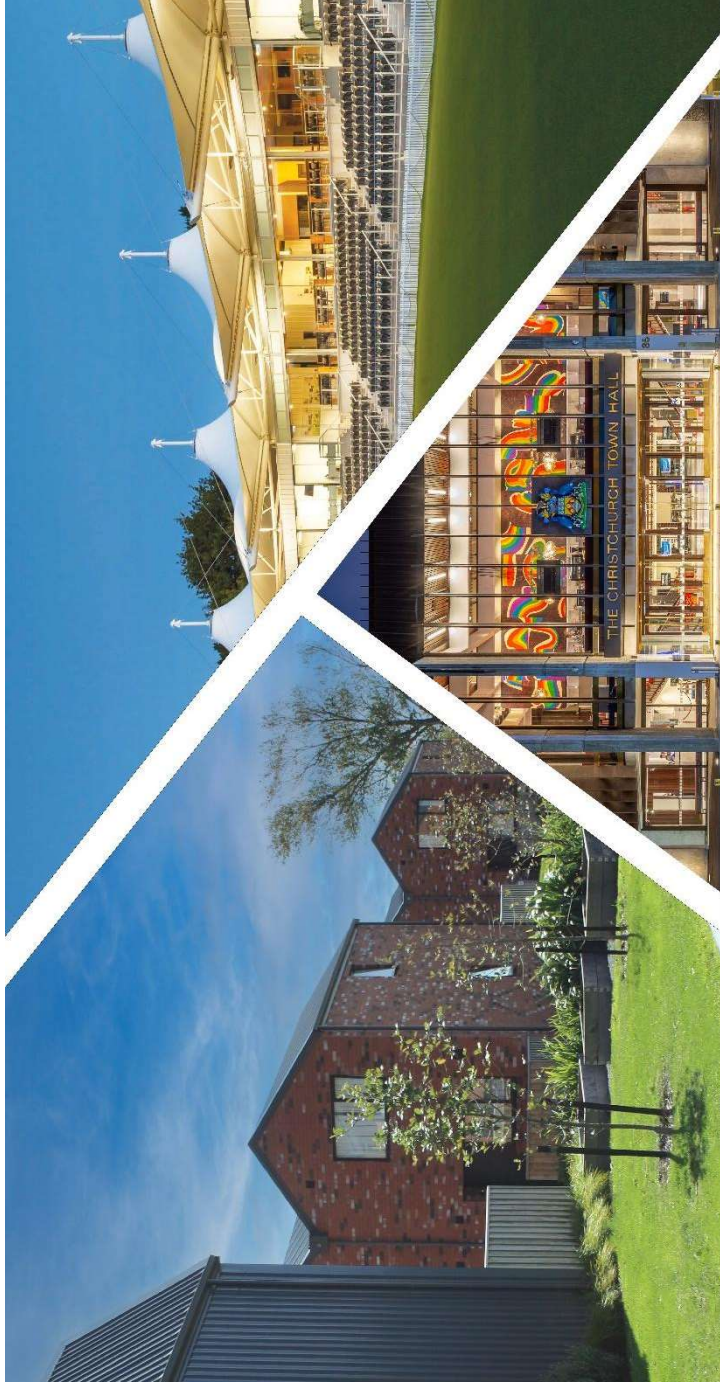


Attachment G – Urban Design Statement

Woolworths Faringdon Oval
597 East Maddisons Road

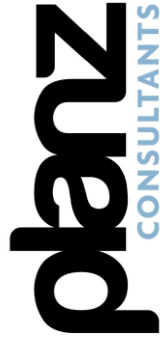
Urban Design Assessment



13 February 2024

Planz Consultants

Quality Assurance Statement:



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1. Introduction

1.1. Scope

This urban design assessment has been prepared as part of the Resource Consent application for the proposed full-service Countdown supermarket and two small convenience retail spaces (herein referred to as **Woolworths Faringdon Oval** or **the proposal**) to be developed and operated at 597 East Maddisons Road, Rolleston (**the site**). The location of the site within the context of Rolleston is depicted in **Figure 1**.

Figure 1 The location of the site within Rolleston indicated by red boundaries (Modified from Canterbury Maps)



This Report assesses the urban design merits of the proposal by drawing on the:

- Commercial and Mixed Use Zones (**CMUZ**) objectives, policies, and matters of assessment of the Partially Operative Selwyn District Plan (**the Partially Operative Plan**);
- Seven Cs detailed within the New Zealand Urban Design Protocol (**NZUDP**) (2005) prepared by the Ministry for the Environment;
- Architectural design features report (**Architectural Assessment**) (dated 9 February 2024) and architectural drawings (dated 8 February 2024) prepared by ASC Architects to accompany the resource consent application;
- Landscape assessment (**Landscape Assessment**) (dated 19 January 2024) and landscaping drawings prepared by Kamo Marsh to accompany the resource consent application; and
- Economic assessment (**Economic Assessment**) (dated February 2024) prepared by Property Economics to accompany the resource consent application; and
- A visit to the site and the wider area.

1.2. Structure of the Report

Following the Introduction, this Report contains the following sections:

2. Assessment Framework
 - a. Partially Operative Selwyn District Plan
 - b. NZUDP seven Cs
 - c. Summary
3. Urban Design Assessment
 - a. Context
 - b. Character
 - c. Connections
 - d. Edges
 - e. Internals
4. Summary

2. Assessment Framework

The site is zoned Rural (Inner Plains) Zone under the Operative Selwyn District Plan (**the Plan**). It is also zoned General Rural Zone and subject to the Urban Growth Overlay under the Partially Operative Plan. Given that the receiving environment is evolving, this Urban Design Assessment is predicated on the Partially Operative Plan and the Fast-Tracked consented context only.

2.1. Partially Operative Selwyn District Plan

Strategic Direction Objective SD-UFD-01 seeks that Selwyn has a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Given the Fast Track Consent and the surrounding zoned residential and commercial land the proposal site is effectively an urban environment. However, given the site is zoned General Rural Zone, there is little guidance in the Partially Operative Plan provisions in terms of how to achieve the objective of SD-UFD-01 in the current context. Because of this I have obtained guidance from the CMUZ provisions in terms of what an appropriate urban outcome is for this proposal. The CMUZ contains urban design specific provisions (e.g., objectives, policies, and matters of assessment) which provide direction for the urban design outcomes sought of commercial developments, such as those similar to the proposal, if developed in the CMUZ. I consider that this will assist the Council in its effects assessment given the legal receiving environment of the site.

For this reason, the CMUZ provisions are drawn on and are summarised below (with **emphasis added**).

Objectives

- CMUZ-04 seeks that the 'Commercial and Mixed Use Zones' **reflect good urban design principles by providing pleasant places to be with attractive and functional buildings and public spaces.**
- CMUZ-05 seeks that 'Commercial and Mixed Use Zones' **maintain appropriate levels of amenity** within the zone and at the interface with residential zones.

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Policies

- CMUZ-P1 seeks to avoid activities locating within any 'Commercial and Mixed Use Zone' that have effects that are incompatible with the character and function of that zone; and where located in a Local Centre, Large Format Retail or Neighbourhood Centre Zone are of a scale or nature that would adversely affect the viability and function of the Town Centre Zone, including individual and cumulative adverse retail distributional and urban form effects.
- CMUZ-P2 seeks to enable commercial and retail activities in commercial zones that contribute to the function, amenity, and vitality of the zone.
- CMUZ-P4 seeks to manage development within the Town Centre, Local Centre, and Neighbourhood Centre Zones to ensure that it:
 - **Maintains the environmental qualities, aesthetics, and amenity values** which make the zone distinctive and attractive;
 - **Engages and is well integrated with streets** and public areas, **contributing to the variety and vitality of the street scene;** and
 - **Provides a high-quality pedestrian experience** that support the economic and social vibrancy of the township.
- CMUZ-P5 seeks to **maintain the amenity and aesthetic values** of the 'Commercial and Mixed Use Zones' and surrounding residential areas, by:
 - **Managing the visual effects from the outdoor storage of goods;** and
 - Ensuring that buildings and structures **do not unduly shade or dominate adjoining residential zoned properties.**

Matters of Assessment

- CMUZ-MAT3 states:
 - (a) The extent to which the development incorporates good urban design principles, including:
 - a. **Recognises and reinforces the zone's role, context, and character,** including any natural, heritage or cultural assets;

- b. **Contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;**
- c. **Takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;**
- d. **Minimises building bulk through the provision of articulation and modulation, while having regard to the functional requirements of the activity;**
- e. **Is designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles, including encouraging surveillance, effective lighting, management of public areas, and boundary demarcation;**
- f. **Incorporates landscaping or other means to provide for increased amenity, shade, and weather protection; and**
- g. **Provides safe, legible, and efficient access for all transport modes.**
- h. **Includes landscaping, fencing and storage, and waste areas that are designed and located to mitigate the adverse visual and amenity effects of the development on adjoining residential-zoned sites and public reserves.**

2.2. NZUDP seven Cs

The NZUDP identifies seven key design qualities that contribute to creating quality urban design, referred to as the seven Cs, which are repeated in **Table 1** below.

Table 1 NZUDP Seven Cs terms and description

Term	Description
Context	Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city.
Character	Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static.

Choice	Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities.
Connections	Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities.
Creativity	Quality urban design encourages creative and innovative approaches.
Custodianship	Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions.
Collaboration	Quality urban design requires good communication and co-ordinated actions from all decision-makers.

2.3. Summary

Drawing on the CMUZ provisions and seven Cs, and giving appropriate regard to the surrounding environment (which is infilled with existing and consented greenfield development with flat topography void of landmarks or important vistas) and the nature of the proposal, this urban design assessment is focused to the following five themes:

1. Context
2. Character
3. Connections
4. Edges
5. Internals

3. Urban Design Assessment

3.1. Context

The wider environment

Rolleston is the largest town in the Selwyn District with a population of 29,620 in 2023¹. It is located some 10 km west of Hornby on the edge of Christchurch City, 10 km north-west of Lincoln, 10 km south of West Melton, and 20 km to 28 km south-east of Kirwee and Darfield respectively.

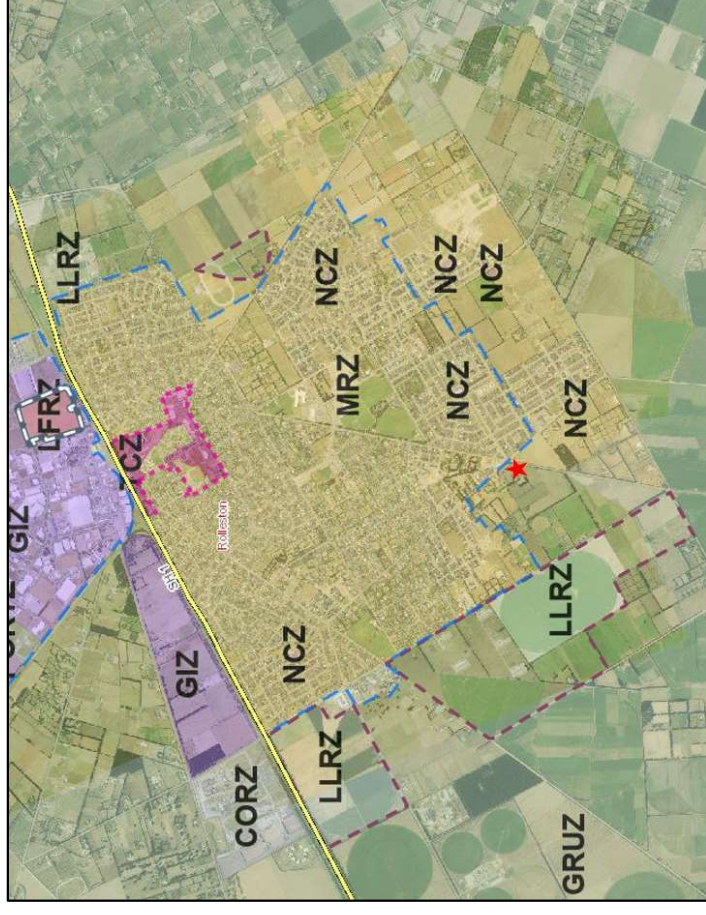
Rolleston has grown rapidly over the past 15 or so years, primarily due to significant domestic and international migration following the Canterbury earthquakes. State Highway 1 (SH1) separates the residential parts of the town to the south from the industrial zones to the north. Built form within the northern industrial area reflects the functional needs of industry, namely large footprint warehouses and storage yards, with pockets of smaller industrial businesses and convenience food retail to support workers. A portion of the land adjacent to the I:Port development (i.e., adjacent to the Hoskyns Road / Jones Road intersection) has a resource consent that enables large format retail stores with its zoning being Large Format Retail.

Residential development dominates Rolleston on the southern side of State Highway 1 complemented by commercial, community, and recreational facilities as depicted in **Figure 2**. The main commercial area is located towards the SH1 end of the township. This commercial area contains a mixture of small and large retail shops (e.g., the Warehouse and Noel Leeming), restaurants, takeaway food outlets (e.g., KFC and McDonalds), two supermarkets (i.e., New World and Countdown), community facilities, (e.g., Te Ara Ātea [library] and Oromairaki [maternity unit]), etc. The town centre has developed rapidly in recent years, reflecting the corresponding rapid growth in the residential catchment. Tennyson Street in particular has recently emerged as a 'main street' retail environment and will continue to develop as the area around the new library builds out. Built form within the main commercial area comprises a mixture of large, box warehouses (i.e.,

¹ <https://ecoprofile.infometrics.co.nz/Rolleston/Population/Growth>

supermarkets and the Warehouse), smaller single- and double-storey retail shops and hospitality premises, and large, contemporary buildings.

Figure 2 Zoning of Rolleston with site location indicated by **red star** (Modified from Partially Operative Selwyn District Plan)



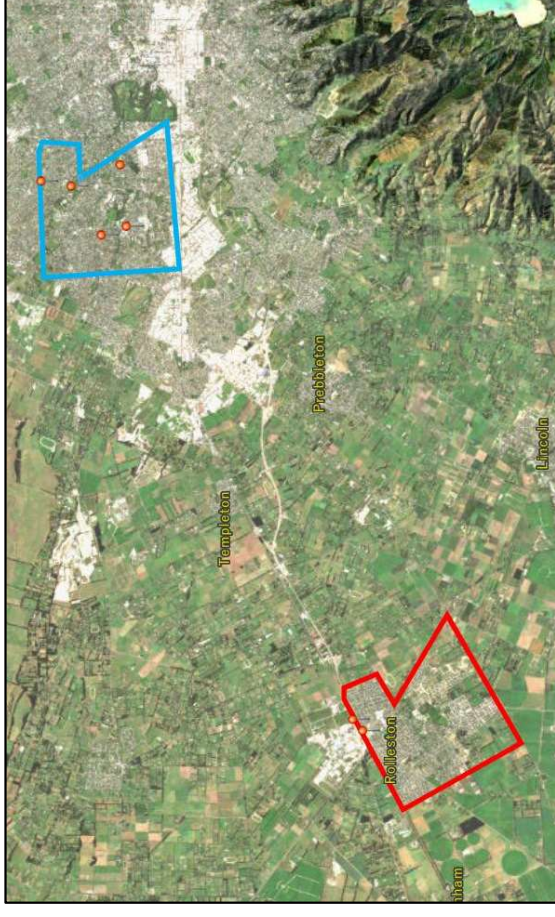
Notably, Rolleston-based businesses and retail options in the Town Centre also serve the wider communities of Lincoln, West Melton, Kirwee, Darfield and other nearby rural towns given their own lack of critical mass to support larger retail offerings.

Beyond the main commercial area (including the two supermarkets) are old and new residential subdivisions which now extend some 4km south from SH1. The built form within the residential subdivisions is typical of that found in suburban areas, namely predominantly single storey, stand-alone dwellings, with a lesser number of two storey dwellings. Multi-unit terrace housing typologies are uncommon in Rolleston, with more intensive housing taking the form of smaller detached homes on sections around 400m² in size. Recent addition of Medium Density Residential Standards through Variation 1 to the Proposed District Plan will likely see greater uptake of terraced housing forms over the coming years.

Beyond the town centre there are no supermarket-anchored retail areas, although a Pak'nSave supermarket has been consented in the north-eastern corner of the township. Several of the more recent residential subdivisions contain small commercial areas (Neighbourhood Centres – both zoned and via resource consent) which are occupied by a mix of convenience stores, takeaway food outlets, health and wellness premises, preschools and the like. These local convenience retail centres are small in scale and typically do not extend beyond half a dozen or so small shops. Rolleston is therefore in essence a large township with a single retail centre, no mid-sized centres, and a scattering of small blocks of shops in the more outlying suburban areas.

The Rolleston community is currently served by two supermarkets (i.e., New World and Countdown), which are both located in the town centre. These two supermarkets also serve nearby towns and their communities with Selwyn District. As a comparative analysis, within Christchurch's urban area, an area the size of Rolleston is served by five supermarkets dispersed across the area as depicted in **Figure 3**. Therefore, a township the size of Rolleston would typically expected to be served by more than three supermarkets (including the consented but unbuilt Pak n Save), with supermarkets more evenly distributed across the urban area.

Figure 3 Area of Christchurch (blue boundaries) similar in size to Rolleston (red boundaries) with supermarkets identified by red pins (Modified from Canterbury Maps)



The walkable catchments of the various Rolleston commercial centres are shown in **Figure 4**. A 1.2km walkable catchment has been conservatively used for the main town centre. Whilst 800m is a more typical walkable catchment for larger centres (and is used for the consented but unbuilt Pak'nSave supermarket in the north-east of Rolleston), a greater catchment is considered appropriate given the town centre's status as a KAC and its size as the largest commercial centre in Selwyn District.

Walkable catchments of 400m have been used of the small convenience/ Neighbourhood centres reflecting the limited range of services available in these small blocks of shops. The smaller centres are likewise differentiated between those that actually exist, versus those that have been consented or zoned but at yet to be constructed. Walkable catchments are a helpful tool for determining accessibility to services in general. That said, it is accepted

that for supermarkets specifically, customers are likely to use their cars for larger ‘weekly shops’, however walking and cycling is realistic for smaller ‘gap filler’ shopping trips. The ‘A’ to ‘I’ references on **Figure 4** illustrate the various Rolleston commercial centres detailed within **Table 2**.

Figure 4 Rolleston’s Neighbourhood Centre Zones, denoted by ‘NCZ,’ consist of both existing (red) and consented (purple) NCZ’s. The red and purple dashed circles indicate a 400m walking radius. The town centre is within the brown dashed circle, with a 1,200m walking radius illustrated. The consented Pak’nSave is indicated in green. The sites location is marked by a yellow star. The yellow and green dashed circles indicating an 800m walking radius (Modified from Partial Operative Selwyn District Plan)

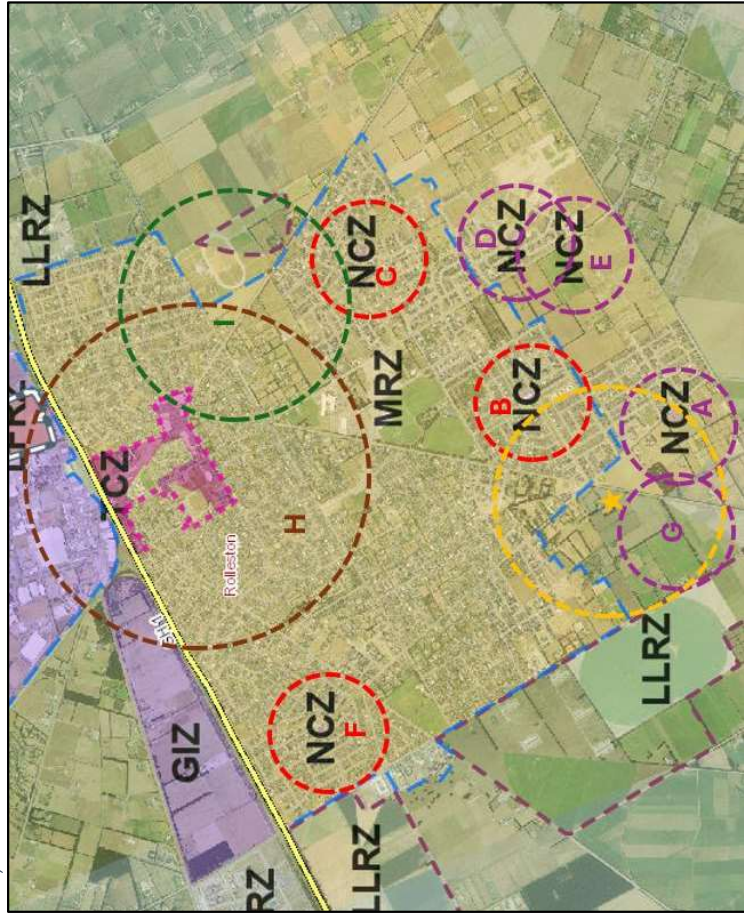


Table 2: Neighbourhood Centre – Proximity

Reference	Zoned	Scale (land area)	Distance to proposal
A Faringdon South-West	NCZ	2,196m ² commercial development	for 0.8 km
B Farringdon	NCZ	3,406m ²	0.8 km
C Braithwaite	NCZ	5,247m ²	2.5km
D Northmoor	NCZ	3,342m ²	2.8 km
E Farringdon South-East	NCZ	4,822m ²	2.2km
F Stonebrook	NCZ	1,867m ²	2.5km
G Farringdon Oval	GRUZ subject to Fast Track	4,367m ² (Lot 18) Formative identifies only 2,377m ²	0.6 km
H Town Centre	Town Centre Zone	Approx. 34.6ha	2.8 km
I Pak’nSave	Medium Residential Zone	Approx. 7.2ha	2.8 km

In summary, Rolleston has grown rapidly over the last decade. Whilst the town centre has also experienced rapid growth, there has been a noticeable lack of mid-sized, second tier, commercial centres in the wider residential area. Such provision is less than which is commonly found in urban areas of the size of Rolleston, with the consequence that there is a risk of promoting high vehicle dependency within the township rather than active travel, combined with a ‘mono-use’ urban fabric where there are large areas of housing with little in the way of commercial or community facilities to service those residents.

The receiving environment

As noted above, the site is zoned General Rural Zone. However, it is subject to the Fast Track Consent and surrounded by residential and commercial zoned land. Therefore, the proposal site is effectively an urban environment.

The Architectural Assessment (dated 9 February 2024, page 7) provides an aerial image and detailed description of the environment directly surrounding the site. In summary, the Architectural report states that the design aims to achieve an appropriately scaled and environment-responsive development, ensuring pedestrian safety, a secure public space day and night, meeting Woolworths' functional requirements, safely separating service and consumer traffic, maintaining an appropriate scale and setback to the roundabout, respecting and enhancing physical connections to all boundaries (road or residential), and facilitating cross-site connections. These matters are agreed, and in addition, the following is noted.

To the west and south of East Maddison Road, the receiving environment is predominantly flat, undeveloped farmland, typical of the wider Canterbury Plains, forming a relatively featureless landscape, which is emerging as an urban greenfield area (Figure 5). Specifically, a Ryman Retirement Village is consented to be developed to the south-east of the site, and residential subdivisions have been consented to be developed to the south and east of the site as depicted with the Architectural Assessment (page 7) (Figure 6).

Figure 5 Existing formation of the receiving environment with the site identified by red boundaries and nearby child care centre indicated by 'A' (Modified from Canterbury Maps)



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Figure 6 Consented development within the receiving environment indicated. The site is indicated by orange shading (From ASC Architects)



Moving eastward from East Maddison Road, one finds low-density residential subdivisions (e.g., Faringdon subdivision) infilled within single- and double-storey dwellings on level terrain. These residential properties are landscaped and have a domesticated scale and appearance, with those directly facing the side having open frontages to East Maddison

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Road. North of the site is a non-residential childcare centre and café which has glazed fencing along its street frontages, followed by landscaping.

Properties to the south, west, and east of the site comprise land in pasture, some parcels with aggregate storage areas from the recent earthworks for greenfield development, and void of significant edges as depicted in **Figure 7** and **Figure 9**.

Figure 7 Streetscape of land to the south of the site (looking in a south-westerly direction) with aggregate storage areas observable (From Google Maps)



Figure 8 Streetscape of land to the south of the site (looking in a south-easterly direction) with lack of significant edges demonstrated (From Google Maps)



Figure 9 Streetscape of land to the south of the site (looking in northerly direction) with lack of significant edges demonstrated (From Google Maps)



The northern childcare center and café buildings are setback from the adjacent streets with open space / play areas and landscaping situated in between. The street facing facades of these buildings contain glazing and the play areas are situated adjacent to the streets encouraging interaction and engagement between the childcare centre and café activities and activities occurring on the adjacent streets and public spaces. The glazed fencing and landscaping established along the road frontages for these buildings is designed and located to enable permeability into the childcare centre and café from the adjacent streets and vice versa.

The northern residential properties showcase dwellings setback from the road boundary with soft and hard landscaping established within the front yard, adjacent to the road frontage. Fencing established within the northern residential properties adjacent to a road boundary are largely low height and visually transparent, thereby enabling permeability. Habitable spaces appear to generally be situated at the front of the northern residential properties providing a street outlook, this encourages interaction between residents and passersby.

A landscaped roundabout intersects East Maddison Road and Goulds Road. Grass berms and street trees are planted along the eastern side of East Maddison Road and western side of Goulds Road, with the western side of East Maddison Road and eastern side of Goulds Road limited to grass berms only.

Overall, the urban fabric and the streetscape of the receiving environment is still evolving. Accordingly, the proposal does not need to respond to an established commercial / retail environment, or streetscape i.e. it is not an insertion into an existing 'main street' retail centre. Instead, the proposal presents an opportunity to create a new commercial hub for the receiving environment that embodies good urban design outcomes in both form and streetscape. This opportunity is accentuated by the proposal's location directly opposite the existing café and childcare centre located at 971 Goulds Road.

The proposal is considered to be designed and located in a manner that is compatible with the receiving and wider environment, and will enhance the receiving environment. Specifically with the low-rise building, glazed street facing façades, mixture of vertical and horizontal cladding features, building setback, and softened by perimeter landscaping. Notably, these elements also reduce the dominance of the proposal when viewed from adjacent properties and the public realm. The Landscaping Assessment (page 3) shares similar sentiments.

3.2. Character

While the proposal will alter the character of the receiving environment, that character is itself rapidly evolving given the consented residential subdivisions to be developed. This proposal provides the opportunity to support some of the day-to-day needs of the emerging new residential community. Also, as detailed within the Landscaping Assessment (dated 19 January 2024, page 2), the proposal has the potential to become a key neighbourhood gathering place, fostering community interaction and pride.

As inferred the Landscaping Assessment (dated 19 January 2024, page 2), the proposed landscape design aims to enhance character of the receiving environment by offering high-quality spaces that promote ownership and pride. Additionally, it provides ample

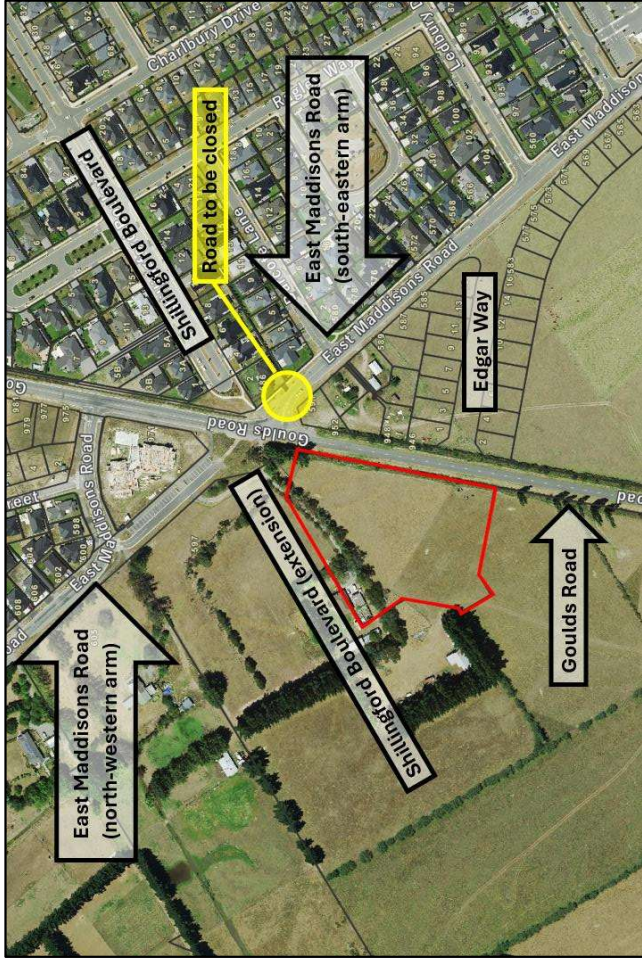
opportunities for on-site activities and encourages walking and cycling from nearby neighborhoods.

The design of the centre will clearly differ from residential forms and lot grain, and will have a commercial rather than residential character. The commercial character is nonetheless commensurate with that anticipated in suburban contexts, with building mass relatively low-rise (for commercial development) and good use of boundary planting and sleeving with more fine-grained retail offerings. The proposed landscape planting palette includes a mostly native species and some exotic species appropriate to a Canterbury Plains and Rolleston environment, with this palette typical of the species found in the wider area. The proposal will also comprise local design elements including locally river sourced boulders and Waimakariri River aggregate as detailed within the Landscaping Assessment. The proposal is therefore of an appropriate character for a suburban commercial centre that sits comfortable within the context of an emerging low-rise residential suburb.

3.3. Connections

Goulds Road runs directly adjacent to the eastern site boundary. East Maddison Road runs diagonally adjacent to the site, with the south-eastern arm being 34m east of the site and the north-western arm being 144m north of the site with the latter being due to the dog-leg intersection with Goulds Road. Edgar Way is directly to the east of the site (across Goulds Road) weaving from East Maddison Road to Goulds Road through the consented easterly subdivision. Eventually, the connection between the south-eastern arm of East Maddison Road and Goulds Road will be closed. Once the consented western and southern subdivisions are constructed, roads will run directly to the west and south of the site including an extension of Shillingford Boulevard. The existing and forthcoming transport infrastructure adjacent to the site is depicted in **Figure 10**.

Figure 10 Adjacent transport infrastructure with the site indicated by **red** boundaries and arm of East Maddisons Road to be closed illustrated by **yellow** circle (Modified from Canterbury Maps)



Vehicle entry and egress to the car park will be facilitated by two x two-way vehicle accesses located on the Shillingford Boulevard extension and Goulds Road, both some distance from the northern roundabout. Separate accesses are provided for back-of-house loading to ensure heavy vehicles are separated from customer light vehicles and pedestrian and cycle movements.

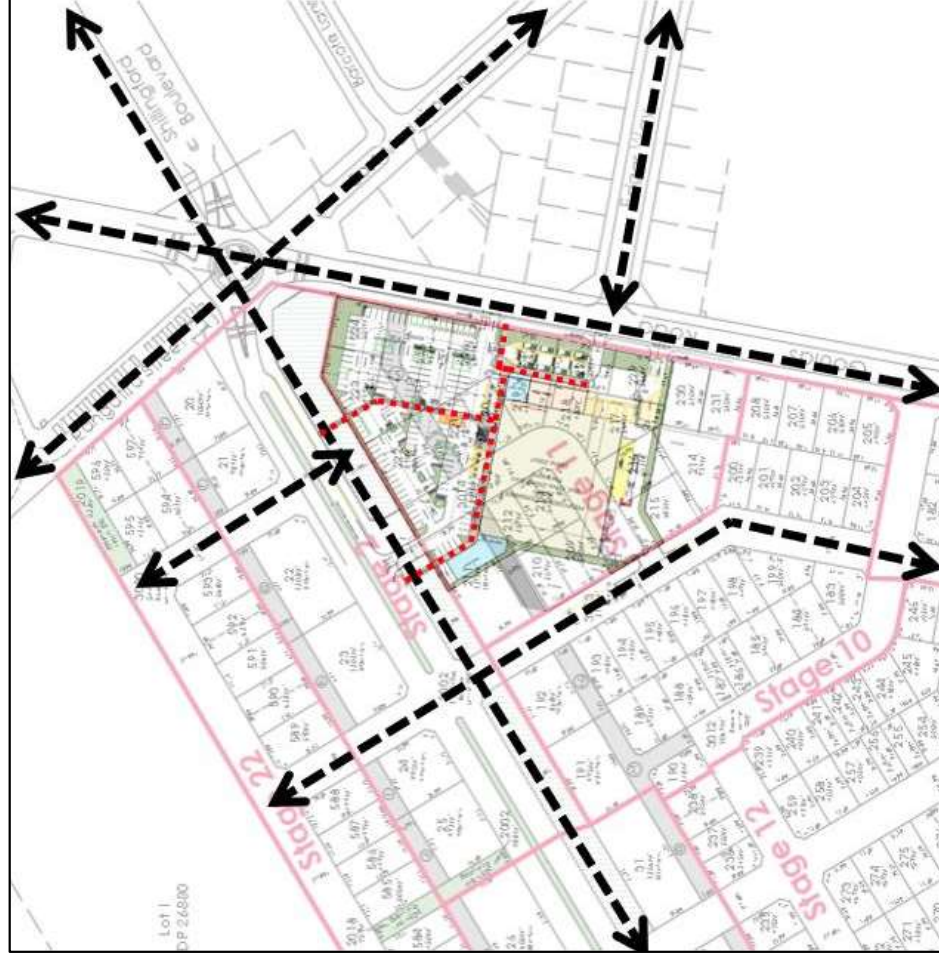
The proposed car park reflects a grid layout (aisle + bay) and will comprise customer and staff bays, mobility spaces, EV charging spaces, and distribution-to-boot (i.e., 'click and collect') dedicated bays. The mobility spaces will be located directly adjacent to the supermarket entrance, ensuring accessibility. The 'distribution-to-boot' bays are located

directly adjacent to the supermarket entrance, separate from the standard bays, these are facilitated by a dedicated one-way lane entered from the car park and egressed via an exit-only vehicle point onto Goulds Road. This design approach enables safe and efficient movements by these customers within a higher turnover area, while avoiding conflict with other patrons. The EV charging spaces will be situated along the Goulds Road frontage due to being readily accessible to a power source, and adjacent to the Goulds Road vehicle access as they are anticipated to have less turnover (at least in the short-term while EVs make up a small percentage of the overall car fleet) than a standard bay thereby fostering safety and efficiency within the car park and along the adjacent streets.

A loading zone is proposed at the rear of the building, separate from the main car park, with entry and egress to the loading zone via a two-way vehicle access located on Goulds Road or the future southern road. No footpaths are provided within the loading zone, thereby discouraging pedestrian movements within this area as is functionally required to avoid conflict with a loading truck.

Goulds Road and East Maddison Road currently only provide footpaths on their eastern and northern sides respectively. It is understood that footpaths will be provided on both sides of these existing roads and the future streets following the construction of the surrounding consented subdivisions. The proposal provides two footpaths within the car park aligning with pedestrian routes, those two footpaths connect to the adjacent street footpath network and wider desire lines as depicted in **Figure 11**.

Figure 11 Pedestrian movements along adjacent streets indicated by **black** dashed lines with pedestrian movements through the site indicated by **red** dashed lines (Modified from Davie Lovell Smith)



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The north-south footpath runs through the car park like a spine connecting Shillingford Boulevard (extension) to the supermarket facilitating north-based customers as depicted in **Figure 12**.

Figure 12 Proposed connection between Shillingford Boulevard (extension) and the on-site pathway in the north-western site corner (From Kamo Marsh)



The east-west footpath runs from Shillingford Boulevard (extension) along the supermarket frontage to Goulds Road facilitating east- and west-based customers. The proposed buildings include veranda cover for pedestrians along the building frontage, with the central north-south walkway also being provided with pedestrian cover for both weather protection and to also provide a clearly legible visual indication of the footpath location within the wider carpark area.

Southern-based customers access the supermarket from either Shillingford Boulevard (extension) or Goulds Road via the street footpaths and previously mentioned car park east-west footpath. The footpaths appear to be sealed, sufficient in width (approximately

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2.6m), and unobstructed, thereby encouraging safe pedestrian movements by reducing trip hazards and enabling clear sightlines.

Mixed materials are to be used to indicate pedestrian crossing, and assist with traffic calming. These footpaths will foster safe, convenient, and efficient pedestrian movements to the supermarket and shops from the adjacent streets and the car park.

The existing and future streets will facilitate bicycle movements, given there are no dedicated cycle lanes. Cyclists can access the proposed car park and, subsequently, the supermarket and shops via the previously mentioned vehicle accesses and connecting aisles, or the footpaths. Cyclists can park their bike within the dedicated bicycle parks located at the supermarket entrance, and travel to the supermarket and shops safely and efficiently via the footpaths within the carpark as previously mentioned.

The Landscaping Assessment indicates that the landscaped areas within the car park and adjacent to the vehicle accesses are proposed to be infilled with a mixture of low-lying plants or canopy-top trees to enable unobstructed sightlines across the car park and adjacent streets, thereby fostering safe and efficient traffic movements, and reducing opportunities for conflict.

There are two existing bus stops within proximity to the site, with the closest being located at the intersection of Edgar Way and East Maddison Road (some 218m south-east of the site) and the second being located along Ledbury Drive (some 285m south-east of the site). There are three bus services for Rolleston, routes 85 and 5 do not traverse by the site, however route 820 stops at the two bus stops previously mentioned. Bus infrastructure and services may further develop within proximity to the site in the future as demand increases in line with the build-out of the surrounding consented subdivisions.

In summary, the proposal is designed to connect the existing and future streets and footpaths directly to the site in a manner that will facilitate safe, efficient, convenient, and desired vehicle, pedestrian, and cyclist movements, while avoiding conflict.

3.4. Edges

As a roughly rectangular site, the proposal has four external edges. The edges to the north and east are bounded by roads, with the western and southern edges bounded by residentially consented sections.

In terms of road-edge treatment, the building mass has been set well back from the roads, with parking and landscaping located between the roads and the supermarket. This arrangement is typical for virtually all suburban supermarkets and responds directly to the functional needs of customers where grocery loading generally requires ready access to a car park. Locating customer parking the rear of buildings would create an unsupervised/potentially unsafe parking area, would introduce conflicts with the back-of-house loading areas, and would require a much longer pedestrian journey with groceries in order for customers to reach their cars.

The carpark is therefore located between the road edge and the supermarket. Care has been taken to ensure that the interface between the carpark and the road edge contains landscaping to provide a clearly demarked perimeter, with this landscaping including specimen trees and low-level amenity planting. As is standard with supermarket sites, these specimen trees will be limbed up as they grow to ensure opportunities for passive surveillance between the road and the carpark itself. The landscaped buffer edge is able to benefit from an extensive landscaped berm area proposed along Shillingford Boulevard and the Goulds Road corner which provides an extensive landscaped buffer and setback between the site and the road edge.

Whilst the buildings are well set back from the road, they nonetheless present their 'fronts' to the road edge, with extensive use of glazing and activation along the elevations facing towards the carparks (and roads) as depicted in **Figure 13 to Figure 15**. The smaller retail shops and higher turnover areas will face Goulds Road and Shillingford Boulevard (extension) with this providing activity adjacent to the street which reinforces the site edge. Additionally, an outdoor seating area will be located directly adjacent to Shillingford Boulevard (extension), in between the small western retail shop and the street.

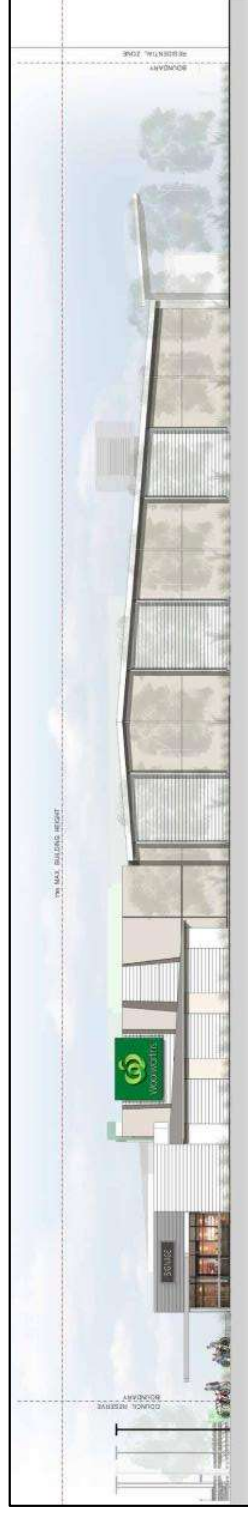
Figure 13 Proposed northern elevation (From ASC Architects)



Figure 14 Proposed eastern elevation (From ASC Architects)



Figure 15 Proposed western elevation (From ASC Architects)



In terms of the western and southern interfaces with future residential sites, the proposed building mass is relatively low rise and is designed and located to comply with the building height, daylight recession planes, and boundary setbacks for the Residential Zone so as not to dominate these site edges.

The loading zone located to the rear of the proposed building will be screened from the adjacent future residential properties and public realm by fencing, with this area softened by landscaping planted within the site. It is understood that the developer of the adjacent residential subdivision has provided written consent for this proposal and, therefore future homeowners will be aware of the fencing and landscaping requirements where they abut the site, adjacent to the loading zone. Once houses are developed on the adjacent land, the supermarket will be partially screened by these dwellings in terms of more distant views to the side and rear of the site.

Overall, the edges of the proposal are designed to be compatible with and enhance the receiving environment as depicted in **Figure 16** and **Figure 17**.

Figure 16 Proposed edge when viewed from the Goulds Road / East Maddisons Road intersection looking towards the site in a southerly direction (From Kamo Marsh).



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Figure 17 Proposed edge when viewed from the Goulds Road looking towards the site in a westerly direction (From Kamo Marsh).



3.5. Internals

The Woolworths Faringdon Oval comprises a supermarket and small retail shops located to the south with the public car park located to the north and a loading to the rear of the proposed building (for authorized access only). Customers may specifically be undertaking their supermarket shopping or visiting the retail shops, or a combination of the two. The supermarket and small retail shops are attached buildings and movement between these areas internally by the public is restricted. Instead, connectivity between the supermarket or shops is external via the covered pathway that runs along the full extent of the building frontage.

Customers arrive at the site from Goulds Road or Shillingford Boulevard (extension) and enter the public car park. Motorists enter from the street via one of two vehicle accesses, travel through the connecting aisles before maneuvering into a car park. Motorists can then travel from their car park along the aisles to access the supermarket and shops, noting that the aisles are wider than usual, or via the central spine footpath. 'Distribution-to-boot' customers would travel from the southern aisle into the distribution-to-boot area (i.e.,

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parallel to Goulds Road), park within a car park as they collect their purchases before departing via the egress-only access opposite Edgars Way.

Pedestrians enter from the street via one of three pedestrian entrances located around the site perimeter, travel along one of two connecting footpaths which weave through the car park ending at the supermarket and shops. Motorists and pedestrians depart in the reverse order from that previously mentioned. Cyclists will enter and egress the site via either the vehicle or pedestrian paths, park their bicycles within the cycle parks adjacent to the supermarket entrance.

At a macro functional scale it is also acknowledged that the following supermarket requirements are to be balanced against optimal urban design outcomes:

- (a) Carparking is to be visible and legible from the access road leading to it. This extends to clear and accessible entry points;
- (b) Carparking is to be of an adequate size, proportional to the scale of the supermarket
- (c) The proportions of the buildings must be within the operational tolerances of the format (for example medium scale, full service Supermarkets such as that proposed have a preferred floorplate based on operational need);
- (d) Back of house is a necessity, with loading docks preferred to be located opposite to customer entry and with an adequate turning circle / or through route;
- (e) Three sides of the supermarket cannot be glazed – simply supermarket retail area in the middle of the plan is serviced by back of house preparation and storage areas such as cool rooms, freezers, food preparation areas and other such spaces which cannot be glazed to the outside. In terms feasibility, the prospect of sleeving the periphery on three sides is implausible and greatly increases the extent of floorspace. The proposal therefore includes separate small format retail stores on the northern and eastern elevations to assist in activating those elevations that face out towards the carpark and road frontages;
- (f) Online pick up (which is becoming an increased built form trend post COVID19) is to be accommodated with supporting parking, canopy and vehicle access.

Loading and back of house activities occur within the loading zone located at the rear of the building with unauthorized access prevented by high security fencing and gates. Deliveries will arrive via the southern Goulds Road vehicle access, travel through the accessway and enter the loading zone, and depart via the vehicle access on the future southern street. Products will be moved from the loading trucks / loading zone into the supermarket and shops. These aspects will ensure that there is no conflict between the supermarket operations and its public interface. Additionally, these design considerations amalgamate and locate the service areas away from the seemingly visible site frontage.

The proposal is designed to control the flow of people through the design and location of access points, pathways, and landscaping, while also designed with oversized aisles to facilitate their movement through the car park while vehicles are present. In doing so, the health and safety of pedestrians (including those with trolleys) is supported by reducing potential conflict points.

Passive surveillance over the site from the adjacent properties and public realm, and vice versa, is enabled by the sleeving of the northern and eastern elevations with customer entrances and glazing (refer to **Figure 13** and **Figure 14**), the location of the carparking between buildings and the road, car parks, the low-height of landscaping with limbed up specimen trees, and grid layout which foster clear sightlines.

External security video surveillance and lighting attached to the proposed building, and located within the car park will support the passive surveilling elements previously mentioned and will discourage crime.

Carparking is a key area given that the functional nature of supermarket patronage is to undertake the purchase of goods that are not easily transportable by walking, cycling or public transport – especially where associated with the ‘weekly shop’. The hard stand surface carparking is located to the east of the site, and whilst can be considered to cause some tension with the optimum urban design outcome of the interaction of built form with the streets, in this instance both the nature of in-situ proposed landscaping associated with the carpark and as benefited by the extent of Council grassed recreational reserve fronting the intersection with Shillingford Boulevard mitigates the effect of extensive

hardscape parking and reduces car visibility at an urban level with balancing the functional need for patrons to be able to clearly identify the provision of vehicle parking.

The clearly defined edges mentioned above implement a clear transition from the public realm to the site, making it evident where the supermarket premises begins and ends. Those edges, in conjunction with ongoing maintenance, will exhibit that the site is an area cared for, thereby discouraging littering or graffiti.

The proposal is designed with the public area separated from the rear loading zone through the placement of the building and high security fencing / gates meaning that unauthorized public access is restricted.

In addition to the above assessment, the Landscaping Assessment (page 4) concludes that the development is safe for all users as various best practice design elements have been incorporated into the landscape design. Specifically, through:

- Surface material changes highlighting shared spaces;
- Passive surveillance and good visibility supported through appropriate planting choice, adequate vehicle access visibility splay, and visual connection between the site and adjacent properties and public spaces;
- Logical and functional pedestrian pathways, which are also accessible for wheelchairs and prams; and
- Using quality materials, and establishing high amenity to enhance a sense of community and a feeling of safety.

Overall, as depicted within **Figure 18** and **Figure 19**, the design and layout of the proposal appears structured and logical, with CPTED principles incorporated, thereby creating a pleasant space to be within.

Figure 18 Proposed internal site layout and formation looking south-east (From Kamo Marsh)



Figure 19 Proposed Goulds Road frontage looking west (From Kamo Marsh)



4. Summary

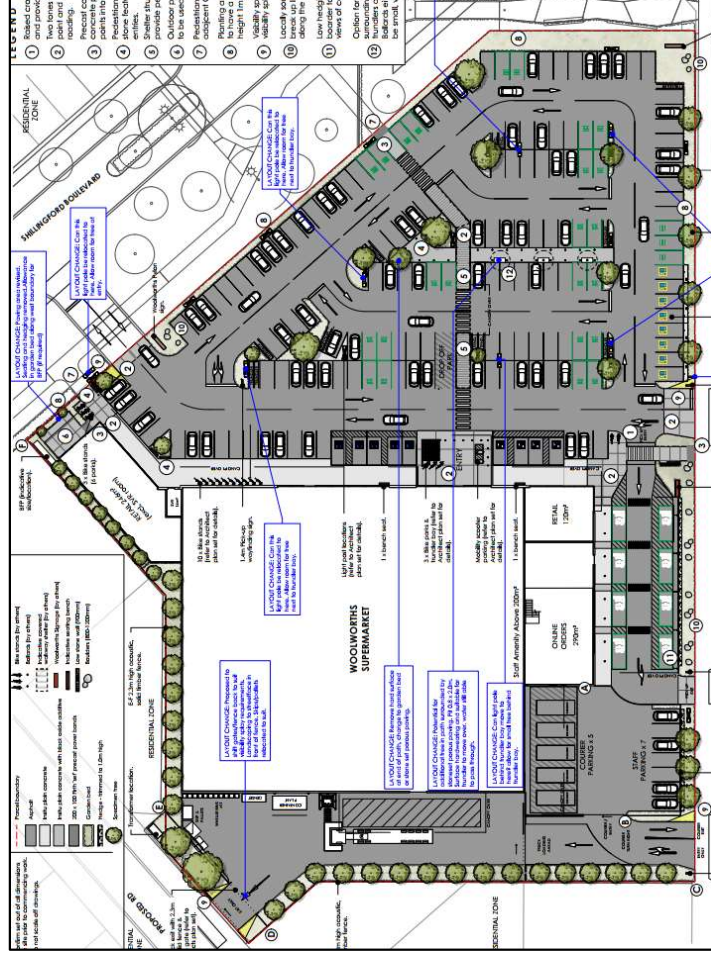
In light of the above assessment, and the proposed building, site layout, and landscaping plan depicted in **Figure 20** and **Figure 21**, the proposal can be supported from an urban design perspective for the following reasons. It is compatible with the context of the receiving and wider environment and will serve the existing and future surrounding residential subdivisions with no other conveniently located commercial hub. This proposal sits comfortably within existing (and anticipated) urban fabric, streetscape, and character as the receiving environment evolves and develops. The proposal provides good connections to the adjacent transport network (including footpaths), and through the site to the supermarkets and shops. The proposal also incorporates urban design principles including CPTED through the defined edges, passive surveillance opportunities, and lack of any potential areas of entrapment.

Figure 20 Proposed internal site layout and formation looking south-east (From Kamo Marsh)



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Figure 21 Proposed site layout and landscaping plan (Kamo Marsh)



Overall, the proposal is considered to make a positive contribution to the surrounding neighborhood and will contribute positively to the development of a mixed-use residential community with convenient access to a local retail hub.

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