medium density residential development on the Site, in my opinion, could collectively read as greater than that expected from the PnS development.”*

Sunlight shading effects

53 Submitter 38 opposes the development including the adverse effects of sunlight shading caused by the Proposal over existing nearby housing.

54 Sunlight shading studies have been prepared (Sheets RC 12 to RC14) which demonstrate the effects of shading generated by the Proposal. I note this summary does not take into account existing vegetation and houses which would add to the sun shading presented. In summary:

- Only the mid-winder period indicates shade over properties to the west of the Application Site early in the morning, which has largely gone by 8.30am.

- No sunlight shading occurs to residential properties along Levi Road or to the North of the Application Site, other than very briefly at sunrise in Mid-Summer (approximately 45 minutes) and the Autumn Equinox (approximately 23 minutes).

- To the east of the Application Site, the shading studies illustrate no shade generated by the Proposal falls on the existing dwelling in winter. Shading primarily generated by the Proposals planting and fencing starts to fall on this section from 3pm in mid-winter (sunset is at 4.52pm); 4pm in the Autumn Equinox (sunset 7.30pm); and approximately 4pm in Mid-Summer (Sunset 9pm).

55 In my opinion, the shading presented is in line with existing dwellings and their associated shelterbelt tree planting common to the area, and so therefore any adverse effects could be seen as in line with existing. I am aware that this planting could be expected to be removed under the residential zone and MDRS-enabled development

56 The evidence of Mr Burns elaborates further on this topic, who has confirmed "I confirm that sunlight shading over any potentially affected neighbouring properties will be acceptable*."*

57 A comparison with a possible alternative residential development enabled by the MDRS, as reflected in Sheets RC15 to RC17, illustrates the potential amenity effects from bulk and shading. This demonstrates the level of development that the proposed MDRS provisions will allow, and the change that could be expected on the Application Site. It is evident the potential for far greater shading effects to neighbouring sites is possible under the MDRS when compared with the proposed development. This is elaborated on further in the evidence of Mr Milne and Mr Burns.

58 I further note Ms Wolfer reports: *"similar [shading] effects could occur should the site be developed in accordance with the EHS Act and the MDRS being applied to development on site."*

Signage

59 Submitters 7, 24, 38 and 45 note concerns over the size, height and perceived visual dominance of building and pylon signage.

60 Submitters oppose the main southwest façade signage which has a yellow band integrated within the building mass. Whilst consistent with the brand standard and other PAK'nSAVE markets, as noted above under paragraph 20 and 39 this parapet wall has been adjusted by reducing the extent of yellow by way of adding less visually dominant metal cladding. This ensures the sign now sits within the building structure, achieving a more recessive and integrated outcome. The corporate colour (PAK'nSAVE Yellow) has been reduced by 8.4m either side of the PAK'NSAVE sign located on the South West Elevation. As a result the PAK'nSAVE sign has reduced in area to 38.29m^2 or 13.0m high x 2.945m high which exceeds that sought by Ms Wolfer. The profiled metal cladding also returns to the north west and south east further reducing the PAK'nSAVE Yellow.

61 To reduce perceived Pylon signage dominance in the residential streetscape context – both proposed Pylon signs to Levi and Lincoln Rolleston Roads have been reduced to 6m. This is in line with recommendations made by Ms Wolfer and Mr Burns. It is noted the original revision in height was to 8m. This is consistent with Foodstuffs standard pylon sign design in residential settings.

62 The "entry", "exit" and "goods service vehicles only" freestanding signs have also been reduced to 0.6m^2 in area, at 0.5m wide by 1.2m wide, elevated 1m on legs. This is in line with recommendations made by Ms Wolfer.

63 Noting the approximate 100m setback from Lincoln Rolleston Road, the proposed plantings indicated within RMM's Landscape Concept Plan and the relationship to the arterial road it is, in my professional opinion that the entry façade and signage is at an appropriate size and scale viewed from approach. Refer to sheets RC10 for street view perspective. Mr Burns also refers to this within his evidence noting that *"I consider the visual effects of building signage to be acceptable."*

Matters raised by SDC staff report

64 As detailed in my evidence there have been a number of design improvements since lodgement. All aspects noted by Ms Anderson and agreed to in principle by Ms Wolfer and Mr Burns with respect to *Architectural Treatment and Scale of Building*; *Corporate Colours*; and *Signage*, have been developed and addressed in the revised building design a describe herein.

65 Accordingly, the items which have been addressed in my evidence include:

- Paragraph 69 – architectural detailing and modulation
- Paragraph 70 - further scale reduction with cladding treatment and modulation of the South West façade
- Paragraph 71 – additional glazing to the north-western building corner and south-western building corner for additional safety and legibility for pedestrians.
- Paragraph 72 – Corporate Colour reduction.
- Paragraph 74 and 76 – reduction in scale of pylon signs and wayfinding signs.

66 Referring to the proposed Draft Conditions (Appendix 12 of the Officers Report), all items under *Urban Design* have been addressed as detailed in this evidence and so are therefore not required.

Conclusion

67 The design of the proposed new market has considered the Application Site context, functional needs, appropriateness of scale, and the aspirational qualities of space and form. Each façade has been articulated with varied volume and depth to reduce the overall perceived bulk as much as possible.

68 Potential adverse effects on amenity and outlook of the proposed development, including site layout, built form and landscaping, have been considered through a collaborative design process by Foodstuffs and the design team, and in my opinion are appropriately addressed.

69 Design modifications in response to concerns raised by SDC and submitters have, in my opinion, achieved an improved design outcome.

70 The PAK'nSAVE Rolleston supermarket will provide a much-needed offering and amenity to Rolleston and the wider community. I consider the proposed development appropriate for this prominent site within its existing and evolving context.

Matthew Jonathan Mitchell

Dated this 18th day of July 2022

Appendix 1 – Architectural Drawings

RC01	Location Plan	Rev 1, 21 02 2022
RC02	Site Plan	Rev 2, 18 07 2022
RC03	Floor Plans	Rev 2, 18 07 2022
RC04	South West Elevation	Rev 2, 18 07 2022
RC05	North West Elevation	Rev 2, 18 07 2022
RC06	North East Elevation	Rev 1, 18 07 2022
RC07	South East Elevation	Rev 2, 18 07 2022
RC08	Recession Planes and Signage	Rev 2, 18 07 2022
RC09	Perspective Views	Rev 1, 18 07 2022
RC10	Perspective View	Rev 1, 18 07 2022
RC11	Exterior Materials	Rev 0, 15 12 2021
RC12	Shadow Models - Market Mid-Summer	Rev 2, 18 07 2022
RC13	Shadow Models - Market Mid-Winter	Rev 2, 18 07 2022
RC14	Shadow Models - Market Equinoxes	Rev 1, 18 07 2022
RC15	Shadow Models - Alternative Development – Residential Mid-Summer	Rev 0, 18 07 2022
RC16	Shadow Models - Alternative Development – Residential Mid-Winter	Rev 0, 18 07 2022
RC17	Shadow Models - Alternative Development – Residential Equinoxes	Rev 0, 18 07 2022