

Before the Commissioner appointed by  
the Selwyn District Council

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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)

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**Summary Statement of Matthew Jonathan Mitchell**

2 August 2022

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lloyd.**

## Summary of evidence

- 1 My name is Matthew Mitchell.
- 2 I prepared a statement of evidence dated 18 July 2022 in relation to Architecture and Design. My qualifications and experience are set out in that statement of evidence.
- 3 I repeat the confirmation given in that statement that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.
- 4 My role in relation to the Application is as Architect responsible for the design of the PAK'nSAVE Rolleston supermarket and to provide advice in relation to Architecture and Design. My evidence outlines the planning considerations and design objectives pertaining to the development.

## Summary

- 5 This Summary outlines the key points of my evidence, structured as follows:
  - (a) **Site Planning;**
  - (b) **Scale and Form;**
  - (c) **Design;**
  - (d) **Matters raised by submitters to the Application;**
  - (e) **Matters raised in the Selwyn District Council's (SDC) report); and associated Post Application Amendments;**
- 6 **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**).

## Site Planning

- 7 **Effects on residential amenity have been a key consideration in Site Planning.** Collaboration with the **Urban Design, Landscape, Transport and Acoustic consultants** has included the testing, development, and agreement of the most suitable site layout **in conjunction with the buildings' functional aspects.**
- 8 **Accordingly a number of arrangements were considered to determine the building location within the Application Site.**

- 9     **Site Orientation.** The Application Site has 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.
- 10    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.
- 11    The new market is to be located approximately:
- (i)     **50m** from the Levi Road boundary approximately
  - (ii)    **18.5m** from the internal north-eastern boundary;
  - (iii)   **85 to 124m** from the Lincoln Rolleston Road boundary.
- 12    The building is located toward the north east of the site, **this allows and takes into consideration the following aspects:**
- (i)     **Setback and separation** from both arterial roads and adjacent residential areas allowing good opportunity for effective landscape amenity and filtered screening.
  - (ii)    **The main public interface** to the north west and south west easily navigated off the two arterial frontage roads – Levi Road and Lincoln Rolleston Road.
  - (iii)   **Primary public building entry adjacent to main carpark body;**
    - (A)     **Clear legibility** with pedestrian ‘axis’ and promenades aligned and connected with the main entry and site access points.
    - (B)     **Secure, inviting daylight-filled areas**
  - (iv)    **Safe and distributed vehicle and pedestrian access** to and from the site;
    - (A)     adequate points of vehicular entry;
    - (B)     safe pedestrian interface between carpark and building;
    - (C)     distributed amenity (trolley bays, cycle parks).

- (v) **Service delivery and yard area activity separate** from primary public interface; (BOH to rear of the site/building).
  - (A) Public entry is isolated from the BOH service delivery area **to minimize conflict and maximise pedestrian safety and customer amenity.**
  - (B) Separated from the public carpark, truck access is from the north via Levi Road; exiting to the south to Lincoln Rolleston Road.
  - (C) Trucks enter a secure screened yard area, with a covered unloading space.
  - (D) **Efficient internal planning** with centralized service areas located on the back face of the store with direct access to the delivery areas and Click & Collect facility
- (vi) **The Click and Collect location is considered proximate** to Levi Road, separate from in-store shopping activity.
- (vii) **Solar orientation and opportunity for building access to daylight.**
  - (A) Supermarket entry foyer - double- height highly glazed façade facing south west to provide a naturally lit welcoming entrance.
  - (B) Produce area – also promoted as a naturally lit space. Natural light from the south presents fruit and vegetables better than any artificial lighting.
  - (C) The exterior glazing allows the public within the market to orientate with the exterior, assisting wayfinding through the store.

13 **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.**

#### **Scale and Form (Bulk and Location)**

- 14 **The primary building form comprises a gable ended roof with:**
- (i) sloping roof behind the parapet to the main entry structure to the South West Elevation;
  - (ii) entry canopy structures flank the main building entries on the South West Elevation;

- (iii) an integrated 'Click and Collect' Canopy projects from the North West Elevation; and
  - (iv) set-down lean-to structure to the Bulk Store located to the north east.
- 15 The building and roof orientation, locates the ridge (12.32m above finished floor level) central to the site, away from all boundaries – this mitigates bulk to the building perimeter.

## Design

16 **Responding to the current and anticipated future residential context, the design approach was to create:**

- (i) an honest form with a robust, recessive material palette.
- (ii) Articulated and modulated facades to respond to street and solar orientation.
- (iii) a building that has a variety of clearly articulated component parts to break down mass with varied transparency, depth and shadow lines.
- (iv) Structural details are expressed throughout in order to provide interest, relief and rhythm to the building.
- (v) 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.

17 **Southwest Elevation (Lincoln Rolleston Road)**

- (i) This is the primary building elevation, and it fronts onto the main car park.
- (ii) The roof form is punctuated by a centrally located lightweight parapet wall. Whilst clearly delineating 'entry' and a double height entry space provides a welcoming daylight-filled interior; variation to the roof line, and provides a base for the main PAK'nSAVE signage. **This parapet wall has developed in design** from the original application to improve visual interest and provide further variation over the façade. The parapet also acts as a way finding tool at the macro scale for day-to-day public entry as noted.
- (iii) In addition, the projecting wing walls and grated metal screens provide a degree of solar control during the summer months and visual relief and interest through varied depth and shadow.

- (iv) The entry has two deep canopies providing weather protection at each entry point and allows the architecture to pronounce entry– favoring the north west building corner and main pedestrian site links with an extended canopy to this corner.
- (v) Further, additional modulation has been added with exposed structural columns, splitting the façade into approximately 6.2m modules.

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

- (i) 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.
- (ii) 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. An additional glazing band measuring 9m wide by 3m high (27m<sup>2</sup>), is located at Ground Level to add direct visual connection, outlook, to and from the Foodhall interior.
- (iii) 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.
- (iv) 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.
- (v) A horizontal trapezoidal form to the base of these panel provides visual interest and rhythm to this otherwise blank precast wall.

#### 19 **Southeast Elevation**

- (i) This elevation expresses the gabled end roof shape and faces internally to the site.
- (ii) 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. The precast panels here are in a lighter 'natural' off-form board finish, softened with a band of planting to the base.

- (iii) Adjacent there are black oxide horizontal off-form concrete panels to the base of this wall and enveloping the refrigeration building. Above this is a band of prefinished vertical sheet metal cladding.

20 **Northeast Elevation**

- (i) 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 internal boundary adjacent.
- (ii) 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.
- (iii) 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.

**Material Palette and Colours**

- 21 Building materials are intentionally visually recessive, with natural earthy tones in reference to the Rolleston and Canterbury Plains landscape.
- 22 Selected to offer a durable robust palette and best solution for the building form and site context, they include:
  - (i) Pre-finished profiled metal cladding
  - (ii) Black oxide textured precast concrete panels (Timber plank form)
  - (iii) Natural sealed textured precast concrete panels (Timber plank form)
  - (iv) Precast profiled concrete panels, painted
  - (v) Galvanised steel grated screens
  - (vi) Expressed black painted steel structure

**Matters raised by submitters**

- 23 **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.**

### **Residential character, amenity and effects of bulk and scale**

- 24 Various Submitters have raised opinions which include the Proposal will, generally, have adverse effects on the amenity and character of the area.
- 25 **I have given careful consideration to these** issues which have been critical in the development of the building design.
- 26 **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.
- 27 **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.
- 28 **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.
- 29 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.**
- 30 **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 to the north and west respectively, with an 18.5m setback from the east with 10m wide biodiversity planting strip. Filtered views of the building rather than broad perspectives are proposed as illustrated.
- 31 **In my experience designing buildings of this size and scale around the South Island, the response here in Rolleston is of a ‘finer grain’ and greater level of detail given the residential context it is giving consideration to.**

### **Matters raised by SDC staff report**

- 32 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.**



- 33 **Referring to the proposed Draft Conditions (Appendix 12 of the Officers Report), all items under *Urban Design* are therefore not required.**
- 34 For clarity – these items which have been addressed as **Post Application Amendments include the following:**
- (a) **Glazing has been added for additional safety and legibility for pedestrians:**
    - (i) at ground level up to ceiling height, on the South West Elevation exposing the lower flight of the staff access stair; and
    - (ii) 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.
  - (b) **Further scale reduction with cladding treatment and modulation of the South West façade:**
    - (i) exposed structural columns, now split the façade into approximately 6.2m modules. This adds relief through detail, shadow and interest.
  - (c) **Additional carpark amenity has been provided:**
    - (i) 8 Cycle Parks have been added to the north west corner of the supermarket facilitating active mode users arriving from Levi Road;
    - (ii) 2 Accessible carparks have been added, central to the carpark, in line with the recommendation from Mr Smith;
    - (iii) bollards have been added for each park along all pedestrian routes within the Application Site to maintain a minimum 1.5m wide footpath.
  - (d) **Corporate Colour reduction:**
    - (i) The corporate colour (PAK'nSAVE Yellow) has been significantly reduced 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. The profiled metal cladding also returns to the northwest and southeast further reducing the PAK'nSAVE Yellow.
  - (e) **Reduction in scale of pylon and wayfinding signage:**
    - (i) the two Pylon Signs have been reduced in height to 6m,

- (ii) the "entry", "exit" and "goods service vehicles only" freestanding signs have been reduced to 0.6m<sup>2</sup> in area, at 0.5m wide by 1.2m wide, elevated 1m on legs.

### **Conclusion**

- 35 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.**
- 36 **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.**
- 37 **Design modifications in response to concerns raised by SDC and submitters have, in my opinion, achieved an improved design outcome.**
- 38 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 residential context.**

**Matthew Jonathan Mitchell**

Dated this 2<sup>nd</sup> day of August 2022

## **Appendix 1 – Revised Architectural Drawings**

(Landscape updates to include planting adjacent to the Click and Collect Canopy):

RC02	Site Plan	Rev 3, 29 07 2022
RC05	North West Elevation	Rev 3, 29 07 2022