

Rolleston South – Woolworths Supermarket
Woolworths New Zealand Ltd

597 East Maddisons Road, Rolleston
*Resource Consent Application to the
Selwyn District Council*

16 February 2024



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Project Number: J16755
Document Status: Lodgement
Date: 16 February, 2024

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Attachment C – Architectural Design Statement

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Attachment J – Signage

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APPLICATION FOR RESOURCE CONSENT SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

To: the Selwyn District Council

1. Woolworths New Zealand Ltd (WWNZ), apply for land use consent to:

Establish and operate a supermarket and small-scale ancillary retail tenancies, including associated earthworks, access, carparking, signage and landscaping as described in Section 3 of this application. The overall status of the application is deemed a non-complying activity.

2. The activity to which the application relates (**the proposed activity / the proposal**) is as follows:
 - (a) Establishment and operation of a new supermarket and ancillary retail / commercial activity.
 - (b) The building footprint for the Proposal is 5,491m². The proposed supermarket is 3,528m² (inclusive of first floor staff amenity space of 200m²) with an additional 290m² online component. Small scale retail / commercial activity provision amounts to an additional 374m² which will be separated into between two and four individual tenancies.
 - (c) The Proposal includes provision for 184 car parking spaces and provides public accesses from Shillingford Boulevard and Goulds Road. Access and egress for staff and loading is provided by Goulds Road and an unnamed / unformed road connecting to Shillingford Boulevard.
3. The site at which the proposed activity is to occur is as follows:

Address	Legal Description	Records of Title (Attachment A)	Area	Owner
597 East Maddisons Road, Rolleston (the site)	Lot 4011 DP596412	1152889	1.3545ha	Hughes Development Ltd

4. The full name and address of each owner or occupier (other than the applicant) of the site to which the application relates are as follows:
Hughes Development Limited
21 Worcester Boulevard
Christchurch 8013
5. There are no other activities that are part of the proposal to which this application relates.
6. **Either:** resource consents pursuant to s14 (Water Permit) and s15 (Discharge Permit) will be obtained from the Canterbury Regional Council for construction and post construction phase stormwater and earthworks associated with the particulars of the Proposal **or** amendments to existing regional consents associated with Faringdon Oval¹ will be undertaken. . Obtaining these Consents / s127 to existing consents does not delay consideration of this consent under s9 of the RMA.
7. While no consents are required, for background the broader site (including Lot 4011 DP596412) identified on the Environment Canterbury LLUR HAIL Register as a contaminated site (G5 – Waste Disposal to Land) . DSI's have been

¹ CRC234541 (s14), CRC234542 (s15 Discharge Construction) and CRC234543 (s15 Post Construction)
 Rolleston South- Woolworths Supermarket
 Woolworths New Zealand
 Resource Consent Application
 211729.0047 13789398.1

completed and accompany the 'Faringdon Fast Track' residential application. The site remediation plan² identifies that Lot 4011 DP596412 is not an area of Identified Source of Contamination. The site remediation plan identifies that (to meet the residential threshold) '*due to the concentrations of contaminants observed and the land disturbance and removal volumes, the site* (being the entirety of the Faringdon Oval project) *is considered to be a permitted activity under NES*'³.

8. I attach an assessment of the proposed activity's effect on the environment that:
 - a. includes the information required by clause 6 of Schedule 4 of the Resource Management Act 1991; and
 - b. addresses the matters specified in clause 7 of Schedule 4 of the Resource Management Act 1991; and
 - c. includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.
9. I attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.
10. I attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.



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² <Title> (epa.govt.nz)

³ <Title> (epa.govt.nz) [Section 4.1]

1. Introduction

This assessment of Environmental Effects (AEE) has been prepared to accompany a resource application by Woolworths New Zealand Ltd (**WWNZ**) to establish and operate a Woolworths Supermarket and small number of ancillary commercial tenancies at 597 East Maddisons Road, Rolleston (**Site**).

The AEE also provides a detailed description of the development of the site and assesses the proposal against the relevant statutory provisions of the District Plan in conjunction with the accompanying technical reports.

1.1. Background

The full extent of the proposal to be established and operated on the site by this resource consent application includes the following:

- a. Establishment and operation of a new supermarket and ancillary retail / commercial activity.
- b. The building⁴ footprint for the Proposal is 5,491m². The proposed supermarket is 3,528m² (inclusive of first floor staff amenity space of 200m²) with an additional 290m² online component. Small scale retail / commercial activity provision amounts to an additional 374m² which will be separated into between two and four individual tenancies.
- c. The Proposal includes provision for 184 car parking spaces and provides public accesses through Shillingford Boulevard and Goulds Road. Access and egress for staff and loading is provided by Goulds Road and an unnamed / unformed road connecting to Shillingford Boulevard.

The statutory and planning framework accompanying the site is complex and detailed analysis is provided in Sections 4 and 5 of the application. The Site is zoned rural under both the Partially Operative District Plan (**PODP**) and Operative District Plan (**ODP**). However, this zoning is an anomaly and does not represent the on or off-site environment given substantial residential development is consented over and surrounding the Site as facilitated by the COVID19 Fast Track Process⁵ (**the Fast Track Consents**). There is also: substantial residential zoned land near the Site; District Plan overlays apply to the Site that earmark it for future urban development; and Strategic Planning documents identify the establishment of a commercial centre⁶.

1.2. Purpose and structure of this report

The purpose of this report is to provide the Council with the information required in order to obtain resource consent for the Proposal.

The following information is provided for that purpose.

Section 1: provides an introduction to the background for the application and identifies the purpose and structure of the report.

Section 2: provides a brief description of the site and surrounding environment.

Section 3: provides a detailed description of the proposal.

⁴ Building Definition – Interpretation in the PODP would include canopies, verandas and eaves.

⁵ Subdivision Consent RC235205 and Land Use Consent RC235206. [Amended-Faringdon-Oval-decision-17-August-2023.pdf \(epa.govt.nz\)](https://www.epa.govt.nz/Amended-Faringdon-Oval-decision-17-August-2023.pdf)

⁶ Rolleston Structure Plan (2009). https://www.selwyn.govt.nz/__data/assets/pdf_file/0015/14361/Final-Rolleston-Structure-Plan-230909.pdf

Section 4: outlines the relevant Selwyn District Plan provisions for both the PODP and ODP for the application and assesses compliance with the Plan rules and against the Medium Density (small lot) zone – the activities of which are facilitated by the Fast Track consent.

Section 5: identifies the relevant statutory framework in such detail as is commensurate with the proposal.

Section 6: evaluates the proposal in terms of its actual and potential effects on the environment and outlines the mitigation measures to be adopted as based on the accompanying technical reports.

Section 7: identifies the relevant Selwyn District Plan (PODP and ODP) objectives and policies and evaluates the proposal.

Section 8: identifies and assesses any other relevant statutory and non-statutory documents, including the NPS-Urban Development (2020) and the Rolleston Structure Plan (2009).

Section 9: outlines basis for notification of the application.

Section 10: provides a consideration in terms of Sections 104D and 104.

Section 11: identifies augier Conditions.

Section 12: provides a summary and conclusions.

The appendices at the end of the report contain all the plans and other relevant information to support the proposal.

Overall, land use consent is sought as a **non-complying** activity under the PODP and **discretionary** under ODP for the reasons set out in Section 4 of this report.

2. Site Description

The site is legally described as **Lot 4011 DP596412** and has a site area of 1.35ha. The owner of the site is Hughes Development Ltd. The Record of Title is provided in **Attachment A**.

An aerial image of the site is identified in **Figure 1** below.

Figure 1: Site Location



The site's legal boundary is irregular as it is configured to a shape that is contiguous with the subdivision and land use development as promoted through the now consented Fast Track process as shown in **Figure 2** and subsequently altered as to be occupied by the Proposal. The site has a 150m perimeter edge with Goulds Road and a 110m perimeter edge with the extended Shillingford Boulevard.

There is a substantial width of road reserve (included landscaped / swale area of some 14.00m including planting, pathways and swales) fronting Shillingford Boulevard and the roundabout intersection with Goulds Road (refer **Attachment F, 1701/B**).

Figure 2: Site configured within Fast Track consent and adjoining existing environment



2.1. Regulatory context

The site has a Rural zoning under both the Selwyn Operative District Plan (ODP) and the Proposed District Plan (PODP). The 'Urban Growth Overlay' applies to the site under the PODP and extends to the eastern side of Dunns Crossing Road.

The area is identified as an appropriate location for a Local Centre under the Rolleston Structure Plan (2009)⁷.

The site itself is the subject of anticipated urban development with Subdivision Consent RC235205 and Land Use Consent RC235206 (**the fast track consents**) approved for the site and wider context. These approved consents enable a 684 lot subdivision between Goulds Road and Dunns Crossing Road. The approved subdivision plan is shown in **Figure 3**, and the associated configuration of residential allotments is shown in **Figure 4**. The proposal displaces nine low density (>550m²) allotments, four medium density (>400m²) and two terrace lots.

In defining 'the environment' for the purposes of s104(1)(a) and s104D(1)(a) of the Resource Management Act 1991, this is to include the activities, character, and amenity as is associated with consented but yet undeveloped residential development on and surrounding the site – including any supporting infrastructure and transport networks.

⁷ https://www.selwyn.govt.nz/_data/assets/pdf_file/0015/14361/Final-Rolleston-Structure-Plan-230909.pdf [Appendix G] – Noting 'the role and function of Neighbourhood Centre' is now referenced as 'Local Centre' under the National Planning Standards (2019).

Figure 3: Approved 'Fast Track' Subdivision Plan – Superlots and Stage 11 individual lots

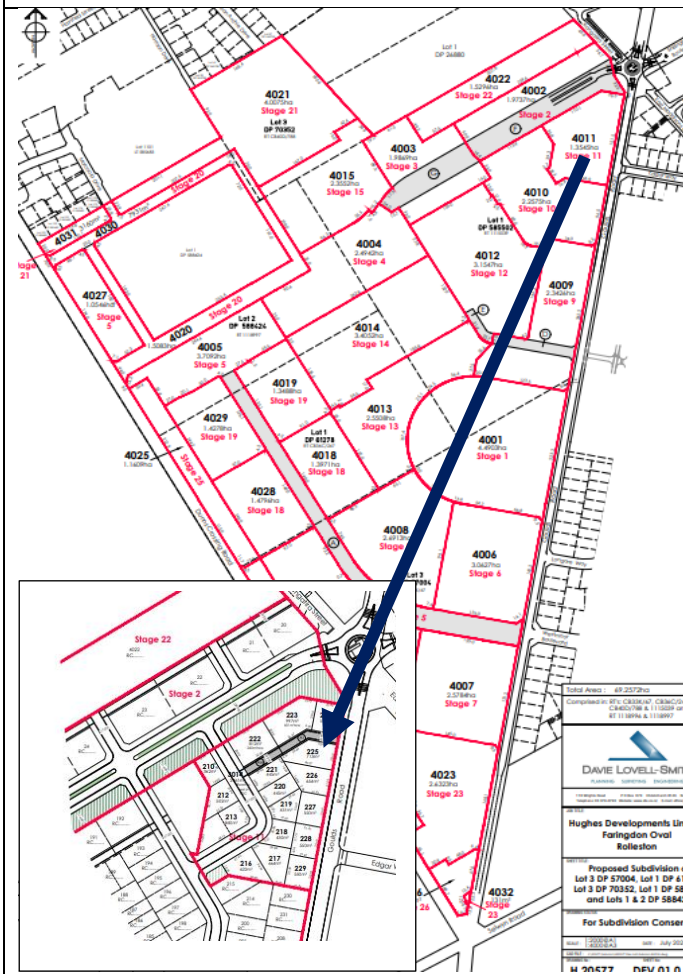


Figure 4: Site configured within Fast Track consent and adjoining existing environment



2.2. Application Site Location and Characteristics

The existing landfall is generally flat with a gentle grade toward Goulds Road to the southeast. Shallow test pits have confirmed a topsoil depth of some 250mm to 300mm across the site (**Attachment H**).

The broader site (including Lot 4011 DP596412) is identified on the Environment Canterbury LLUR HAIL Register as a contaminated site (G5 – Waste Disposal to Land). DSI's have been completed and accompany the Fast Track residential application. The site remediation plan⁸ identifies that Lot 4011 DP596412 is not an area of Identified Source of Contamination. The site remediation plan identifies that (to meet the residential threshold) *'due to the concentrations of contaminants observed and the land disturbance and removal volumes, the site (being the entirety of the Faringdon Oval project) is considered to be a permitted activity under NES'*⁹.

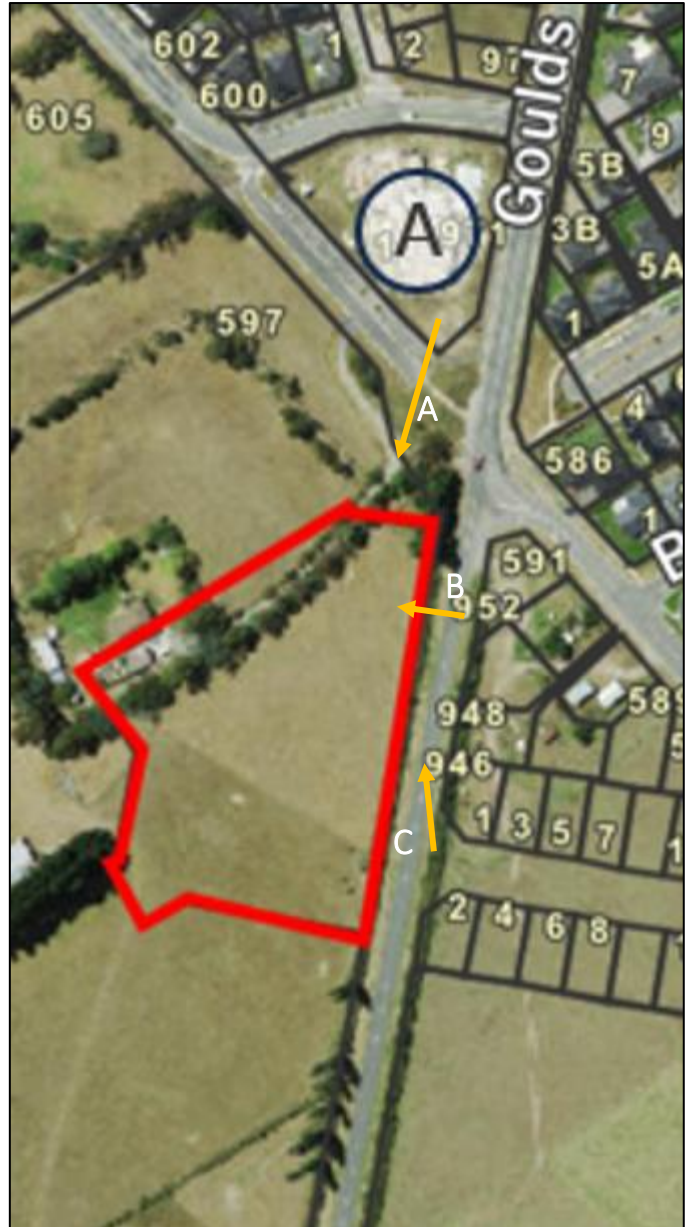
There are no distinguishing features or landscaping associated with the site. The site is also free of topographical and geotechnical constraints.

⁸ <Title> (epa.govt.nz)

⁹ <Title> (epa.govt.nz) [Section 4.1]

The site contains an informal gorse hedge that demarcates the boundary with Goulds Road. Much of the historical shelter belts, together with a farm dwelling have been recently removed from the site. Several aggregate storage mounds are interspersed throughout the site (**Figure 5**) which are associated with the recent greenfield redevelopment and earthworks associated with the wider Fast Track site.

Figure 5: Site Characteristics



No historical or cultural notations contained within the District Plan(s) relate to the site. An Accidental Discovery Protocol was incorporated as part of the suite of conditions associated with the fast-track consents, (which recognised that Māori archaeology is not sufficiently comprehensive for this area, but that Ngā rūnanga raised issues associated with stormwater treatment, landscaping of indigenous species, and stringent erosion and

sediment control¹⁰). These fast-track conditions have also been volunteered within this consent to ensure consistent management of the issues identified in the fast-track process.

2.3. Surrounding Environment

2.3.1 Context and transport network

The site is located to the south-eastern extent of Rolleston township, and has frontage to both Goulds Road as defined as a Collector in the PODP, and Shillingford Boulevard (Collector Road to the intersection with Goulds Road). Goulds Road ultimately connects the subject site with the Rolleston Town Centre, which is located some 3.0km to the north.

The surrounding road network provides a high level of accessibility, visibility and connectivity of the proposal site to the wider area, with the site well located for supporting the creation of a local community focal point. This ensures that: there are a range of modal choices to access the proposal, although noting that Supermarket activities are predominantly car based; the roading network to the north and east provides a significant buffer from adjoining residential zoning to the east of Goulds Road and north of Shillingford Boulevard as further enhanced by the wide Council reserve / swale.

Rolleston has experienced significant greenfield residential development over the last 10 – 15 years, largely in response to the post Christchurch Earthquake sequence and associated housing demand and population shift both south to Selwyn District, and north to Waimakariri District.

To accommodate such increased population growth, Selwyn District has revised its District Plan (the PODP) to accommodate additional greenfield growth areas associated with Rolleston township. In addition, Variation 1 to the PODP sought to insert the requirements of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (**the MDRS Act**) and also incorporated greenfield urban areas that related to approved Private Plan Changes to the ODP.

There has also been greenfield residential development opportunities and consents provided by the Fast Track process (Faringdon South-East, South-West and Faringdon Oval).

Despite the Rolleston Structure Plan (2009) identifying a local commercial centre in this vicinity, no supermarket offering by either zone or fast-track, has been provided to service this residential growth.

The broader Rolleston context including an 800m radius around the Proposal and a 1200m radius around the Town Centre is shown in **Figure 6**. The distance is predicated on a general rule of thumb for the walking distance to a supermarket-based local centre and a town centre respectively.

¹⁰ [Cultural-Values-Report-Appendix-Q.pdf \(epa.govt.nz\)](#)

Figure 6: Site context



2.3.2 Residential Context

Attachment E as provided by Property Economics identifies the key demographic changes as associated with the ‘core catchment’ of the Proposal and the wider (secondary catchment) area.

That Report identifies that as at 2023, the core catchment¹¹ for the Proposal (which in simple terms traverses south of Lawes Road and Branthwaite Drive) has a population of 8,260; with medium growth projections to 13,170 residents by 2038, and 16,410 by 2048. Effectively an addition of 4,900 people over the next 15 years and a doubling of the population base over 25 years.

¹¹ Attachment E [Figure 3]

The wider secondary catchment for the Proposal has a 2023 population base of 60,000 (2023) and 92,400 (2048) (High Growth Stats NZ). This is shown in Figure 7¹².

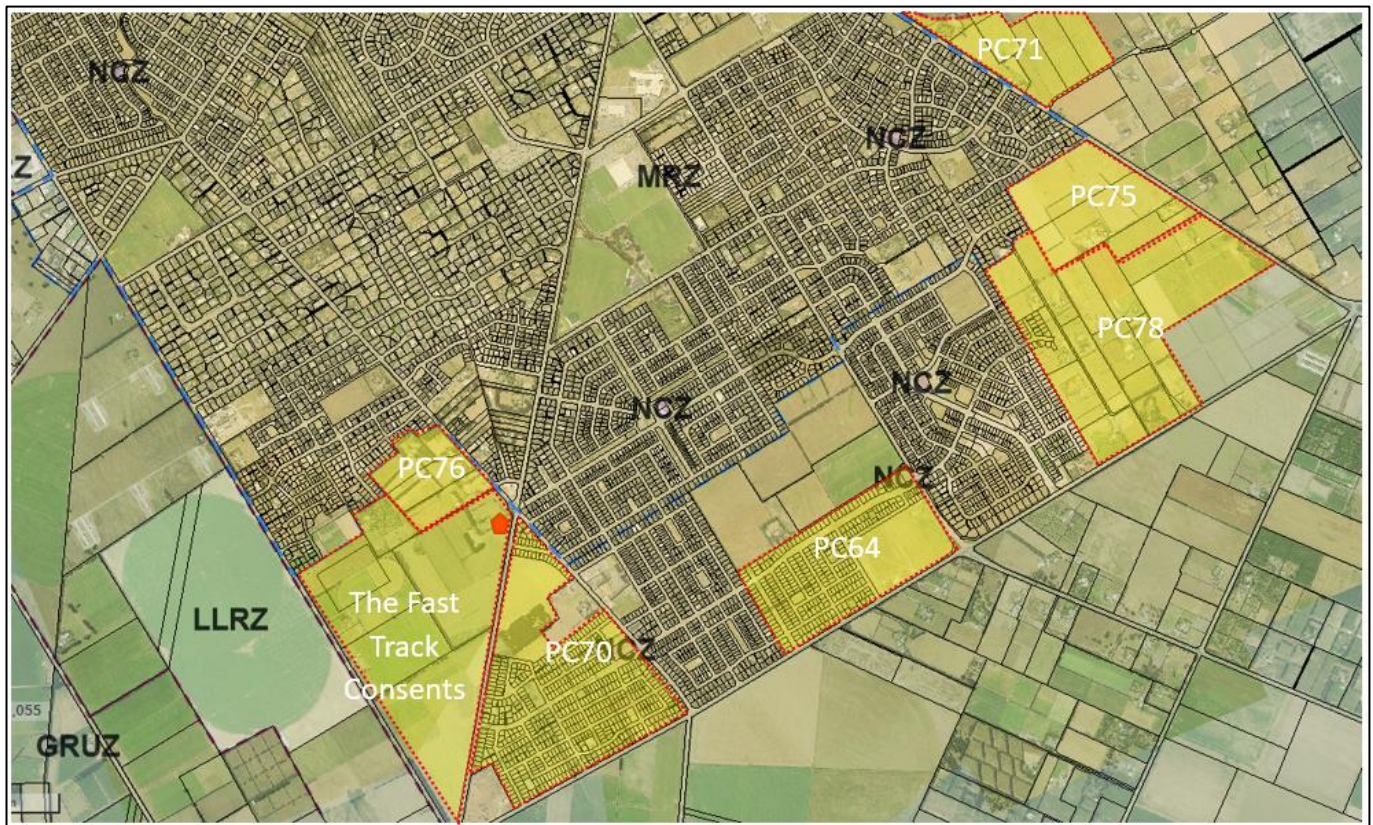
Figure 7: Population Growth

	Population (2023)		Population (2038)		Population (2048)	
	Med Growth	High Growth	Med Growth	High Growth	Med Growth	High Growth
Core Catchment	8,261	8,261	13,170	14,900	16,410	19,000
Secondary Catchment	-	60,000	-	-	-	92,400

The immediate physical context to the site is rapidly transitioning from Rural to Urban. This has occurred both through Private Plan Changes / Variation 1 and Fast Track consenting processes (**Figure 8**) as related to:

- Plan Change 71 – Four Stars Development Ltd and Gould Developments Ltd – 660 lots (Appeal of 50dBA Airnoise contours) / / Medium Residential Zone (PODP).
- Plan Change 75 – Yoursection Ltd – 280 lots / Medium Residential Zone (PODP).
- Plan Change 76 – Dunweavin 2020 Ltd – 155 lots / Medium Residential Zone (PODP).
- Plan Change 78 – Urban Estates – 750 lots / Medium Residential Zone (PODP).
- Plan Change 64 / Fast Track - 969 lots / Medium Residential Zone (PODP).
- The Fast Track Consents- Subdivision Consent RC235205 and Land Use Consent RC235206- 684 lots / General Rural Zone (PODP).

Figure 8: Rolleston Residential Areas & Zones - Private Plan Changes (Approved) / Variation 1 / Fast Track consents



¹² Attachment E [Section 5]

2.3.3 Commercial Context

The proposal is located some 3km from the Rolleston Town Centre (**Figure 6**).

The proximate anticipated Neighbourhood Centres (either as zoned or enabled by resource consent Fast Track) are illustrated in **Figure 9**. Those with a red radius of 400m (walking distance) are established, those in purple are undeveloped. **Table 1** illustrates the distance to the proposal from these centres and the existing mix of activities found in these centres. It is noted that where these centres are developed they are vibrant, and all display a good level of amenity. The established centres play a very limited role in the commercial hierarchy due to the limited number and range of commercial tenancies and services that they contain. Due to their small size, they therefore play a convenience retail role for the immediate residential catchment.

Further to the west of Dunns Crossing Road, up to four (4) Neighbourhood Centres were proposed through Plan Changes 82 and 73. These Plan Changes have been declined by Selwyn District Council and are currently the subject of Appeals. Given the speculative nature of these appealed plan changes, any allocation of commercial floorspace to those ‘centres’ has been disregarded.

Figure 9: Neighbourhood Centre Location and 400m ‘walking’ radius

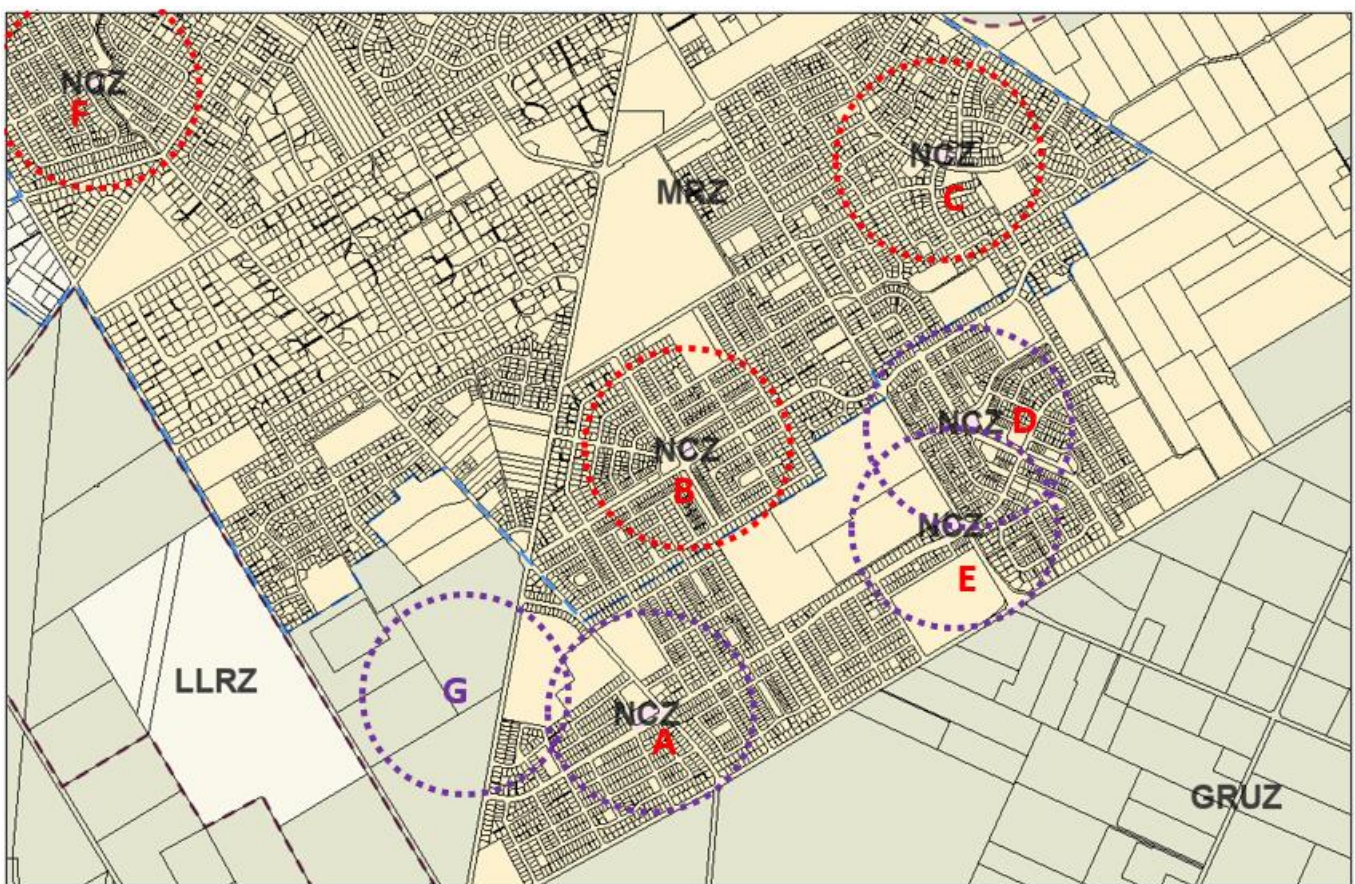


Table 1: Neighbourhood Centre – Proximity and offering

	Zoned	Scale (land area)	Distance to proposal	Stores
A Faringdon South-West	NCZ	5,719m ² * [2,196m ²]	0.8 km	Undeveloped*
B Faringdon	NCZ	3,406m ²	0.8 km	Hairdresser / Beauty Community (Dance) Dairy Indian (F&B) Clothing (Comparison) Café (F&B)
C Braithwaite	NCZ	5,247m ²	2.5km	Pizza (F&B) Hairdresser MetroMart Childcare Centre
D Northmoor	NCZ	3,342m ²	2.8 km	Undeveloped
E Faringdon South-East	NCZ	4,822m ²	2.2km	Undeveloped
F Stonebrook	NCZ	1,867m ²	2.5km	Fish and Chips (F&B) Dairy
G Faringdon Oval	Fast Track	4,367m ² (Lot 18) <i>Formative Report identifies only 2,377m²</i>	0.6 km	Undeveloped – Lot 18 Limited to 500m ² and Food and Beverage only**. The location of the proposed centre is ‘off’ Goulds Road limiting visibility to passing trade.

* Subdivision consent lodged to subdivide 3,523m² for Residential development, leaving a balance of 2,196m² for commercial development.

** It is understood that the Land Developer (Hughes) is seeking to relocate the retail floorspace to Lot 18 (Site G Faringdon Oval). Lodgment date is proposed as April 2024.

On the basis of the above, there is a wide distribution of neighbourhood centres proximate to the proposal, albeit many of them are currently undeveloped. This is unsurprising given the rapidly developing nature of the residential greenfield land to the south of Rolleston township. Of significance, none of the consented or developed neighbourhood centres are of sufficient size to contain a full-service supermarket.

As identified by Property Economics, the distribution of Neighbourhood Centres (and lack of any Local Centres) illustrates a deficiency in the Selwyn Council’s strategic planning and zoned approach to the Centres hierarchy¹³.

Principally, there is an absence of the ‘middle Local Centre tier’ of the retail hierarchy in a township the size of Rolleston – which would provide for a more strategic and sustainable approach to meeting wellbeing needs. The corollary being a proliferation of Neighbourhood centres, presumably on the basis of being associated with each individual greenfield development block and no desire to be challenged as to whether there would be distributional effects on the Rolleston Town Centre. The lack of a strategic centre hierarchy approach to providing reasonable access to the range of retail and services necessary to support thriving communities means that there is a risk that retail distribution in Rolleston does not meet wellbeing needs of residents, decreases legibility to strategic form through the absence of a critical mass local commercial ‘hub(s)’, and increases shopping trips and Vehicle Kilometers Travelled (VKT).

¹³ Attachment E [25, 26]

3. Proposal Description

WWNZ proposes to establish and operate a Woolworths supermarket and associated access, loading, car parking and signage. In addition, between two (2) to four (4) small scale retail / commercial activity tenancies are proposed. Earthworks, the installation of services and landscaping are also proposed to service the commercial centre.

3.1. Overview of Built Form

The key built form and broad activities of the Proposal are summarised as follows:

- A full-service Woolworths supermarket with a building GFA of 3,528m² (including 200m² staff amenities), plus an online 'Click n Collect' facility (324m²).
- Ancillary Retail / Commercial activity tenancies (between 2 – 4) with a total floorspace of 374m².
- Signage (total 226.37m²).
- Boundary fencing (including an acoustic fence of 2.3m along the western boundaries, which interface with residential lots).
- Landscaping.
- Car parking, cycle parking, pedestrian areas, and access.
- Canopies and verandahs associated with pedestrian areas, the external 'click n collect' area, and back of house.

The floorspace for each element is provided in **Table 2**. The finished floor level will be set to be at least 300mm above the lowest level along the road boundary on Goulds Road.

Table 2: Building Scale

Built Form / Activity	GFA(m ²)
Supermarket	3,528m ² (includes 200m ² staff amenity above)
Online	324m ²
Retail (lower)	124m ²
Retail (above)	250m ²
SVR Room	14m ²
Canopy Entry / Veranda (counts as Building in the Plan)	436m ² (includes main entry and pathways)
Canopy Pick Up (as above – building)	470m ²
Canopy (BoH Loading)	185m ²
Courier canopy	160m ²
Total (Building)	5,491m²

3.2. Overview of Transport

The road network surrounding the site is evolving, to accommodate the increased greenfield residential development occurring in the area. In recent years there has been various changes on proximate roads including the roundabout at Goulds Road / Shillingford Boulevard, realignment of the southern part of East Maddisons Road into Goulds Road south of Shillingford Boulevard, residential development along the length of Goulds Road and associated reductions in speed limits.

The key transport matters are set out in **Attachment D** – Integrated Transport Assessment. These are summarised below:

3.3. Vehicle access

Vehicle access to the site will be via five vehicle crossings, three on Goulds Road, one on the extension to Shillingford Boulevard, and one on the local residential road (to be vested in Council under Stage 2 of Subdivision Consent RC235205) to the western edge of the site.

The Goulds Road entry is some 90m south of the intersection with Shillingford Boulevard roundabout and is 8.8m wide at the boundary. Vehicle crossings serving the main carpark are two way (access and egress) to both Shillingford Boulevard and Goulds Road. Internal access is provided to the 'click n collect' (online shopping) pick up bays fronting Goulds Road. The third access on Goulds Road serves Back of House delivery movements, and also access / egress to the Courier / Staff parking area fronting Goulds Road. That access width is 8.5m wide at the boundary.

Egress (only) from the click n collect bays is provided opposite Edgar Way and is 4.9m in width.

The Shillingford Boulevard Road access / egress is 7.5m wide at the boundary.

Egress (only) from the Back of House delivery movements is via the to be vested Local Road, with a width of 7.1m wide at the boundary.

3.4. Vehicle Parking

The proposal includes a parking supply of 184 spaces, which equates to a supply of 4.4 spaces / 100m² GFA. These include five (5) mobility spaces, four (4) parent parking spaces, eight (8) 'click n collect' spaces, and eight (8) EV spaces.

Seven (7) separated Staff spaces are also provided with separate access / egress to Goulds Road within the courier delivery area.

36 cycle parking spaces for staff and customers are provided by 18 dual cycle rails on the site. These are proposed near the supermarket entrance, and the associated retail / commercial services tenancies.

3.5. Vehicle Movements

Customer vehicles will enter and exit the site via either the main entrance onto Shillingford Boulevard or Goulds Road, but will also be able to exit the site via the 'click n collect' egress onto Goulds Road where utilising that facility.

The loading bay as located on the southern side of the Supermarket will only be accessed by delivery vehicles accessing the site from Goulds Road and exiting from the (to be vested) local road connecting to Shillingford Boulevard. Courier vehicles will both enter and exit the site via the Goulds Road delivery entrance. WWNZ have identified that here may be up to 10 – 15 truck deliveries per day. Three of these will be 23-metre-long truck and trailers from Woolworth's distribution centres, and the rest will be direct deliveries from suppliers. The largest trucks may be up to 4.3 meters at the highest point. Refrigeration units (for trucks that require them) will be located just below the highest point of the truck, on top of the cab. Truck deliveries will occur during the daytime period and generally fall between 0700 and 1600 hours.

WWNZ has advised that whilst trucks may leave their engines running for quick drop offs, trucks that require a longer period to unload goods (more than 5 minutes) will turn off their engines during unloading. Refrigeration units will also be turned off when unloading to avoid triggering the defrost / condensation cycle of the truck.

Section 11 of this report volunteers these thresholds as augier conditions.

3.6. Pedestrian Movements

A network of footpaths are provided within the site, and as connecting to the wider network to be established via Subdivision Consent RC235205, including those areas to be vested to the Selwyn District Council as road reserve (and associated non-carriageway pedestrian /cyclist pathways).

Zebra crossings will be provided within the site where associated with internal walking routes and these are shown on the accompanying site plans.

3.7. Hours of Operation

The supermarket will operate seven days a week, with opening hours being 7:00am to 10:00pm Monday to Sunday. Staff, especially those associated with bakery and deli operations, will arrive and leave before and after supermarket opening hours, as will those associated with shelf restocking. As above, deliveries (including supplier deliveries and truck deliveries from the Distribution centre) will be during the daytime period and will generally fall between 7:00am and 4:00pm.

Specific tenants have not been confirmed for the small-scale tenancies. A worst-case scenario associated with opening hours for these tenants is assumed as 7:00am to 10:00pm Monday to Sunday. An augier condition has been provided limiting any potential hospitality tenancy to not operate beyond 10:00pm and the provision of a Noise Management Plan to the Council.

3.8. Signage

The total amount of proposed signage is 226.37m², with locations within the site illustrated in **Attachment J**.

Proposed Signage relates to the following on the site:

Supermarket affixed signage	
Sign	Total (m ²)
Woolworths Brand Sign + Wapple ¹⁴	6.7
Pharmacy Sign	9.2
Woolworths Brand Sign + Wapple	22.0
WW Pickup Signage	6.7
Woolworths Brand Sign + Wapple	22.0
Pickup Entry Signage	3.9
Total	70.5

Low Level Signage - Click n Collect (Instruction signage)	
Sign	Total (m ²)
Tap App	3.4
Tap App	3.4
Welcome Signage	0.9
Direct to Boot Signage	1.9
Total	6.9

Blade Sign- Carpark	
Sign	Total (m ²)
4 x Blade Signage	8.32
Total	8.32

Free Standing Signage (Car park – Pylons)	
Sign	Total (m ²)
Pickup Pylon	4.7
Supermarket Pylon (29.7 x sides)	59.4 (both sides)
Supermarket Pylon (29.7 x sides)	59.4 (both sides)
Total	123.5

Tenancy Signs (Small scale retail / commercial)	
Sign	Total (m ²)
Retail signs	4.7
3 x retail signs (4.15)	12.45
Total	17.15

¹⁴ 'Wapple' is the Woolworths logo

3.9. Lighting

Lighting of buildings including signage and as proposed throughout the carparking area will be of a similar manner and configuration as seen with Woolworths stores throughout New Zealand. Lighting and glare will comply with the respective PODP light spill and glare standards as set out in LIGHT-R1, LIGHT-REQ2, LIGHT-REQ3 and LIGHT-Table 1.

3.10. Earthworks and Stormwater

Attachment H sets out the respective earthworks and erosion sediment control aspects of the Proposal.

The site is to be cleared and uncontrolled fill suitably disposed of prior to any site levelling works.

Earthworks will consist of stripping the turf layer and disposing off-site, followed by removing the topsoil layer (some 250mm – 300mm) onto a clean insitu subgrade. Once subgrade has been approved by a suitably qualified engineer, further cutting or filling will commence to established design levels. A maximum fill depth from subgrade level to design finished ground level is approximated at 1.0m, and no retaining structures are proposed.

The volumes of earthworks, in addition to a 20% contingency are provided in Table 3

Table 3: Earthworks volume and depth

Item	Approximate Quantity
Topsoil Strip	4,500m ³
Total; Cut	6,500m ³
Total Fill	7,500m ³
Earthworks Total	14,000m ³
Max cut depth from existing ground level to design finished ground level.	0.9m

Attachment H sets out the requirements for stormwater management associated with site development and concludes that these requirements can be managed on site with insitu soakage pits. Indicative locations of soakage pits are provided in **Attachment H** / Appendix C.

The report identifies that based on application of Environment Canterbury's requirements of containment and disposal of runoff from all events up to and including a 2% AEP 24-hour duration rainfall event, an area of some 300m² (boulder media) or 200m² crate media will be required. The soakage pits can be constructed under both hardstand and green areas. The report identifies that there is sufficient area within the site to facilitate soakage pits to achieve the design level rainfall event. These soakage areas and their extent can be accommodated within the attached Landscaping and materiality design treatment.

3.11. Landscaping

Attachment F provides the Landscaping Plan accompanying the Proposal. The site will be landscaped in general accordance with the Landscape Plan, and integrates with the extent of adjoining greenspace as vested in Selwyn District Council as Road Reserve fronting both Shillingford Boulevard and the roundabout intersection with Goulds Road.

Principally the internal pedestrian network is designed to link to the external network on the Council reserve, and associated swale network.

The landscaping treatment includes:

- Raised crossing to prioritise pedestrian movements.
- Shelter structures to main pathway through car parks to provide pedestrian refuge at crossing points.
- Planting along the boundary and between carparks as a mixture of ground cover and shrubs.
- Low hedging (1.0 high max) as a formal border to sections of the development and to partially screen views of carparking from the adjacent streetscape.
- Specimen Trees in carpark area within 0.8 x 2.0m pit with porous surroundings.
- Specimen Trees located along the perimeter, including Purple Ake Ake and Lemonwood / Tarata along western residential boundary.
- Two tone concrete materiality to delineate key areas and entry points.
- Low feature walls with oxford grey basalt veneer to frame key entry points and improve legibility within the site.
- Street furniture and local sourced boulders to break up large areas and integrate with the wider character contained within surrounding greenfield residential developments.
- Planting will be predominantly natives and appropriate within the Rolleston climate. Species will be the same or similar in character to those contained within the adjoining Council reserve and surrounding greenfield residential development to integrate the site with the wider area.

3.12. Regional Council Consents Required

A separate application will be made to the Regional Council (either as a fresh application or a variation to the existing Fast Track consent) for the discharge of construction and operational phase stormwater from the proposed commercial land use. Any requirement for construction phase stormwater (if not already authorised under the existing Fast Track consent) will be addressed as part of that application.

4. Plan Assessment

The planning position on the site is complex. The provisions of the newly released PODP have legal effect. Due to the scope of appeals on the PODP, the rules in the previously operative ODP also apply until appeals are resolved. An urban growth overlay applies over the PODP Rural Zone. Both the site and the surrounding greenfield area are also subject to the fast-track consents referred to above, meaning that the consented (and therefore legal) environment is very different to the rural outcomes anticipated under the zoning of both the PODP and ODP.

Decisions on the PODP were issued on 19 August 2023. It is not considered that there are Appeals that would alter the General Rural Zone (GRUZ) application to the site.

The following assessment is based on the status of the relevant ODP and PODP provisions as of the time of lodgement.

4.1. Operative District Plan

The site is zoned **Rural Zone Inner Plains**.

The site is not subject of any overlays or precincts that would alter or amend the base Rural Zone, this includes any Silent File sites.

The zone is to recognise and provide for rural productive use, and support the character and amenity of rural productive activities, recognising limited opportunities for recreation, quarrying and residential activities¹⁵. Managing Growth in Rural Areas predominantly focuses on a managed approach to residential development¹⁶, with the density of dwellings in the Inner Plains to be confined to 1 dwelling / hectare¹⁷.

4.2. ODP Compliance Assessment

A more fulsome compliance assessment is provided in **Attachment K** to this application. However, in summary the application is deemed a **discretionary** activity. Principally through the following¹⁸:

¹⁵ Rural Volume. Section A4.5

¹⁶ Rural Volume. Section B4.

¹⁷ Rural Volume. Policy B4.1.1

¹⁸ Appendix K contains the full compliance table, noting that the Proposal is also a restricted discretionary activity in relation to a number of matters (Solid Waste, Transport, and Building setbacks).

Rule	Assessment	Compliance/Activity Status
Chapter C3		
<i>Buildings and Residential Density</i> Rule 3.10.1.1 – Density for Dwellings is 1 / 4ha	<i>Not applicable – Proposal does not constitute a dwelling.</i>	NA
<i>Buildings and Site Coverage</i> Rule 3.11.2 – 5% for allotments over 1ha	<i>Scale of buildings is 5,491m² over 1.35ha (or 40.5% of site coverage).</i>	Discretionary
Chapter C4		
<i>Road and Engineering Standards</i> Rule 4.6.1.4- Car parking dimensions	<i>Technical non-compliance with Appendix 10</i>	Discretionary
<i>Vehicle movements</i> Rule 9.13.1.2(a) – Not to exceed 60ecm/d	<i>Exceeds 60ecm/d</i>	Discretionary
Chapter C6		
<i>Signage</i> Rule 9.1.1 and 6.1.2 – volume and extent of signage.	<i>226m² of signage is proposed.</i>	Discretionary
Chapter C9		
<i>Scale of Activities</i> Rule 9.4.1 – Maximum building area does not exceed 100m ² and no more than 2 people are employed.	<i>Maximum building area is circa 5,500m². Employment is ~50 FTE staff.</i>	Discretionary

4.3. Partially Operative District Plan

The site is zoned **General Rural Zone (GRUZ)**.

The site is also the subject to the following overlays:

- (a) Inner Plains density overlay;
- (b) Urban Growth overlay;
- (c) Ecosystems and Indigenous Biodiversity Management Overlay 2020;
- (d) Plains Flood Management overlay; and
- (e) Liquefaction Damage Unlikely overlay

The GRUZ zone has the primary purpose of being to provide for primary production and other compatible activities¹⁹. The PODP Overview also describes the zone as follows:

Generally, character and amenity within the General Rural Zone is characterised by a landscape dominated by openness and vegetation, and with significant visual separation between neighbouring residential buildings. Rural landscapes include rural production activities, including plantation forestry, mineral extraction, farming (including research farming and associated facilities) and associated structures and buildings as well as rural support services and rural industry. These activities may have associated levels of noise, dust and odour.

The General Rural Zone also has large areas of highly productive land which are important for primary production purposes. Whilst residential activities are part of the General Rule Zone, they should not compromise the ability of the Zone to be used for primary production. Establishing new sensitive activities, such as educational and health facilities, is generally not appropriate in the General Rural Zone. As the Christchurch International Airport 50 Ldn Noise Control Overlay is located over the General Rural Zone,

¹⁹ PODP. General Rural Zone – GRUZ Overview.

restrictions on residential density and avoidance of noise sensitive activities are in place to protect the operation of Christchurch International Airport.

To protect the open space character and amenity of the rural area, the Zone has been separated into areas, primarily for the purpose of controlling residential density. Areas comprising more open space have more stringent density requirements to maintain the existing rural character.

4.4. PODP Compliance Assessment

A more fulsome compliance assessment is provided in **Attachment L** to this application. However, in summary the application is deemed a **non-complying** activity. Principally through:

Rule	Assessment	Compliance/Activity Status
Part 3 – Area Specific Matters GRUZ – General Rural Zone		
<p><i>GRUZ- R2 – Structures</i></p> <p>1. The erection of a new, or relocation, or alteration, or expansion of an existing structure not used as either a residential unit or a minor residential unit.</p> <p>Where this activity complies with the following rule requirements:.</p> <ul style="list-style-type: none"> GRUZ-REQ1 Building Coverage GRUZ-REQ2 Structure Height GRUZ-REQ3 Height in Relation to Boundary GRUZ-REQ4 Structure Setbacks 	<p>An assessment of the Proposal against the following standards:</p> <ul style="list-style-type: none"> GRUZ-REQ1 – the building coverage is 40.5%, and the total extent of buildings (including canopies) is 5,491m². Exceeding the maximum building coverage for sites over 1ha by 35.5%. GRUZ-REQ2 – The building height (8.8m) does not exceed 9m (compliant)) – pylon signs are 9m in height. GRUZ – REQ3 – The building breaches the relevant hight in relation to boundary requirements. GRUZ-REQ4 – Structure Setbacks – the Building does not comply with the 10m boundary to Goulds Road as the setback is encroached by the click n collect canopy by 6m, and setback to the western boundary are 2.8m and 1.8m rather than 5m. 	<p>2. Compliance is determined by the relevant Rule Breach</p> <p>✖</p> <p>Restricted Discretionary.</p> <p>In addition, the Proposal does not comply with GRUZ-REQ6 – Hours of Operation and GRUZ-REQ7 Full Time Equivalent Staff.</p>
<p><i>GRUZ- R9 Rural Selling Place / Commercial Activity</i></p> <p>Activity status: PER</p> <p>1. The establishment of a new, or expansion of an existing rural selling place or commercial activity</p> <p>Where:</p> <p>(a) The area of land associated with the rural selling place is less than 100m²; or</p> <p>(b) The area of land associated with the commercial activity is less than 100m².</p>	<p>The Proposal does not constitute a 'rural selling place' and exceeds 100m² in land area.</p>	<p>3. When compliance with GRUZ-R9.1.b is not achieved: NC.</p> <p>✖</p> <p>Non Complying.</p> <p>In addition, the Proposal does not comply with GRUZ-REQ6 – Hours of Operation and GRUZ-REQ7 Full Time Equivalent Staff.</p>
Part 2: General District Wide Matters – Earthworks		
<p>Activity status: PER</p> <p>1. Earthworks not subject to any of EW-R1, EW-R5A or GRUZ-R21</p>	<p>An assessment of the Proposal against the following standards:</p>	<p>2. Compliance is determined by the relevant Rule Breach</p>

<p>Where this activity complies with the following rule requirements:</p> <ul style="list-style-type: none"> EW-REQ1 Volume of Earthworks EW-REQ2 Maximum Slope Gradient EW-REQ3 Excavation and Filling 	<ul style="list-style-type: none"> EW-REQ1 – Earthworks will exceed 250m³ / ha of site area. Some 14,000m³ of earthworks are proposed. EW-REQ2 – Earthworks will not be carried out within a slope gradient of 1:4 (Compliant). EW-REQ3 – Earthworks may exceed a depth of 0.5m within 1.5m of an adjoining boundary, but will not exceed 1.0m. 	<p>✖</p> <p>Restricted Discretionary.</p>
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4.5. PODP Theoretical Compliance Assessment – Transport RESZ and CMUZ

Given the Fast Track consent, and the anticipated urbanisation (and associated roading network) for the subject site and surround, the following **Transport** effects assessment (as based on that provided in **Attachment D**) uses the outcomes anticipated under the **Residential (RESZ) zone and Commercial and Mixed Use (MU) zone** as a guide to assessment. This assessment is provided to aid in the assessment and consideration of transport effects against the sorts of outcomes anticipated by the PODP for residential and commercial areas, acknowledging that the applicable GRUZ zone provisions have been triggered and determined that the activity, as a whole, is non-complying.

The full assessment is included in **Attachment L**, with the below only identifying breaches of the respective theoretical standards.

Part 2: General District Wide Matters – Transport		
<p>TRAN-R4 (REZ/CMUZ).</p> <p>Vehicle Crossings</p> <p>The vehicle crossing:</p> <ol style="list-style-type: none"> is located in PREC6 – Rolleston Industrial Precinct and generates no more than 250vm/d; or provides shared access to sites which cumulatively generate no more than 250vm/d; or otherwise provides access to a single site. <p>And this activity complies with the following rule requirements:</p> <p>TRAN-REQ2 Access restrictions</p> <p>TRAN-REQ3 Number of vehicle crossings</p> <p>TRAN-REQ4 Siting of vehicle crossings</p> <p>TRAN-REQ5 Vehicle crossing design and construction</p> <p>TRAN-REQ6 Vehicle crossing surface.</p>	<p>Vehicle crossings provide access to a single site.</p> <p>REQ2 – REQ6 – refer assessment.</p>	<p>2. Compliance is determined by the relevant Rule Breach</p> <p>✖</p> <p>Restricted Discretionary.</p>
<p>TRAN-REQ3</p> <p>Number of vehicle crossings</p> <p>RESZ and CMUZ:</p> <ol style="list-style-type: none"> There is no more than one vehicle crossing per site, except where: <ol style="list-style-type: none"> The site has frontage to a collector road or local road, there may be a maximum of two vehicle crossings 	<p>Five vehicle crossings proposed</p>	<p>✖</p> <p>Refer Attachment D Section 15.1</p>

<p>per site if each vehicle crossing is a single exit or entry (one-way flow); or</p> <p>b. The site has a road frontage of more than 100m in length, there may be a maximum of three vehicle crossings per site; or</p> <p>c. Access can be obtained to either road where the site accesses a collector road or local road, but not both; and</p> <p>d. The road is maintained by a road controlling authority.</p>		
<p>TRAN-REQ4</p> <p><i>Siting of vehicle crossings All zones</i></p> <p>1. Vehicle crossing(s) shall:</p> <p>a. comply with TRAN-TABLE4 Vehicle crossing distances from intersections as illustrated in TRAN-DIAGRAM1 Accessway separation from intersections (with speed limit of 60km/h or less, 30m requirement on collector roads and 20m requirement on local roads); and</p> <p>b. be located a minimum distance of 10m from the end of any splitter or approach island to a roundabout; and</p> <p>c. comply with TRAN-TABLE5 Vehicle crossing sight distances as illustrated in TRAN-DIAGRAM2 Sight distance measurement and values (with speed limit of 50km/h, 45m requirement on collector and local roads in RESZ, 113m in CMUZ); and</p> <p>d) not be formed within a State Highway.</p>	<p>a. 30m separation to nearest intersections achieved at Shillingford Boulevard vehicle crossing. Goulds Road car park vehicle crossing more than 30m from Edgar Way and roundabout. Online exit and service vehicle access point within 30m of Edgar Way intersection. Local road service vehicle exit more than 20m from any intersection.</p> <p>b. No vehicle crossings within 10m of a roundabout island.</p> <p>c. 45m sightlines available at all access points. 113m sightlines available on Goulds Road and Shillingford Boulevard.</p> <p>d. No State Highways fronting site</p>	<p>✖</p> <p>Refer Attachment D, Section 15.2 re proximity of Goulds Road access points to Edgar Way intersection</p>
<p>TRAN-REQ5</p> <p>Vehicle Crossing Design and Construction</p> <p>RESZ and CMUZ: 1. Vehicle crossing design and construction shall comply with TRAN-TABLE6- Vehicle crossing width requirements and illustrated in TRAN-DIAGRAM3- Vehicle crossing widths and separation distances.</p> <p>RESZ: TRAN-TABLE6 requires crossing width between 4m and 7m for non-residential activities</p> <p>CMUZ: TRAN-TABLE6 requires crossing width between 5m and 7m, or 8m for shared crossings</p>	<p>Goulds Road vehicle crossings 8.8m, 4.9m and 8.5m wide at the boundary. Shillingford Boulevard vehicle crossing 7.5m wide at the boundary. Local road vehicle crossing 7.1m wide at the boundary</p>	<p>✖</p> <p>Refer Attachment D, Section 15.3 re vehicle crossing widths</p>
<p>TRAN-REQ5</p> <p>Queueing Spaces- RESZ and CMUZ:</p>	<p>Approximately 15m available at Shillingford Boulevard access point. Approximately 7m available at Goulds Road car park access point.</p>	<p>✖</p> <p>Refer Attachment D, Section 15.4 re queueing space at the Goulds Road car park access point.</p>

<p>1. An on-site queuing space is provided for all vehicles entering or exiting any parking or loading area.</p> <p>2. The length of the queuing space shall comply with the dimensions listed in TRAN-TABLE12 - Parking and loading area queuing space lengths</p> <p>For 151+ spaces, 24m required. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage.</p>		
<p>TRAN-R8</p> <p>High trip generating activities</p> <p>Full ITA threshold: 900m² GLFA</p>	<p>4,200m² GFA warrants a full ITA.</p>	<p>Refer Attachment D, Section 15.5 for discussion on TRAN-MAT8A assessment matters.</p>

4.6. PODP Theoretical Compliance Assessment – Local Centre (LCZ)

Given the Fast Track consent, and the anticipated urbanisation (and associated roading network) for the subject site and surrounding area, the following **activity and bulk form** assessment uses the relevant theoretical consenting triggers of the **Local Centre (LCZ) zone** to the site. This assessment is theoretical and provided to aid in the assessment and consideration of bulk, location, activity and urban design effects, acknowledging that the applicable GRUZ zone provisions have determined that the activity, as a whole, is non-complying.

The full assessment is included in **Attachment L**, with the below only identifying breaches of the respective standards.

Part 3: Area Specific Matters – Local Centre Zone		
<p>LCZ-R1</p> <p>Activity status: <i>PER</i></p> <ol style="list-style-type: none"> The establishment of one or more buildings; The conversion of all or part of an existing residential unit for non-residential use; Any addition to an existing building, <p>Where:</p> <ol style="list-style-type: none"> The development has a total GFA of less than 450m². <p>And the activity complies with the following rule requirements:</p> <p>LCZ-REQ1 Servicing LCZ-REQ2 Height LCZ-REQ3 Height in relation to boundary LCZ-REQ4 Setbacks LCZ-REQ5 Fencing and outdoor storage LCZ-REQ6 Landscaping LCZ-REQ7 Active frontage LCZ-REQ8 LCZ-REQ9 Location of Car parking</p>	<p>(a) The Proposal exceeds 450m², as 5,491m² is proposed.</p> <p>REQ2 – REQ9 – refer assessment.</p>	<p>✖ Restricted Discretionary.</p>
<p>LCZ-R9 Retail Activities</p> <p>Activity status: <i>PER</i></p> <ol style="list-style-type: none"> Any retail activity, <p>Where:</p> <ol style="list-style-type: none"> the GFA of the retail activity is no more than 450m²; and the activity is not a supermarket. 	<ol style="list-style-type: none"> the extent of floorspace associated with smaller retail / commercial tenancies are less than 450m². The balance of the Proposal is a supermarket. 	<p>✖ Application of LCZ-R9.11</p>
<p>LCZ-R9.11</p> <p>Activity Status: <i>PER</i></p> <ol style="list-style-type: none"> Any retail activity. <p>Where:</p> <ol style="list-style-type: none"> the activity is a supermarket with a GFA up to 1,000m². 	<ol style="list-style-type: none"> The Supermarket GFA exceeds 1,000m² 	<p>✖ Restricted Discretionary - Matters CMUZ-MAT1 Economic Impacts.</p>
<p>LCZ – REQ1 Servicing</p> <ol style="list-style-type: none"> Any principal building in a township with a reticulated sewer network shall be connected to that network. Any principal building in a township without a reticulated sewer network shall be 	<p>The site can be serviced into the Rolleston reticulated network.</p>	<p>✓ (Compliant)</p>

provided with an on-site wastewater treatment and disposal system.		
LCZ – REQ2 Height 1. The maximum height of any building shall be 10m.	The building is less than 10m in height.	✓ (Compliant)
LCZ – REQ3 Height Relation to Boundary 1. Any building shall comply with the relevant height in relation to boundary requirements in APP-3.	The building complies with APP-3.	✓ (Compliant)
LCZ – REQ4 Setbacks SCA-AD2 1. Any building shall be set back a minimum of 6m from the road boundary.	The canopy by Goulds Road intrudes the 6m setback by 2m.	✗ Restricted Discretionary- Matters CMUZ-MAT6 Setbacks.
LCZ – REQ4 Setbacks SCA-AC1 1. Any building shall be set back a minimum of 3m from any Residential zone.	The Proposal is separated from the RESZ by Goulds Road. Buildings associated with the Proposal are set back 2.8m (supermarket) and 1.8m (retail) from any allotment created by Consent RC235205.	✗ Restricted Discretionary- Matters CMUZ-MAT6 Setbacks.
LCZ – REQ5 Fencing and Outdoor Storage 1. No new wall or fence over 1m in height may be located between any building façade and the street or a private right of way or shared access over which the site has legal access. 2. Outdoor storage areas shall be screened from any road boundary of the site by a solid fence, wall or vegetation of at least 1.8m in height, for the full length that the storage area is visible from the road. 3. Any outdoor storage area shall be screened from an adjoining site in any Residential Zone, Neighbourhood Centre Zone, Local Centre Zone, or Town Centre Zone, by a fence, wall or vegetation of at least 1.8m in height, with the stored contents not exceeding the height of the fence by which it is screened.	Refer Attachment B and Attachment F.	✓ (Compliant)
LCZ – REQ6 Landscaping 1. Where a site adjoins a residential zoned site, a minimum 2m wide landscape strip shall be established and maintained along the boundary, excluding areas covered by a building. The landscape planting shall be a species capable of achieving a height of at least 2m at maturity.	Refer Attachment F.	✓ (Compliant) – Noting 1.3m landscaping strip adjoining* Shillingford Boulevard + Council Vested reserve (14.0m). * As defined (Part 1) ‘or separated only by a road’.
LCZ – REQ7 Active Frontage 1. Any new commercial building: a. The primary frontage must contain at least 50% active frontage at ground floor level. The secondary frontage must contain at least 10% active frontage at ground floor level.	The main carparking area is located between Shillingford Boulevard and the frontage of the building(s).	✓ (Compliant)
LCZ – REQ8 Location of Car parking 1. No car parking or vehicular access is provided between the frontage of any building and a legal road (or any accessway from which the public will access the site if it does not have access to a legal road).	Refer Attachment B. Frontage facing Shillingford Boulevard is predominantly activated.	✗ Restricted Discretionary- Matters CMUZ-MATd Location of Car Parking.

5. Statutory Framework

5.1. Part 2 of the RMA

Part 2 of the RMA sets out the purpose and principles of the Act, being “to promote the sustainable management of natural and physical resources” which is defined to mean:

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.”*

If operating correctly, the cascade of planning documents provides for decisions to be made on consent applications that are consistent with Part 2 by reference to the District Plan only, since the principles of sustainable management have flowed down the cascade by each document (RMA to CRPS to Operative and Proposed District Plan) giving effect to the next.

This has been recognized by the Courts since the King Salmon decision with the most recent authority on this matter being *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316. The judgment in this case has clarified that:

- a. where it is clear that a plan is “*prepared having regard to pt 2 and with a coherent set of policies designed to achieve clear environmental outcomes*” the Court envisaged that “*the result of a genuine process that has regard to those policies in accordance with s 104(1) should be to implement those policies.*”
- b. in those circumstances, reference to Part 2 would not add anything, and “*could not justify an outcome contrary to the thrust of the policies.*”
- c. however, where that the plan has not been prepared in a manner that appropriately reflects the provisions of Part 2, then the consent authority “*will be required to give emphasis to pt 2*”.

In this instance, (given the complexity of the planning framework, where the anticipated environment is authorised to transition to urban activities through the Fast Track consents – however this is not recognised in the respective zoning framework) there remains a legitimate approach to consider “*an overall broad judgement.*” As informed by reference to the matters set out in sections 6, 7 and 8 of the Act and:

“allow[s] for comparison of conflicting considerations and the scale or degree of them and their relative significance or proportion in the final outcome.” (Eden Park Trust Board and Eden Park Neighbours Association v Auckland City Council, A130/97).

The consideration in particular turns on:

- (1) Whether the Plan appropriately accounts for the requirements of the NPS-UD in terms of the provision of appropriate business activities in appropriate locations²⁰; and
- (2) Any residual tension with the application of Policies and Objectives contained within the Plan(s) as these relate to rural character and amenity, and in particular GRUZ-P5 which relates to the

²⁰ NPS-UD Policy 1(b)

determination of an operational or functional need for commercial activities establishing in the GRUZ. In this instance, the need to maintain rural character and amenity, and provision of activities to serve a functional rural need have been subsumed by Subdivision Consent RC235205 and Land Use Consent RC235206 which provide for a wholly urban and residential outcome.

The Proposal does not impact on life supporting capacities, and adverse effects are avoided or mitigated.

There are no recognised **Section 6** or **Section 8** matters that relate to the Proposal.

Section 7 requires particular regard to be had to ‘*other matters*.’ Of relevance to this application are:

- (b) *the efficient use and development of natural and physical resources;*
- (c) *the maintenance and enhancement of amenity values; and*
- (f) *maintenance and enhancement of the quality of the environment;*
- (g) *any finite characteristics of natural and physical resources:*

As outlined in both the Economic (**Attachment E**) and Transport assessments (**Attachment D**) the proposal represents the efficient use of resources, meeting growing district grocery needs and providing for such in a location that is proximate to a substantial area of greenfield residential development reducing both trip generation and vehicle kilometres travelled (**VKT**) to meet those needs, and on land that is appropriate and well serviced by existing public transport and infrastructure. These factors represent an efficient use of resources.

As outlined in the Landscape (**Attachment F**), Architectural Statement (**Attachment C**) Acoustics (**Attachment B**) and Urban Design (**Attachment G**) assessments, the Proposal through design and materiality, planting and landscaping, and provision of a quality built form that recognises and provides for its functional needs enhances the quality of the environment and maintains amenity values (recognising that the ‘environment’ is predicated on being urbanised).

The Proposal is in accordance with, and advances these Section 7 matters.

5.2. Section 104 RMA

Section 104 of the RMA provides the statutory requirements for the assessment of the application and sets out those matters that the Council must have regard to when considering the application. *Subject to Part 2* of the RMA, it is considered that the relevant matters for the assessment of this application include:

- (a) *Any actual or potential effects on the environment of allowing the activity;*
- (b) *The relevant objectives, policies, rules and other provisions of the District Plan; and*
- (c) *Any other matter that the Council considers relevant and reasonably necessary to determine the application.*

Please note that an assessment of the actual and potential environmental effects resultant of the proposal is provided within Section 6 of this report. An assessment of the relevant objectives and policies is provided within Section 7 of this report.

For the purposes of **s104(1)(a)**, ‘*the environment*’ to be considered constitutes that as modified by the implementation (or likely implementation) of resource consents which have been granted at the time a particular

application is considered, where it appears that those resource consents will be implemented²¹. That is the future state of this environment as modified by Subdivision Consent RC235205 and Land Use Consent RC235206, and with a consequent urban character and amenity, and that the surrounding proximate environment is in the process of being rapidly urbanised by consented activities.

Section 104(2) states:

When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect.

There is a discretion ‘may’ in terms of the application of this clause. Given that the zone is ‘Rural’ it is considered that there is little useful permitted baseline for comparative purposes to the Proposal, especially in light of the bundle of effects and activities consented for this environment.

Section 104(1)(c) ‘other matters considered relevant’ includes the Rolleston Township Structure Plan (2009)²². A consent authority may have regard to management plans developed by the council which relate to the resource in question²³. In this instance the Structure Plan, as prepared under the Local Government Act 2002 can be afforded considerable weight as it was prepared with considerable public consultation (Section 4), and is also embedded in the PODP (including for the application of **Policy UG-P15**):

Part 1: Interpretation

Development Plan: Spatial plans that have been adopted by Council where urban growth areas have been identified.

These include but are not limited to:

- a. Future Development Areas in Our Space 2018-2048;*
- b. **Rolleston, Lincoln and Prebbleton Township Structure Plans**;...*

Section 104D sets out particular restrictions for non-complying activities, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—

- (a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
- (b) the application is for an activity that will not be contrary to the objectives and policies of—*
 - (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or*
 - (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or*
 - (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity*

As outlined in the following assessment, it is considered that the Proposal is able to comply with both limbs of **s104D** and therefore is able to be considered pursuant to **s104** given its Fast Track context and urbanised outcomes.

Under **Section 104B** of the RMA the Council may grant or refuse an application for a non-complying activity, and if it grants the application, may impose appropriate conditions in accordance with section 108.

²¹ *Queenstown Lakes DC v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 (CA)

²² https://www.selwyn.govt.nz/__data/assets/pdf_file/0015/14361/Final-Rolleston-Structure-Plan-230909.pdf

²³ *Goodall v Queenstown Lakes DC* W105/95 (PT)

6. Assessment of Effects on the Environment

As a **Non complying** activity, the Council is not restricted in the matters that it may consider in the determination of the effects associated with the Proposal. However, this must be carried out in the context of the legal environment. This assessment sets out the complex nature of the planning framework in Section 4 and included standards within the CMUZ, LCZ and MDZ as relevant in terms of framing assessment matters that are of some relevance in terms of guiding the assessment.

It is considered that the matters most relevant to this application broadly relate to:

- Positive effects
- Construction effects.
- Infrastructure, Servicing and Flood hazard.
- Acoustic effects
- Signage
- Transport effects
- Economic and Retail Distributional effects.
- Character, design and amenity.
- Residential dwellings.

6.1. Positive Effects

It is appropriate to establish the positive effects²⁴ of the development, and consider such attributes given the non-complying activity status in relation to the District Plan(s), against any potential for adverse effects. Further, the purpose of the RMA includes enabling *“people and communities to provide for their social, economic and cultural wellbeing and for their health and safety”*.

6.1.2 Economic Effects

Attachment E²⁵ (Economics Assessment) identifies the following positive economic effects associated with the Proposal, as additional to the expected construction and employment related benefits associated with the Proposal:

- The Proposal is strategically placed in Faringdon, located on the main street (Goulds Road) making it highly accessible for the community and attractive for the proposed supermarket and retail due to its profile.
- It is more efficient to consolidate convenience demand in a strategic location such as the subject site, as opposed to incrementally through a scattering of Neighbourhood centres across the market.
- The approach can be expected to yield substantial net economic benefits for the local market and communities, including reduced travel distance to reach the frequently required supermarket store offering, enhanced agglomeration benefits, greater land use efficiencies, reduced marginal infrastructure costs, and the creation of a well-functioning urban environment.
- The Proposal results in greater community enablement through helping to meet existing and projected need in the core catchment through to 2048²⁶, and addresses a LCZ shortfall within Rolleston township²⁷.

²⁴ Section 3 of the RMA includes ‘positive effects’

²⁵ Attachment E. Property Economics [Section 12]

²⁶ Attachment E. Property Economics [pg 20]

²⁷ Attachment E. Property Economics [pg 26]

6.1.3 Transport Effects

Attachment D²⁸ (Integrated Transport Assessment) identifies the following positive transport effects associated with the Proposal:

- The Proposal can support a reduction in urban vehicle kilometres travelled, as well as encouraging modal choice for the access to convenience supermarket needs (cycling and pedestrians).
- As located proximate to an existing public transport network serving Goulds Road, the bus route currently connects to the town centre supporting employee and customer travel by public transport.

6.2. Construction Effects

The effects associated with the construction associated with development and commissioning of the Proposal will be largely subsumed within the wider establishment process associated with Subdivision Consent RC235205 and Land Use Consent RC235206.

Regardless, the following matters are considered as appropriate:

In terms of **Construction Noise**, development of the project will comply with NZS6803:1999, and PODP Noise REQ-2 Construction Noise Limits for application as the more restrictive RESZ requirements in NOISE-Table 6.

Dust, sediment and stormwater will be managed by Earthworks and Erosion Sediment Control measures as outlined in **Attachment H, Section 7**. Measures will be established along with all earthworks needing to be undertaken in accordance with NZS 4431:2022.

An erosion, sediment and dust management plan (**ESDMP**) will be prepared and implemented in accordance with Environment Canterbury's 'Erosion and Sediment Control Toolbox for Canterbury'. A condition of consent for the establishment and provision of a ESDMP prior to earthworks commencing is provided in Section 11.

At a minimum the erosion, sediment and dust control measures during construction works to be stipulated in the ESDMP will include:

- A silt fence around the perimeter of the construction site.
- Stabilised site entrance / exits at site access points.
- A construction phase soakage basin(s) and / or soakage pit(s) for disposal of stormwater runoff.
- Cutoff drains or bunds to divert water toward the soakage basin for discharge.
- Sediment protection around existing downstream sumps.
- Measures to reduce, as practicable, exposed areas, and conduction of earthworks as associated with dust management (covering stockpiles, wind speeds and use of water dampening).
- Inspection and maintenance of control measures.

Additional matters will also be added to the ESDMP to respond to any specific conditions as required as associated with construction phase stormwater discharge consents to be sought from Environment Canterbury.

²⁸ Attachment E. Stantec [14]

The area is not known to contain any **archaeological sites**, and has no notated sites of archaeological significance identified within the PODP. Regardless, an Accidental Discovery Protocol – as provided through Subdivision Consent RC235205 is volunteered in Section 11 of this Assessment.

Temporary **construction visual effects** will be of a short duration, and contextually not dissimilar from the wider greenfield residential development already occurring in the adjoining areas.

Lastly, **construction traffic** is also of a short duration, able to be accommodated on the wider transport network and to safely access / egress the site, and will be compatible with the current amenity and character as associated with wider greenfield construction activities as this area of Rolleston transitions to urban activities and buildings.

According, adverse effects associated with construction effects – as subject to the management regime above will be **less than minor** and not materially different from the surrounding development of the wider greenfield residential areas.

6.3. Infrastructure, Servicing and Flood Hazard

Attachment H (Appendix C – Preliminary Services Plan) identifies that the site can be serviced in terms of water supply (including fire fighting supply), wastewater and stormwater management. Appropriate infrastructure to establish above ground connections (such as firefighting water supply meter and backflow) is identified in the Architectural Plans (**Attachment B**).

ECan **Flood Modelling** reveals only minor ponding of less than 0.2m depth across the site in the event of a 200yr ARI rainfall event (as based on current ground levels), which also implies a very low flow velocity. It is understood that SDC require FFLs to be a minimum of 300mm above the 1 in 200 year flood event. The FFL for the enclosed buildings will be 40.80m, with spaces covered by canopies at 40.65m. The FFL for all buildings will be a minimum of 300mm above the lowest level along the road boundary to Goulds Road.

Accordingly, the site can be appropriately integrated with supporting infrastructure, and effects associated with flood risk are considered to be acceptable (**less than minor**).

6.4. Acoustic Effects

6.4.1 Appropriate standards for consideration

Table 4 identifies the respective Rural noise thresholds for the GRUZ under the PODP. In summary there is a 5dB L_{Aeq} increase in audible noise thresholds above the applicable standards for Residential zones. Those more enabling thresholds in combination with the consideration that noise is to be assessed at the notional boundary results in the GRUZ noise standards being more permissive than those applied within Residential zones.

Accordingly, whilst the GRUZ NOISE provisions are triggered due to the zoning of the site, application of the General Rural Zone (GRUZ) acoustic controls for the site are artificial when undertaking the effects assessment, given the application of s104(1)(a) and that the ‘environment’ for consideration is expressly provided for as residential (both the site and surrounds).

Accordingly, the more relevant PODP provisions as applied to the RESZ is provided as a basis for the consideration of the acoustic outcomes anticipated for sites adjacent to residential environments. These are identified as follows:

Table 4: Applicable Noise Standards – PODP Residential Zone receiving environment

Part 2 – District Wide Matters- NOISE-Table 5		
Zone of site receiving noise	Assessment location	Hours and limits
All residential zones	At any point within any site receiving noise	0700 to 2200: 50 dB L_{Aeq} (15min) 2200 to 0700: 40 dB L_{Aeq} (15min) / 70 L_{AFmax}
GRUZ Zone	At the notional boundary of any noise sensitive activity within any site receiving noise.	0700 to 2200: 55 dB L_{Aeq} (15min) 2200 to 0700: 45 dB L_{Aeq} (15min) / 70 L_{AFmax}

AES have also identified (**Attachment I**²⁹) that NZS6802:2008 Acoustics – Environmental noise outlines a guideline daytime limit of 55dB L_{Aeq} (15 min) and a night-time noise limit of 45dB L_{Aeq} (15 min) for “the reasonable protection of health and amenity associated with the use of land for residential purposes”.

For town centres and mixed-use areas NZS 6802:2008 offers a guideline daytime and night-time limit of 60 dB L_{Aeq} for non-residential receivers.

Attachment I identifies an ambient baseline noise level (as measured between 9:00am and 9:45am) of 52dB L_{Aeq} as measured west of the Goulds Road and Shillingford Boulevard roundabout, and some 60dB L_{Aeq} as measured at a location some 10m internal into the site from further south on Goulds Road. A lower level of 43dB L_{A90} was observed, omitting any transient noise sources such as vehicles.

AES advise that the more appropriate background noise levels associated with the environment, as subject to urbanisation as enabled by the Fast Track consents would be circa:

- 55 – 60dB L_{Aeq} during the daytime; and
- 45 – 50 dB L_{Aeq} around 2200 hours during the night-time period.

It is understood that AES have applied the following matrix in terms of the determination of appropriate noise effects as associated with the proposal.

²⁹ Attachment I. AES [Section 2.4]

Table 5: Attachment I: Effects threshold

	Noise level received at the residential interface	Effect threshold
Daytime	Noise complies with the residential District Plan limit of 50 dB LAeq(15min) at the site boundary of any residential site	Less than minor
	Noise levels which remain below the upper guideline daytime value of 55 dB LAeq outlined in NZS 6802 at locations close to Goulds Road (and therefore exposed to higher levels of traffic noise) or located within the Faringdon Oval development.	Less than minor
Nighttime	compliance with the District Plan noise limit for residential zones of 40 dB LAeq (+ 2dB) arising from 'small' number of customers or staff post 10:00pm.	Less than minor

6.4.2 Noise sources from the Proposal

Attachment I (AES) considers the various noise sources from the Proposal, and resultant effects as follows:

Carparking and click n collect

The noise sources include customers and delivery vehicles (in the main carpark) and associated engine noise, exhaust noise, road / tyre noise etc. The primary noise source is predicated on vehicle movements, as associated with a modelled 450 – 500 vehicles entering and existing the carpark in a peak one-hour period, and around 2,650 vehicles per day.

Loading Bay & Back of House

As noted in the Proposal description, the loading bay as located on the southern side of the Supermarket and will be accessed by vehicles entering from Goulds Road and exiting onto the future vested road and onto Shillingford Boulevard.

WWNZ have advised that there may be up to 15 truck deliveries per day, of which up to three (3) will be 23m long truck and trailer units from Woolworth's distribution centre, and the remainder direct supplier deliveries. Refrigeration units are anticipated in a number of delivery trucks at heights of just below 4.3m. Truck deliveries will only occur during daytime hours (that is 0700 to 2200 hours), although WWNZ advises that the majority of truck movements will occur between 0700 and 1600 hours. Noise modelling has also accounted for the following limitations, which are identified in Section 11 as volunteered conditions of consent.

- trucks may leave their engines running for quick drop offs, trucks that require a longer period to unload goods (more than 5 minutes) will turn off their engines during unloading.
- Refrigeration units will also be turned off when unloading to avoid triggering the defrost / condensation cycle of the truck.

Forklifts will be used for unloading, and Section 11 recommends a condition that non-tonal reversing alarms are fitted to the forklifts.

Online order pick up 'click n collect'

The eastern edge of the Supermarket contains the dedicated online order pick up, which is able to accommodate up to eight (8) customer vehicles at any one time. Given the relative extent of vehicle movements against those generated by the main carpark, AES consider that vehicle movements in this location will not provide any meaningful contribution to overall noise emissions. Regardless, modelling has incorporated all eight spaces turning over twice in any 15 minute period.

Courier Vehicles

As above, these are not anticipated to provide material noise emissions. Regardless, AES have modelled all five (5) courier spaces turning over in a 15-minute period.

Small Scale Retail / Commercial Activity

There are no confirmed tenancies for these activities. A worst-case scenario of noise producing tenancies (cafe, restaurant and gym) have been modelled with continual operation during the day. Section 11 provides modelled constraints with regard to opening hours.

Mechanical Plant

AES (**Attachment I**) have identified mechanical plant is likely to consist of chiller compressors and outdoor condenser units.

AES have identified several principles (selection of low noise generating units, placement, attenuators and vibration isolating mounts) that can ensure acceptable noise exposure to sensitive activities. AES have recommended (as included in Section 11) a Condition of consent to require that all mechanical plant systems (except for emergency backup generators) be designed to achieve 35dB L_{Aeq} at the site boundary of nearby sites containing residential activity at all times. Such a noise level is to ensure that mechanical plant noise emissions do not meaningfully contribute to the cumulative daytime noise levels, and that compliance with the night-time noise limits can be realistically achieved.

6.4.3 Expected Noise Levels

The **Daytime period**, includes cumulative noise from carpark activity, loading bay usage, courier van deliveries, click n collect drive through, and retail activity. AES have predicted that noise levels (including calculated adjustments for non-constant noise in accordance with Section 6.4.6 of NZS 6802:2008) arrive at the following – on the basis of the acoustic fence being incorporated in the design plans:

- At the immediate interface with the Back of House (these are Lots 215 and 230 from Stage 10 of Subdivision Consent RC235205) – 50dB L_{Aeq}
- Immediately across Shillingford Boulevard due to car park usage (these are Lots 21 and 22 from Stage 2 of Subdivision Consent RC235205) – 51dB L_{Aeq}

These effects are considered to be **less than minor** given: effects on residential amenity will be minimal, levels remain at the lower end of international guidance, and a 1dB increase in noise levels are imperceptible. It is also noted that the land developer/ adjoining landowner has provided written approval for the project, and hence these effects are to be disregarded pursuant to s95E(3)(a) and s104(3)(a)(ii).

- Immediately across Goulds on Edgar Way (adjoining where delivery vehicles enter the site) – 52dB L_{Aeq}

These effects are also considered to be **less than minor**, for the same reasons expressed above. In addition, as outlined in Table 5 these locations adjoin Goulds Road (and therefore are exposed to higher levels of traffic noise).

- At sites adjoining where delivery vehicles exit the site (these are Lots 194 and 197 from Stage 10 of Subdivision Consent RC235205) – 54dB L_{Aeq}

AES (**Attachment I**) consider that the 4dB exceedance of the PODP Residential zone daytime threshold of 50dB L_{Aeq} to be acceptable (noting that the GRUZ threshold is 55dB L_{Aeq} at the nominal boundary applies to the underlying zoning), based on predicated levels remaining within the upper bounds of international national guidance for residential contexts (WHO and NZS6802:2008). The land developer / land owner has provided written approval for the project, and hence these effects are to be disregarded pursuant to s95E(3)(a) and s104(3)(a)(ii).

- Immediately across Goulds Road on Jacobs Lane (opposite the carpark) – 53dB L_{Aeq}

AES (**Attachment I**) have modelled a peak carpark noise level received at residential sites across Gould Road at 3dBA dB L_{Aeq} above the Residential Zone thresholds in the PODP (NOISE-Table 5). AES conclude that these effects are acceptable (**less than minor**) noting that the character of noise will be consistent with the envisaged ambient noise levels (predominantly vehicle movements on Goulds Road).

The **Night-time period**, incorporates noise sources associated with mechanical plant, and limited customer and staff vehicles departing the site. AES have assumed for the latter that up to 50 vehicles may depart the site in a 30-minute period after 10pm. As noted in the modelling and provided as conditions of consent there are no deliveries undertaken in the nighttime period.

AES have determined that there may be up to a 2dB L_{Aeq} exceedance of the nighttime noise thresholds within the Residential zones for a limited number of residential sites across Goulds Road associated with the main carpark egress. AES consider that the effects will be minimal and acceptable (**less than minor**) on the basis of: the small level of exceedance and declining frequency post 10pm as staff depart the Proposal, ambient noise levels given the arterial function of Goulds Road, and that the noise levels remain within the sleep protection limit of 45dB L_{Aeq} with windows open as outlined in WHO guidance and NZS6802:2008.

6.4.4 Conclusion in terms of adverse effects

AES (**Attachment I**) conclude that subject to the recommended conditions, as have been volunteered in Section 11 of this Application:

“We expect that adverse noise effects associated with the operation of the proposed Woolworths located at Goulds Road, Faringdon, Rolleston, will be less than minor.”³⁰

³⁰ Attachment I. AES [Section 4]

6.5. Signage

6.5.1 Appropriate standards for consideration

Table 6 identifies the respective thresholds applicable to signage as contained in the PODP. As outlined previous, application of the GRUZ zoning is the relevant zone, however this zoning outcome is an anomaly given the Fast Track consent which establishes an urban outcome for the site. The CMUZ zone signage provisions are therefore considered to provide a helpful contextual basis for the consideration for signage as anticipated with a Supermarket and associated small scale ancillary retail / commercial services located within a wider residential area.

Table 6: Applicable Signage Standards – PODP Residential Zone receiving environment

Part 2 – District Wide Matters- SIGNS		
SIGN-REQ1 Free Standing Signs		
GRUZ	<ol style="list-style-type: none"> 8. There shall be a maximum of one free standing sign per site for sites 4ha or less in area. 9. There shall be a maximum of three free standing signs per site for sites over 4ha in area. Signs shall be a minimum of 50m apart. 10. The maximum area of a sign shall be 3m². 11. The maximum height above ground level at the top of the sign shall be 6m. 	<p>RDIS</p> <p>✘</p> <ol style="list-style-type: none"> 8. There are 17 signs (Supermarket, freestanding, blade, directional and tenancy sign). 9. Signs are not 50m apart. 10. The total area of signage is 226.37m² 11. The height of the Woolworths Brand sign is below the façade height level but exceeds 6m
GRZ (General Residential Zones)	<ol style="list-style-type: none"> 3. There shall be a maximum of one free standing sign per site. 4. The maximum area of a sign shall be ... 0.5m² for any other activity. 5. The maximum height above ground level at the top of the sign shall be 2m. 	<p>NA – As GRUZ zoning.</p> <p>Signage area exceeds the ‘permitted’ maximum area by 225.87m²</p> <p>Pylon signs are 9m(height)</p>
LCZ (Local Centre Zone)	<ol style="list-style-type: none"> 21. Where the site has a road frontage of 50m or more: <ol style="list-style-type: none"> a. There shall be a maximum of one free standing sign per vehicle access to the site; b. The maximum area of a sign shall be 18m²; c. The maximum width of a sign shall be 3m; d. The maximum height above ground level at the top of the sign shall be 9m. 	<p>NA – As GRUZ zoning.</p> <ol style="list-style-type: none"> a. There is one free standing sign adjoining Shillingford Boulevard, there is one free standing sign adjoining the carpark to Goulds Road, and one each (Blade Signs) by the click n collect exit and BoH entry (directional signage). b. Each side of the Free standing Supermarket Pylon is 29.7m² each side (exceeds by 11.7m²) c. The Woolworth wapple signs are 14.8m wide (exceeds by 11.8m). d. The height of the Woolworths Brand sign is below the façade height level and does not exceed 9m.

6.5.2 Basis for signage

Signage associated with the Supermarket acknowledges its function as a commercial venture, and is proportional to the height and scale of built form on the site. The colour and placement of signage has been used to create elements of different scale and visual interest across the façade, and yet be unifying in terms of the character and purpose of the signage.

Attachment J sets out the proposed signage plan. The proposed free standing and blade signage has been designed and located to capture attention and increase legibility across the site, including the location and function of the ‘click n collect’ area of the site.

Building affixed signage is primarily located along the active frontage of the building fronting Shillingford Boulevard (Figure 10), and adjoining the Click n Collect along the Goulds Road frontage (Figure 11). There is no signage affixed to the Back of House (Figure 13), and limited signage, being a (6.7m²) Woolworths Brand Sign and a Tenancy sign (4.7m²) set at an oblique angle to Shillingford Boulevard.

Figure 10: Building affixed signage Northern elevation fronting Shillingford Boulevard



Figure 11: Building affixed signage eastern elevation fronting Gould Road



Figure 12: Building affixed signage western elevation fronting local road / Shillingford Boulevard



Figure 13: Southern elevation – Back of House



Signage does not include any intermittent or flashing illumination, and any illumination within (Free Standing signage) or directionally lit (Tenancy Signs) will be at illumination levels that achieve LCZ lux levels (2 lux as received within the RESZ zones).

Pick up signage has been designed to function well and be legible to passing motorists and need to visually orientate themselves to where the service is operating.

6.5.3 Consideration of effects - Signage

The primary purpose of signage is to enable business and other organisations to promote their products, services and activities. The role of the District Plan is to ensure that the potential adverse effects of signage are managed with respect to urban design and amenity outcomes. These outcomes will necessarily change according to context.

Despite the Rural zoning on the site and non-complying activity status, the matters of discretion SIGN-MAT1 – All Signs and Support Structures under SIGN-REQ5 (as applicable to a breach of scale within the GRUZ, RESZ and CMUZ) have been used to frame the following effects assessment. These include the following considerations:

The scale, design, colour, and location of the sign, accounting for:

- a. *impacts on the architectural integrity, amenity values, character values, or visual coherence of:*
 - i. *The building or site on which the sign is displayed and its ability to accommodate the sign;*
 - ii. *The surrounding area (including anticipated changes in the area);*
 - iii.
- b. *The amount and nature of existing signs on the building and/or site, and whether the proposed sign will result in visual clutter;*
- c. *The level of visibility of the sign;*
- d. *The provision of landscaping or other mitigating features;*
- e. *The length of the road frontage;*
- f. *The extent to which the sign adds visual interest or screens unsightly activities.*
- g. *Whether there are any special circumstances or functional needs relating to the activity, building, site or surroundings, which affect the signs requirements including operational, safety, directional, and functional requirements, and*
- h. *The potential of the sign to cause distraction, or confusion to motorists and/or adversely affect traffic safety due to its location, visibility, and/or content including size of lettering, symbols, or other graphics.*

In terms of matters in (a) associated with **architectural integrity** and the **surrounding area (including anticipated changes)**, the signage proposed (**Attachment J**) is specifically designed to be accommodated and absorbed at a scale and proportion with the proposed buildings, the scale and configuration of the site, and landscaping.

The scale, positioning, colours and layout of proposed signage are of a similar and orthodox extent to those associated with modern supermarkets. Such signage is anticipated and forms an essential component of the proposed Supermarket in terms of both branding, wayfinding and presence. All signage has been coordinated in terms of aesthetic, material palette and design, to be cohesive with, and retain the architectural amenity of, the proposed commercial architecture. As identified in **Figure 11** and **Figure 12** the structure and glazing associated with the primary facades retains predominance in terms of built form, with the proposed signage adding variance and interest.

The signage proposed is principally street facing so as to promote the commercial presence of the Supermarket (and associated tenancies) and is set at an appropriate scale for that purpose. The extent of signage (226m²) is not disproportionate with the extent of the frontage with Goulds Road (151m) and Shillingford Boulevard (144m overall) (matter (e)), noting that in most instances only one elevation of façade signage will be visible to those traversing the site on the road network.

In terms of matters (c), (d) and (e), the generous setbacks from Shillingford Boulevard and Goulds Road and the extent of landscaping (proposed and contributory through the Council Road reserve) ensures that the proposed building signage is subservient to the architectural integrity of the building, and layout and configuration of supporting carparking, access and landscaped areas. Those factors also ensure that proposed signage is not visually dominant, but is able to be coherently absorbed within its commercial context.

The freestanding signage has been positioned adjacent to the proposed vehicle access / egress points fronting Shillingford Boulevard and Goulds Road and provide the dual purpose of both providing a presence for the supermarket and wayfinding for vehicles to the Site's vehicle access points. As identified in **Attachment B** – Render RC-016 and RC-013, this signage assists in providing a legible entrance to the Proposal given the extent of landscaping provided on the adjoining Council reserve.

In terms of matters (b) and (f), the signage template provided (**Attachment J**) identifies that signage is provided in a cohesive and integrated matter. This ensures that signage is appropriately separated, serves a specific purpose on the site (directional – click n collect, blade sign – wayfinding, presence and vehicle access, wapple – entrance access and presence, separate tenancy signs), and there is a logical hierarchy and form to signage. Colours and fonts have been selected based on commonality in branding. Accordingly, the proposed signage does not result in visual clutter, but provides purpose and visual interest to the site.

Proposed signage does not generate safety risk or adverse operational effects. Conversely, the purpose is to provide appropriate branding – as consistent with contemporary supermarket developments and assist in wayfinding and legibility through the site. Overall, the extent of adverse effects on the environment, including anticipated changes, would be considered in a commercial context to be less than minor.

In a residential context, as provided by the Fast Track consents, the proposed signage is not incongruent within this environment. That conclusion is predicated on the scale and configuration of the Proposal as a whole, and that signage is predominantly buffered by both the arterial road network, landscaping and the Council landscaped road reserve.

It is concluded that there will be less than minor effects associated with the extent and location of proposed signage on properties immediately adjoining the site (fronting façades without signage); and those properties across Shillingford Boulevard given the subservient nature of proposed signage to the site and associated landscaping.

Lastly, fronting Goulds Road, whilst there is less landscaping to soften views of the proposed wapple signage, these views will largely be obscured from adjoining residential properties by the supporting canopy. The prominence of signage will be further reduced through the combined extent of building setbacks and the intervening Goulds Road to the nearest residential property. The low-level signage on this façade which is directional in function will not be readily observable from adjoining residential properties. Adverse effects from signage along the eastern façade on these parties would be considered no more than minor.

6.6. Transportation and Traffic

6.6.1 Introduction and Summary

A detailed integrated transportation assessment (ITA) has been prepared by Stantec (**Attachment D**). That report has focused on the following elements:

- The level of traffic that is likely to be generated by the proposal and the impact that this will have on the surrounding road network.
- The existing and future transport network, including public transport and active modes.
- The planned (zoned and consented) land use changes in the surrounding area, and implications in terms of the future transport network.
- The ability for the Proposal to facilitate the safe and efficient movement of vehicles to, from, and within the development site, including delivery vehicles to 'Back of House'.
- The implications for the proposal in terms of active modes of transport.

The positive transport effects associated with the Proposal are addressed in Section 6.1 of this Assessment.

The report concludes:

- *The location of the supermarket, within a developing residential area with good walking and cycling infrastructure, means that it will be well-located for local trips to be made by active travel modes. The location also means that there will be reduced demand for vehicle travel from the south-west of Rolleston towards the town centre.*
- *The traffic modelling exercise carried out showed that the roads surrounding the site will readily be able to accommodate any traffic volume increases resulting from the development of the supermarket, with negligible effects on the performance of nearby key intersections.*
- *The vehicle access arrangements are appropriately designed to accommodate vehicle tracking requirements, while providing priority to pedestrians and cyclists on the paths fronting the site. It has been assessed that all vehicle access points will operate safely and efficiently, with negligible effects on the frontage roads resulting from traffic turning to and from the site.*
- *The on-site layout is appropriately designed to accommodate convenient vehicle manoeuvring and access throughout the car park and loading areas. The design also provides appropriately for pedestrians walking through the site and connecting to the frontage road paths, as well as for cyclists with a good level of appropriately designed and located cycle parking proposed.*

6.6.2 Existing and Future Traffic Environment

Shillingford Boulevard and Goulds Road which front the site are notated as Collector roads (APP-2) in the PODP. Goulds Road connects to the north at Lowes Road and Springston Rolleston Road which then connects to the Rolleston Town Centre and further north, State Highway 1. The intersection of Goulds Road and Shillingford Boulevard has been recently developed as a single lane roundabout, with raised tables and pedestrian /cycling crossing facilities for each leg.

Collector Roads are defined in the PODP '*to distribute and collect local traffic within and between neighbourhood areas...*'. That is Collector Roads prioritise a movement function albeit balanced with providing land access, and their form and function is to facilitate the distribution of vehicles.

The existing public transport service passes the site on Goulds Road connecting to Lincoln and Rolleston and is based on a 1-hour frequency.

The physical characteristics of the existing road network is described in Section 3, and traffic volumes and road crash history in Section 4 of **Attachment D**.

The future transport environment responds to the extent of residential rezoning and greenfield development as anticipated in this area, and within Rolleston itself. These include the SH1 access project, and potential improvements of access to and from Dunns Cross Road and along the Selwyn Road corridor³¹.

In terms of public transport services, Stantec (Attachment D, Section 5.2) advises that the extent of growth in the southern extent of Rolleston in conjunction with the role of Goulds Road in the roading hierarchy will likely lead to increased bus routes and service frequency.

In terms of the immediate network to the site, **Figure 4** identifies the localised road network to be established as subject to Subdivision Consent RC235205. The extension to Shillingford Boulevard is consistent with the existing section, with 6m carriageways each side of a 3m solid median. On the western side of Stage 11 (where the Proposal egress for delivery vehicles is to connect), an 8m wide carriageway within a 17m wide reserve is proposed. Section 8 of the ITA (**Attachment D**) provides path modelling of the use of vehicle crossings associated with the Proposal onto this future road network.

In terms of active modes, the Council road reserve provides a continuation of cycle / pedestrian links along Shillingford Boulevard, and a pedestrian refuge is proposed within the Goulds Road flush median, midway between the main car park access point and Edgar Way to serve as a desire line between Edgar Way and the proposal.

The Rolleston Paramics micro simulation model identifies the following adjoining the site for weekday peak for base year (2040):

- Goulds Road (Edgar Way and East Maddisons): 900- 1,000 vehicles per hour (vph);
- Shillingford Boulevard: 300 vph; and
- Edgar Way: 470 vph.

6.6.3 The Proposal, carparking, loading and active modes

In terms of the provision of **vehicle parks**, the ITA³² identifies that the proposed 184 car parking spaces (including five (5) mobility spaces, four (4) parent spaces, eight (8) online 'click n collect' spaces, eight (8) low emission (EV) spaces are appropriately configured and of a capacity to meet needs, without reliance on the on-street parking resource³³. The adverse effects associated with vehicle parking on the on-street resource and associated amenity is considered to be less than minor.

In terms of **active trips**, the ITA identifies that pedestrians and cyclists are well catered for. In terms of the former, the network of footpaths provides legibility and ease of movement throughout the site, including the car park and to the frontage roads. Connections are aligned for continuation into the Council's road reserve and associated pedestrian pathways and wider network³⁴. For cyclists, cycle parks are provided in multiple locations through the site³⁵. For the Greenstar building rating, WWNZ have ensured that end-of-cycle showers and lockers are provided for staff³⁶.

³¹ Attachment D, Figure 5-1.

³² Attachment D [8.3]

³³ Attachment D [13]

³⁴ Attachment D [8.5]

³⁵ Attachment D [8.6]

³⁶ Attachment C [Page 14]

Loading is provided as a drive through (entry Goulds Road, egress local road provided by Fast Track consent) to the Back of House area to the south of the site. This area, and access / egress is physically separated from customer / public areas thereby removing any conflicts between delivery and customer vehicles. In addition, five courier bays are also provided to the east of the supermarket, equally separated from public movement areas. The ITA identifies appropriate onsite manoeuvring space for these vehicles³⁷, and has aligned the external road network to be provided and vested by Subdivision Consent RC235205 to safely and efficiently accommodate necessary swept paths onto the supporting road network³⁸.

The ITA³⁹ concludes for vehicle access points that these will:

“...will operate efficiently, with minimal delays and queuing expected. Based on this, right turn movements into the site will have a minimal impact on the frontage roads and can be supported, noting that space will be available within the flush median on Goulds Road and the median on Shillingford Boulevard for one or two vehicles to wait clear of through traffic. Similarly, right turn movements out will be able to be made safely and efficiently with the moderate passing traffic volumes.

The proposed vehicle crossing designs will provide priority for pedestrians and cyclists which is considered appropriate in the residential setting, with good visibility to the paths ensuring interactions can be managed safely. The designs will be capable of accommodating manoeuvring by appropriately sized design vehicles”.

The ITA⁴⁰ concludes for service delivery access points that with the future changes to the local road / Shillingford Road intersection, in conjunction with the low volume of service vehicles (including trucks), vehicles can be safely and efficiently accommodated by the road network.

6.6.4 High Trip Generation

Trip generation for the peak hour associated with the Supermarket has been modelled in the ITA using the Rolleston Paramics micro simulation model and identifies the following changes in distribution and generation:

Table 7: Supermarket Traffic Distribution. Source: Attachment D – Table 10-2

Road	Base Traffic volume (vph)	With Supermarket Traffic Volume (vph)	Change (vph)
Goulds Road north of East Maddisons Road	662	664	+2
East Maddisons Road north of Goulds Road	510	545	+35
Shillingford Boulevard east	483	565	+82
Edgar Way	470	619	+149
Goulds Road south	542	489	-53
Shillingford Boulevard west	296	385	+89

Resultant changes in the Levels of Service (measure of road efficiency and effectiveness) are provided below:

³⁷ Attachment D [Figure 8-9]

³⁸ Attachment D [Sections 11 and 12]

³⁹ Attachment D [11.6]

⁴⁰ Attachment D [11.6]

Table 8: Intersection and Access Performance. Source: Attachment D – Table 10-3

Intersection / Access	Intersection Type	Level of Service ⁴¹		Comment
		Base Development	With Supermarket	
Goulds Road / Shillingford Boulevard	Roundabout	LOS A	LOS A	Negligible change in performance, roundabout continues to operate with spare traffic carrying capacity
Goulds Road / Edgar Way	Sign controlled	LOS A	LOS B	Minimal delay, change in delay is 1s/veh for right turning vehicles
Goulds Road supermarket carpark access	Sign controlled	N/A	LOS A	Minimal delay
Shillingford Blvd supermarket carpark access	Sign controlled	N/A	LOS A	Minimal delay

The analysis identifies relatively little changes to the operation of the roading network with the inclusion of traffic generated by the supermarket. The road network continues to operate at a very good level of service.

6.6.5 Consideration of effects - Transport

Given the non-complying activity status, any adverse effects are able to be considered. To frame the effects assessment, and noting the following non-compliances, the following table sets out the basis for assessment.

Requirement	Operative Selwyn District Plan	Partially Operative District Plan	Assessment matters
Vehicle Crossings	E13.2.2 – distance of access to intersections with Collector and Local Roads	TRAN-REQ4 – distance of crossings to intersections.	TRAN-MAT1.1 1. Any effects on the visibility and safety of pedestrians, cyclists or motorists. 7. Any characteristics of a proposed activity or site that make compliance unnecessary, including expected traffic generation volumes and the types of vehicles. TRAN-MAT2 1. Any effects on the ease and safety of vehicle manoeuvring. 2. Whether the boundaries of a site support the formation of the vehicle crossing or accessway. 3. Whether the site can gain access from another road that is not a State Highway or Arterial Road listed in APP2 – State Highway, Arterial and Collector Road Classifications List.
	E13.2.4.2 and E13.2.4.4 – Number of crossings.	TRAN-REQ3 (RESZ and CMUZ) – exceeds number of crossings.	
	E13.2.4.5 – Width of Crossings	TRAN-REQ5 (RESZ and CMUZ) – Width of Crossings	

⁴¹ Level of Service (LOS) is a measure of performance based on average delay to vehicles. The LOS ranges from LOS A (essentially free flow/minimal delay) to LOS F (higher delay / congested).

			<p>4. The design and location of the vehicle crossing or accessway.</p> <p>5. The anticipated number and type of vehicles, cycles, pedestrians or stock movements.</p> <p>6. Any visual effects on road design and amenity values from not forming the vehicle crossing or accessway to the specified standards.</p>
Queuing Space	E13.1.10 – 25.5m queueing space required – 15m and 7m provided.	TRAN-REQ15 – Queuing Space – 24m required - 15m and 7m provided.	<p>TRAN-MAT4</p> <p>8. Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists.</p>
Traffic Generation	LZ10.8.1.3 – Thresholds exceeded.	TRAN-R8 – Full TA Required.	<p>TRAN-MAT8A – HTG Full</p> <p>1. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).</p> <p>2. Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.</p> <p>3. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity.</p> <p>4. Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d.</p> <p>5. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist.</p> <p>6. Need for an ITA - Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</p>

Considering each of these matters in turn:

Assessment matters associated with **vehicle crossings**, relate to the following:

- **Visibility and safety** of pedestrian, cyclists or motorists – As identified in the ITA⁴² the crossing points as located are situated on straight and flat road alignments with good visibility. The use of kerbside parking restrictions associated with proposed flush medians will also ensure driver sightlines are maintained in both directions ensuring a high level of pedestrian / cyclist visibility when using the crossings. Vehicle crossings are no wider than 9m at the boundary and are considered appropriate for the activity.
- **Necessity for compliance** – In terms of the vehicle crossing widths, these are designed to accommodate the functional needs of the proposal and associated design vehicle paths⁴³ (and **anticipated generated number and type of movements**) through responding to design widths associated with that usage. Crossings for service access has been designed to accommodate larger vehicles, such as trucks and trailers which require much of the driveway when turning into or existing the site. However, the split of functions ensures that service vehicles are separated from public carparking and carparking areas, and the frequency and use of service related crossings will be low.
- **Site, design and location of crossings** – The site has direct access to two Collector Roads, and the provision of separated access points both spreads vehicle access across a number of exits, and also separates potentially conflicting vehicle movements and through a legible approach to parking layout (**safe and efficient vehicle circulation**).

Assessment matters associated with **queuing spaces**, relate to the following:

- **Safe and efficient vehicle circulation and access arrangements**, including for pedestrians and cyclists. As outlined in the ITA⁴⁴, the requirements in both the ODP and PODP allow queuing space requirements to be apportioned between multiple access points based on their usage. Splitting the queuing space requirement (24m in the PODP) affords some 15m to Shillingford Boulevard meeting queuing space requirements, with only 7m to Goulds Road, which is less than the 12m required. The ITA identifies that any momentary delays are not expected to result in queuing back out of the site onto Goulds Road, and the exit movement onto Goulds Road is forecast to operate efficiently such that there would be minimal queuing back into the site, as would any potential to block the first aisle. It is concluded that the effects would be **negligible**.

Assessment matters associated with **High Traffic Generation**, generally relates to whether the level of generation would affect the **safety, efficiency and accessibility of the supporting road network**. As identified above, there is relatively little change to the operation of the roading network and a high level of service is retained. In relation to whether the design **promotes active modes**, as identified the Proposal includes the provision of infrastructure (pedestrian pathways, cycle parking and facilities) to encourage the use of these modes. In addition, the frequency of public transport which already traverses the site is anticipated to increase in response to the increased urbanisation of the southern extent of Rolleston. As outlined in the ITA, the Proposal is *well placed to cover the south west walk catchment so that those in the southwest corner [of Rolleston] can walk to the supermarket ... Overall it is considered that the proposed Supermarket location can support a local servicing of the residential catchment by a range of travel modes. This will reduce vehicle travel compared to reliance on town centre supermarket offerings.*⁴⁵

Overall, the adverse effects on the transport network and as associated with layout and modal choice are considered to be **less than minor**.

⁴² Attachment D [11]

⁴³ Attachment D [16.3]

⁴⁴ Attachment D [16.4]

⁴⁵ Attachment D [14]

6.7. Economics

Property Economics (**Attachment E**) have provided a detailed assessment of the actual or potential economic effects associated with the Proposal. In terms of adverse effects, the distinction between ‘trade distribution’ and ‘distributional effects’ is outlined as follows:

“...where trade competition produces social and economic effects that are not significant and not beyond the effects ordinarily associated with trade competition, those effects are to be disregarded when assessing an application.”⁴⁶

6.7.1 Growth and Sustainable GFA

Property Economics have predicated their economic assessment based on the following considerations:

- A primary or ‘core catchment’ which is essentially the geographic area proximate to the proposal from which the supermarket is likely to derive the majority of its sales, and / or where the supermarket has a strategic locational advantage (over other supermarkets in the wider area)⁴⁷.
- A secondary or wider catchment, where less sales will be derived⁴⁸.
- Residential and household growth, primarily in the core catchment (refer Figure 7).
- Associated retail expenditure as a consequence of that residential and household growth.
- Consequent sustainable retail GFA, in terms of both supermarket supply and speciality retail that can be supported. It is noted that the metric utilised for Sustainable Floorspace is defined as such:

“This [sustainable floorspace] does not necessarily represent a financial ‘break even’ point, but a level of sales productivity (\$/sqm) based on net (and GFA) retail floorspace that allows retail stores in their respective sectors to trade profitability and provide a good quality retail environment, and thus economic wellbeing and amenity”.

On the basis of the above, Property Economics have identified that the core catchment will generate enough retail expenditure on an annual basis to sustain 4,200m² GFA of **food retailing** in 2023. Of which 3,100m² would be attributable to Supermarket spend, and 1,500m² to Convenience Food Retail.

By 2038, the anticipated sustainable food retailing GFA is some 8,300m² (medium Statistics NZ projections) and 9,400m² (high Statistics NZ projections). This is shown in Table 9.

Table 9: Core Catchment Sustainable Food Retailing – Source Property Economics [Attachment E Table 2]

Medium Growth Scenario	2023	2028	2033	2038
Supermarkets	3,100	3,900	4,700	5,600
Convenience Food Retailing	1,500	1,900	2,300	2,700
Total Sustainable Food Retailing GFA (m ²)	4,600	5,800	7,000	8,300

High Growth Scenario	2023	2028	2033	2038
Supermarkets	3,100	4,300	5,200	6,300
Convenience Food Retailing	1,500	2,100	2,600	3,100
Total Sustainable Food Retailing GFA (m ²)	4,600	6,400	7,800	9,400

Property Economics conclude that by 2026 (the estimated completion year of the development given planning, earthworks, infrastructure and construction lead times), the sustainable food retailing GFA within the core

⁴⁶ Attachment E [11]

⁴⁷ Attachment E [Figure 3]

⁴⁸ Attachment E [Appendix 2]

catchment would be around 5,300sqm under the medium growth scenario and approximately 5,700sqm under the high growth scenario. Accordingly, the Proposal is seen as appropriate and well located to meet the growing demands of this catchment, and support projected demand over the forecast period.

In terms of convenience retail, Property Economics have concluded that the catchment can support between 4,100m² (medium projections) to 4,600m² (high projections) of convenience retail, of which 3,000m² is existing or expected within the existing Neighbourhood Centre network (refer **Figure 9**). Accordingly, the core catchment can support an additional 1,100m² to 1,600m² GFA of convenience retail at 2038⁴⁹.

On the basis of the above, given 375m² GFA of convenience retail and 3,700m² of Supermarket, the proposal will not generate adverse distributional effects (or agglomeration effects) on the existing Rolleston Town Centre or zoned Neighbourhood Centres. Conversely, the Proposal appropriately increases supply in an efficient location to satisfy growing demand.

6.7.2 Economic Effects

As located in a Rural Zone, the status of the Proposal is a non-complying activity and any adverse effects are able to be considered. To assist in framing the consideration of economic effects, the assessment matters within CMUZ-MAT1 have been used:

- (i). *The extent to which the scale of the activity adversely affects the viability and function of the Town Centre Zone, including individual and cumulative adverse distributional and urban form effects.*
- (ii). *The extent to which the scale of the activity adversely affects the intended function and role of the Local Centre Zone.*

In terms of **matter (i)**, as identified in **Attached D**, the Rolleston Town Centre (RTC) supports a diverse and rapidly expanding employment base which reinforces its pivotal role as the primary economic hub in the broader district. The Economic Report considers that given the material retail employment base within the RTC, in conjunction with fast growing market demand, it *“can be expected that the potential retail impact of the proposed development (if any) would be no more than minor as the primary impacts would be on the high performing supermarket stores only”*⁵⁰. Furthermore, the diversity of employment (commercial and other services sector) accounts for over half of the RTC employment base underlying the functional amenity (diversity of activities) of the Rolleston Town Centre reinforcing that the Town Centre acts as more than a retail hub for its community and the wider Selwyn District. The Proposal has no potential to undermine the overall role and function of the RTC⁵¹.

Urban form effects are not defined in the PODP, but are defined in the Canterbury Regional Policy Statement (2013) as:

means an effect on urban form and structure, including anticipated location and networks of activities, facilities and infrastructure.

Based on the Economic and Transport assessment, the Proposal will result in positive effects in terms of reducing trip generation and VKT, as well as improving modal choice in accessing groceries proximate to rapidly expanding greenfield residential areas. These residential areas are otherwise not well catered for by a proximate Supermarket operator. The proposal will not result in potential changes in terms of residential densification targets or opportunities, nor diminish the role and function of the network and distribution of centres in Rolleston in terms of either the Supermarket or convenience retail offer. As identified in Attachment D, the Proposal *“plugs an obvious*

⁴⁹ Attachment E [9]

⁵⁰ Attachment D [10]

⁵¹ Attachment D [10]

gap in the market which without would lead to significant issues for the efficiency of Rolleston's [centre] network in future"⁵².

In terms of **matter (ii)**, the Proposal and site is not zoned for Local Centre, accordingly I consider that a more useful analysis is targeted to the following:

- Is the tenancy mix appropriate in terms of the role and function of a Local Centre?
- Will the Proposal diminish the role and function of the adjoining Neighbourhood Centre zones?

The National Planning Standards reference a 'Local Centre Zone' as:

"Areas used predominantly for a range of commercial and community activities that service the needs of the residential catchment".

As identified in the Economic Assessment and highlighted in Section 2 of this Assessment, the rapidly expanding nature of greenfield residential development is at a level where the functions of a Local Centre, that is supporting a proximate residential catchment with access to convenience retail and supermarket activity, is appropriate and sustainable. This enables the local community to access a lot more day-to-day convenience retail and commercial services required at the local level. The activities proposed are suitable and appropriate in terms of servicing the needs of a localised and more proximate residential community (and associated pass-by trips).

As also identified in Attachment D, the Proposed 375m²GFA of small-scale retail / commercial activity provision in conjunction with the surrounding residential catchment is such that there is *"no propensity that the convenience retail component [of the Proposal] would compromise the role, function, and performance of the existing and expected convenience centres. Simply put, the 380m² GFA of convenience retail is considered suitable and sustainable within the catchment without posing a threat to the performance and future growth of existing and anticipated centres"*⁵³.

6.8. Character, Design and Amenity

The following assessments are relied on in terms of considering these matters:

- Architectural Design Statement – **Assessment C.**
- Landscape – **Assessment F.**
- Urban Design – **Assessment G.**

The wider context is set out in detail in Section 2 of this Assessment, specifically the transitioning nature of the surrounding environment from an open pastoral rural character to one of an urban context.

The following assessment commences with the purpose and hence functional requirements of the Supermarket and ancillary retail / commercial services, and sets out how the site context and environmental constraints have been considered in the design brief, and accounting for balancing the needs for customers with reducing effects on the environment.

⁵² Attachment D [8]

⁵³ Attachment D [9]

6.8.1 Architectural Design Statement

At a macro functional scale, the following supermarket requirements drive form and are to be balanced against optimal landscape and urban design outcomes:

- (a) Adequate at grade carparking that is both visible and legible from the access road leading to it. Access to carparking is to be connected to clear and accessible entry points.
- (b) Carparking is to be of an adequate size, proportional to the scale of the Supermarket. For a 3,500m² GFA full-service supermarket some 180 vehicle spaces are seen as the minimal requirement.
- (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 areas in the middle of the floorplan are 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.
- (f) Store customer entry needs to be centrally located to the carpark which in turn needs to be visible to customers arriving at the site.
- (g) Online pick up (which post-COVID has rapidly increased in popularity with a commensurate increase in the building space requirements necessary to service this specific function) is to be accommodated with supporting parking, canopy and vehicle access.
- (h) Back of House, including delivery vehicles should be designed and separated from public areas so as to avoid potential conflicts between customers and logistics.

Attachment C sets out the basis for how the Architecture package was established. Principally, that the extent of residential growth was devoid of a convenient Supermarket retailer, hence the need for a full-service supermarket offering (including customer parking, back of house), including on-line retail offerings.

Given the newly developed suburbs, there was also a need to instil identity and legibility in addition to providing retail and public amenity, hence flanking the supermarket with smaller retail tenancies to the east and west, as well as increasing the extent of glazing and public activation to the carpark and the intersection of Shillingford Boulevard and Goulds Road.

The form of the Supermarket will be of a height and scale to achieve its function. Materiality, glazing and placement of signs have been used to create different scale and visual interest across the façade. The secondary retail elements have lower building heights as located more to the edge to the site and reflect the adjacent residential heights across both roads.

The customer-facing side of the Proposal faces north to the sun and the main carpark. The carpark is buffered from the northern intersection by the Council green space. The extent of setback, in conjunction with glazing and materiality further integrates the Supermarket with its surrounding and mitigates building length and height. This northern façade has a large pedestrian canopy / veranda which provides weather protection and legibility across the front of the building, connecting both the main entrance to the Supermarket (and its extended canopy) with those associated with the smaller retail / commercial service tenancies.

Back of House is separated to the south of the Site, removing potential conflicts with the ‘public realm’ where customers and public carparking is located, and also provides visual screening for truck and service vehicle

operations. The setback of the store to the south reduces shading and visual overlooking to the adjacent neighbours.

Modulation in the roof form (**Figure 12**) and building heights result in a similar level of amenity to the west. To the east (**Figure 11**) modulation in the roofline, including the shape and scale of the canopy assist to setback and separate the main building from the footpath edge assisting in reducing the height and bulk of the building to residences (the retirement complex) across Goulds Road. The Proposal represents an appropriately scaled development that responds to its environment.

As identified in **Attachment C**⁵⁴:

“There is a single building that forms the basis of the design layout, and each building edge performs the function of responding appropriately to the different boundary conditions of the site”.

6.8.2 Landscape Effects

The Landscaping Approach is framed around supporting and encouraging a new sense of community (represented by the Proposal) by providing a high amenity space that fosters ownership and pride in the area. The landscape treatment is also to provide ample opportunities to spend time on site and to connect through walking and cycling to the surrounding neighbourhoods⁵⁵. The palette of materials, colours and planning is to generate visual interest and strengthen connection to the Rolleston township character, including the use of Waimakariri River aggregate within paving, large river boulders, and plants endemic to the local area to reflect local conditions and integrate the development within its context and setting⁵⁶.

The existing character of the specific site is somewhat of a working rural character, albeit the site aggregate storage and fencing signals the impending greenfield development of the site.

The environment as anticipated by the Fast Track consent, which is akin to a Medium Density Residential Zone (MRZ) anticipates medium density housing. The MRZ Overview specifies provision of:

*detached, semi-detached and terraced housing, and a **high-quality on-site amenity** for future residents. The zone also generally provides a high level of services including footpaths, street lighting, and neighbourhoods that are **internally well connected by roads, pedestrian paths, and cycle routes**. More intense development in close proximity to centres, public transport, open space and community infrastructure facilities will assist in minimising urban sprawl and increasing housing supply and housing choice within the District.*

The Proposal has the potential to form an important neighbourhood focal point and provide a **high amenity** space and foster a sense of community. **Connectivity** is provided through the centre of the site and to integrate to Shillingford Boulevard roadside reserve and shared path to the north. The pathway will also provide connections to public transport users, and integrate with wider pedestrian and cycling facilities in the wider road reserve, linking the Proposal to residential areas, schools, retirement homes and parks. Complementary pedestrian entrances are also provided at the vehicle entrance points on Goulds Road and Shillingford Boulevard that incorporate seating and bike stands.

Along the **northern** boundary, the site is complemented by the high amenity proposed from the extended 14m wide road reserve which consists of a planted swale and associated pedestrian boardwalk, grassed mound and

⁵⁴ Attachment C [page 23]

⁵⁵ Attachment F [1.4]

⁵⁶ Attachment F [1.4]

sculpture, as well as street tree planting on the eastern side of Goulds Road. On-site a 3.6m wide plant bed is to be established around the perimeter of the site with low planting to visually mitigate views of the carparking, whilst allowing visibility to building signage from Goulds roundabout. Overall, the proposed landscaping, inclusive of the Council Road Reserve ensures the visual effects of the supermarket is a positive feature of the wider context⁵⁷.

The **north-western boundary** runs adjacent to Shillingford Boulevard. As above, the extended 14.0m wide Council reserve and associated planting and landscape provides complementary softening in conjunction with the onsite 1.2m depth perimeter low planting which is designed to screen the carparking surface and parked vehicles. The outdoor area and associated northern retail tenancies provide additional building modulation and planting fronting this road. Pathway connections both towards the western edge of the site, and centrally from the carpark connect into the wider public sphere providing functional connections for more active transport modes. The landscape intent is to visually soften views of the built form and carparking.

The **southern boundary** interface consists of a 2.3m high acoustic fence as outlined in the Acoustic Assessment (**Attachment I**) with a 3.0m wide plant bed containing both low level planting, and *Pittosporum euginoides* shrubs (12m maturity) at 5.0m separation distances, and *Dodonaea viscosa purpurea* shrubs (6.0 maturity) at 3.0m centres. The visual bulk and location of the building, as separated from the southern boundary by 16.0m (Back of House canopy is located 8.7m from the boundary) has also been considered in terms of managing the building's visual prominence and shading effects to an appropriate level. A suitable level of visual and acoustic amenity is therefore established across this boundary.

It is also noted that the land developer / land owner has provided written approval for the project, and hence these effects are to be disregarded pursuant to s95E(3)(a) and s104(3)(a)(ii).

The **western boundary** interfaces with the Supermarket building and northern retail tenancies as setback approximately 2.8m and 1.8m from the boundary respectively. Potential adverse effects are associated with building bulk and location. Shading is reduced on the neighbouring site by the modulation and height of the proposed building structure.

A planted buffer of between 1.8m to 2.8m depth is proposed along the boundary with *Pittosporum euginoides* shrubs (12m maturity) at 5.0m separation distances to screen the Supermarket building façade, and *Dodonaea viscosa purpurea* shrubs (6.0 maturity) at 3.0m centres to screen the smaller retail tenancies. As with the southern boundary, the land developer has provided written approval for the project, and hence these (shading and interface) effects are to be disregarded pursuant to s95E(3)(a) and s104(3)(a)(ii).

Lastly, in terms of the **eastern boundary** which adjoins Goulds Road, this boundary consists of the carpark to the north and supermarket building and associated 'click n collect' to the south. Newly established residential sections are being developed on the opposite side of Goulds Road, including a future retirement village.

The Landscape Assessment identifies that the existing and proposed streetscape and landscape boundary treatment effectively mitigates the potential adverse visual effects, including the provision of 2.0m depth landscaping strips with low level planting to soften views of the carpark. Larger specimen trees are located by the staff carpark area, and at intervals along the main carpark, providing a 'green buffer' to the residential properties located on the eastern side of Gould Road⁵⁸.

⁵⁷ Attachment F [Page 4]

⁵⁸ Attachment G [Page 4]

Views from the Edgars Road intersection of the click n collect area are softened with 1.0m high hedging consisting of *Griselinia littoralis* planted at 600mm centres, as also interspersed with locally sourced river boulders that reflect the local vernacular. *“The landscape treatment on the eastern boundary takes into consideration the residential setting and will ensure the development sits comfortably within the wider area”*.⁵⁹

The Landscape Assessment considers the visual effects can be mitigated by appropriate landscaping, generous road and internal boundary setbacks, and the provision of the Council Reserve along the north and north-western boundaries of the site.

It is acknowledged that landscape treatment particularly along Goulds Road will provide a different amenity to that provided by Rural Zone, or that provided by residential development achieved under the Fast Track consent for the Site or by way of the MRZ in the PORP.

In terms of the level of amenity, the Landscape Assessment expects the comprehensive landscaping will achieve a high-quality level of amenity fronting the public realm and that the Proposal has been designed to integrate into its evolving residential setting, with appropriate landscape and visual effects and provide a community focal point for a rapidly growing community.

6.8.3 Urban Design

Assessment G identifies, as set out in Section 2, the rapidly growing extent of the Rolleston township. In particular, the assessment states that the absence of any supermarket-anchored retail areas within the southern part of the township results in 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 assessment draws from the CMUZ provisions of the PORP and the Seven C’s as espoused within the New Zealand Urban Design Protocol (2005), which of relevance to this Proposal are summarised as being: Context; Character; Connections; Edges and Internals.

In terms of the receiving **Context**, the Assessment notes the Rural zone applying to the site but considers that the Fast Track consenting and surrounding residential development effectively provide an urban context to considering the Proposal. Within that context it is acknowledged that the streetscape and urban fabric is evolving. That is the Proposal is not establishing within a mature commercial environment or streetscape, but provides an opportunity to create a new commercial hub that embodies good urban design outcomes in both form and streetscape⁶⁰. Accordingly, the Proposal is considered to be designed and located in a manner that is compatible with the receiving and wider environment. Specifically, the low rise building, glazed street facing facades, mixture of cladding features, setbacks and perimeter landscaping reduce the dominance of the proposal when viewed from adjacent properties and the public realm.

In terms of **Character**, the Assessment considers that the design of the Proposal will be different from residential forms and lot grain, and will exhibit a commercial rather than residential character, albeit commensurate within a suburban context. Building mass is relatively low rise, and the extent of planting and limited sleeving with fine grain retail assists in integrating the character of the proposal with that associated with the emerging suburban

⁵⁹ Attachment G [Page 5]

⁶⁰ Attachment G [3.1]

residential amenity. The Proposal is considered to provide an appropriate character for a suburban commercial centre and sits comfortably within the context of an emerging low rise residential suburb.

The proposal is situated in a manner that promotes both strategic **Connections** via Shillingford Boulevard and Goulds Road to the wider transport network and Rolleston town centre, and is well integrated within its urban block structure through customer entry to both main arterial roads, as well as separated access and egress to back of house loading areas and connections to the wider pedestrian network, including the two existing bus stops as proximate to the site (Edgar / East Maddisons and Ledbury Drive).

The proposed carpark reflects a grid layout, and comprises customer and staff bays, EV charging spaces, and 'click n collect'. Mobility spaces are located adjacent to the supermarket entry. Mixed materials are used to mark out pedestrian crossings and assist with traffic calming and legibility within the site.

The design approach enables safe and efficient movements by customers throughout the site, avoiding conflicts with loading areas, and connections to the wider footpath / cycleway network as the surrounding greenfield area transitions to an urban character and activities.

In terms of **edges**, there is considerable overlap with the analysis contained in the Landscape Assessment.

- The **north and north-western** edges set the building mass well back from the road, with the intervening parking and landscaping representing a typical supermarket layout and configuration that responds directly to the functional needs of customers where carparking is to be visible from the surrounding road network and supports circulation and grocery loading. Landscaping and a demarked perimeter, in conjunction with the extensively planted Council road reserve, provides an extensive landscaped buffer between the site and road edge. The extent of glazing, activation, and building modulation on the northern façade of the building presents an active face to Goulds Road and Shillingford Boulevard.
- In terms of the **western and southern** interface with future residential sites, the proposed building mass is relatively low rise and is designed to comply with (the MRZ) building height and setbacks. The loading zone to the south is screened by fencing, and softened through landscaping planted along the interface.

In terms of **Internals**, the Urban Design Assessment concludes that:

"Overall .. the design and layout of the proposal appears structured and logical, with CPTED principles incorporated, thereby creating a pleasant space to be within"⁶¹.

In reaching that conclusion the assessment identifies that the proposal is designed to control the flow of people through the design and location of access points, pathways and landscaping, whilst also facilitating the movement through the carpark whilst vehicles are present. Passive surveillance over the site and adjacent properties and public realm, and vice versa is enabled by the sleeving of the northern and eastern elevations with customer entrances and glazing, the location of the carparking between buildings and the road, and the low height of landscaping with limbed up specimen trees and grid layout which fosters clear sightlines.

As outlined in the Architectural Assessment as to functional requirements, carparking – and its extent and treatment- can create tension with optimum urban design outcomes. The necessity for both the extent, circulation routes, and visibility of carparking is linked directly to the maxim that supermarket patronage is reliant on the purchase of goods that are not easily transportable by cycling, walking or public transport. In this instance the

⁶¹ Attachment G [3.5]

nature of in-situ landscaping and as complemented by the extent of the adjoining Council reserve fronting the intersection of Shillingford Boulevard mitigates the effect of extensive hardscape parking and reduces car visibility at an urban level whilst balancing the functional need for patrons to be able to clearly identify the provision for vehicle parking.

In conclusion, the Urban Design Assessment states:

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

6.9. Residential Dwellings

The Proposal will displace nine low density (>550m²) allotments, four medium density (>400m²) and two terrace lots as consented pursuant to Subdivision Consent RC235205 and Land Use Consent RC235206. These effects on sufficient development capacity for housing (under the NPS-Urban Development) is considered to be **negligible** given both the scale of the effect, the magnitude of greenfield rezonings in Rolleston and the extent of upzoning as enabled by Variation 1 to the PODP. The provision of a full-service supermarket and associated convenience retail helps to support more intensive forms of housing in the adjacent area by enabling future residents to have ready access to meeting their day-to-day needs.

6.10. Summary of Effects

In terms of the effects assessment above:

At a **strategic** level, analysis from Economics, Transport and Urban Design identify that the Proposal represents an opportunity absent from the existing zoning framework for the provision of day-to-day convenience retail and commercial services to meet the needs of an immediate and burgeoning residential base in south Rolleston. The Proposal would remedy macro spatial issues for the efficiency of Rolleston’s centre network in the future, as well as provide a community hub and assist in enhancing the legibility and identity of what would otherwise be a ‘mono use’ urban fabric. The proximity of the Proposal to emerging greenfield residential developments and connections to the strategic network enhances opportunities for active modes of transport to service the convenience needs of proximate residents and reduce both trip generation and VKT (and therefore support reductions in greenhouse gas emissions). At a strategic level, the effects of the proposal on the environment are **positive**.

At a **macro – block level**, as considered in terms of Engineering, Landscape, Urban Design and Transport, the proposal integrates and connects safely, efficiently and effectively with the wider road network and block pattern. Necessary infrastructure services and capacity are available and able to be connected to the site to provide for the anticipated uses. Vehicle access is both safe and efficient, and the extent of generation is able to be accommodated on the road network with the road network continuing to operate at a very high level of service. The proposed landscaping associated with the perimeter of the site, and complementary landscaped extent of the adjoining Council Road Reserve, provides an appropriate interface with the surrounding road network where the expanse of carparking is softened and the balance between visibility and legibility of the commercial activity is appropriate provided. Conditions associated with construction activities will appropriately manage any offsite nuisance and sediment controls.

At a **micro - internal level**, as considered in terms of the Architectural Assessment, Transport, Acoustics, Urban Design and Landscape, the functional attributes associated with the Supermarket proposal inform the configuration and layout of associated activities. Within that envelope, care has been taken to ensure that there is internal legibility and connections associated with pathways and circulation within the carparking area; potential conflicts between operations and customers have been separated, including: segregating Back of House completely from customer areas; and placing the 'click n collect' function along the eastern edge with partially separated egress in recognition of the higher turnover of custom. Acoustic controls and fencing are prescribed to ensure an appropriate residential amenity is provided at the interface. Landscaping is provided specifically along the perimeter to soften the edges of the Proposal at the road interface.

Any adverse effects associated with the proposal have been appropriately accounted for and sought to be managed through design and conditions of consent. The proposal is compatible and congruent with the character and amenity of residential development provided by Subdivision Consent RC235205 and Land Use Consent RC235206.

Overall, in terms of both Sections 104D(1)(a) and s104(1)(a) there is no resource management impediments to granting consent.

7. Objectives and Policies

7.1. Section 104(1)(b)

The following statutory framework is considered below:

- National Policy Statement on Urban Development (2020) – s104(1)(b)(iii)
- The Canterbury Regional Policy Statement (2013) – s104(1)(b)(v); and
- The Operative Selwyn District Plan ('ODP' a plan) and the Partially Operative Selwyn District Plan ('PODP' or proposed plan) – s104(1)(b)(vi).

For completeness, it is noted that the site does not relate to any River or Natural Inland Wetland (NPS-FW), there are no applicable sites in relation to the NPS-Indigenous Biodiversity, and no part of the site is defined as highly productive land⁶² (NPS-HPL).

7.2. National Policy Statement on Urban Development (NPS-UD)

The NPS-UD is the only relevant National Policy Statement associated with the proposal. The aim of the NPS-UD is to ensure that New Zealand's urban areas are well functioning urban environments that meet the changing needs of communities. The NPS seeks to ensure that *planning decisions* remove overly restrictive barriers to development to ensure that sufficient capacity is provided to meet both housing and business needs in appropriate locations. The term *planning decision* extends to this resource consent application⁶³.

Relevant Provisions: Objective 1, Objective 4, Objective 6, and Objective 8, Policy 1(b) and (e), Policy 2, and Policy 6(c).

Rolleston, as contained within Greater Christchurch, is deemed a Tier 1 Urban Environment⁶⁴.

The Objectives in the NPS-UD that are relevant to the Proposal are:

- ~ **Objective 1** - New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- ~ **Objective 4** – New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations;
- ~ **Objective 6** - Local authority decisions on urban development that affect urban environments are:
 - Integrated with infrastructure planning and funding decisions; and
 - Strategic over the medium and long term; and

⁶² NPS-HPL (clause 3.5(7)).

⁶³ NPS-UD Interpretation [Section 1.4]

⁶⁴ NPS-UD [Table 1]

- Responsive, particularly in relation to proposals that would supply significant development capacity.
- ~ **Objective 8** – New Zealand's urban environments:
 - Support reductions in greenhouse gas emissions; and

The NPSUD Policies that implement these Objectives direct that:

- ~ **Policy 1** - Planning decisions contribute to well-functioning urban environments, which includes enabling a variety of sites that are suitable for different business sectors in terms of location and site size (b) and supporting reductions in greenhouse gas emissions (e).
- ~ **Policy 6** - Planning decisions have regard to the benefits of urban development that are consistent with well-functioning urban environments (c).

In terms of contributing to the outcome of a well-functioning urban environment, the Proposal seeks to establish a Supermarket and ancillary retail / commercial services to 'plug an obvious gap' in the centre hierarchy, as outlined in the Economic Assessment. The Proposal is appropriately placed to contribute to a well-functioning urban environment as there are no zoned Local Centre zones in Rolleston, and the distribution of Neighbourhood Centre zones is not the most economically efficient way of delivering convenience retail and meeting resident needs within south Rolleston. Accordingly, the Proposal achieves **Policy 1(b)**, **Policy 6(c)** and **Objective 1** and contributes to development capacity in a manner that contributes to well-functioning urban environments and is integrated with supporting infrastructure (**Objective 6**).

In terms of **Policy 2**, the NPS-UD requires SDC to provide at least sufficient development capacity to meet expected demand for ... business land over the short, medium and long term. 'Sufficient' development capacity for the purposes of Policy 2, means that it is plan enabled, infrastructure ready, suitable (to meet demands) and meet expected demand (plus competitiveness margins)⁶⁵. The Economic Analysis identifies that the Proposal is necessary to meet (and support) expected demand:

"the core catchment has sufficient capacity to absorb the impacts of the proposed Woolworths supermarket which covers around 3,700m² of GFA ... and increase supply to satisfy the projected demand over the forecast period"⁶⁶.

In addition, the Economic Assessment identifies that the small retail provision (of 380m² GFA) is appropriate to meet demands, within the latent potential which would support an even greater scale of convenience retail provision⁶⁷.

Accordingly, the Proposal advances the achievement of **Policy 2** of the NPS-UD.

As outlined in the Transport and Urban Design Assessments, the proposal will result in a reduction in trip generation and VKT and support active modes of transport to access convenience goods (and services), hence supporting reductions in greenhouse gas emissions (**Policy 1(e)** and **Objective 8**). The site is suitably located in the vicinity of planned transportation infrastructure, including improvements outlined by the Selwyn District Council in their Long-Term Plan (2021 – 2031) including the roundabout at Shillingford / Goulds Road, upgrades to key intersections and associated pedestrian connections⁶⁸ (**Objective 6**).

⁶⁵ NPS-UD Clause 3.3(2)

⁶⁶ Attachment D [6.4]

⁶⁷ Attachment D [9]

⁶⁸ 30 Year Infrastructure Strategy 2021- 2051[8.6]

As outlined in the Urban Design and Landscape assessment, there will be a change in character (from the underlying Rural zoning) and also the residential character as prescribed by the Fast Track consents. However, in providing for the wellbeing needs of the proximate and expanding residential catchment, an appropriate and high level of amenity is achieved, and of a character that is compatible with suburban residential development. Accordingly, the proposal achieves **Objective 4**.

The Proposal is considered to both be consistent with, and advance, the provisions within the NPS-UD as commensurate to the scale of the Proposal.

7.3. The Canterbury Policy Statement (2013)

The Canterbury Regional Policy Statement provides an overview of the Resource Management issues for Canterbury.

In terms of Land use, the relevant provisions are those contained within Chapter 5 that relate to the 'entire region'⁶⁹ and those in Chapter 6 – Greater Christchurch.

As prepared in 2013, the CRPS predates the NPS-UD (2020) however was amended in September 2022 to insert Objective 6.2.1(a) to provide prescriptive targets for Housing Bottom Lines.

The key provisions in relation to the Proposal relate to commercial considerations. Whilst the CRPS is relatively directive as to the application of the centres-based approach for planning for commercial activities, there is significant discretion and choice as to how that approach is to be implemented, in particular a degree of judgement is provided in terms of Policy 6.3.6(4) as discussed below.

The relevant provisions are considered in turn below:

⁶⁹ CRPS Chapter 5 – Introduction: *Within this chapter, the issues, objectives and policies that relate to the Canterbury region inclusive of Greater Christchurch will be notated as 'Entire Region'; those provisions which are not relevant to Greater Christchurch will be notated as 'Wider Region'.*

By way of example **Policy 5.3.12** which seeks to which seeks to enhance and maintain areas that are valued for existing or foreseeable future primary production and to avoid development that forecloses the ability to make use of such land for primary production relates to the 'Wider Region' and is not applicable to the project.

7.3.1 Chapter 5 – Land-Use and Infrastructure

Relevant Provisions: Objective 5.2.1 and Policy 5.3.7

Provision	Consideration
<p>Objective 5.2.1 Location, Design and Function of Development (Entire Region) Development is located and designed so that it functions in a way that:</p> <ol style="list-style-type: none"> 1. achieves consolidated, well designed and sustainable growth in and around existing urban Areas as the primary focus for accommodating the region's growth; and 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: <ol style="list-style-type: none"> a. maintains, ...; c. encourages sustainable economic development by enabling business activities in appropriate locations; d. minimises energy use and/or improves energy efficiency; e. ... f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; g. ...; h. ...;and i. avoids conflicts between incompatible activities. 	<p>In terms of 5.2.1 (1)(i), the Proposal is contained both within the Selwyn District Plan (PODP) Urban Growth Overlay and is also enabled by the way of the Fast Track consent which authorises residential development and urbanisation of the site. Accordingly, the Proposal assists with achieving a consolidated urban form.</p> <p>In terms of 5.2.1 (2) as outlined in both the Economic and Urban Design assessment, the Proposal positively responds to a recognisable need to meet the needs of residential growth in southern Rolleston with access to supermarket-based convenience retail in an accessible and proximate manner. The Proposal will also assist in meeting social and cultural wellbeing through providing a legible community hub in this locality.</p> <p>In terms of 5.2.1 (2)(c), as outlined in the Economic Assessment the Proposal responds positively by providing for a Supermarket-based development proximate to a residential catchment that is deficient in otherwise meeting locally based convenience shopping needs, with resultant reductions in trip generation and associated greenhouse gas emissions (5.2.1 (2)(d)).</p> <p>The Proposal as outlined in the Transport Assessment safely, efficiently and effectively integrates with transport infrastructure (as defined as Strategic Infrastructure) in terms of 5.2.1 (2)(f).</p> <p>Lastly, through design, supporting infrastructure (acoustic fencing and segregation of activities), conditions of consent and landscaping the Proposal appropriately manages and avoids incompatible effects and incompatibilities both at the boundary with adjoining sites, and internally. (5.2.1 (2)(i)).</p>
<p>Policy 5.3.7 Strategic land transport network and arterial roads (Entire Region)</p> <p>In relation to strategic land transport network and arterial roads, the avoidance of development which:</p> <ol style="list-style-type: none"> 1. adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and 2. in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements. 	<p>As identified in Attachment D, in terms of Policy 5.3.7(i), the proposal is safely, efficiently and effectively integrated with the strategic road transport network, and does not impact on the functioning or long term capacity of either Shillingford Boulevard or Goulds Road as Collector Roads (Policy 5.3.7(2)).</p>

7.3.2 Chapter 6 – Recovery and Rebuilding of Greater Christchurch

Relevant Provisions: Objectives 6.2.1, 6.2.2, 6.2.5 and Policies 6.3.1, 6.3.5 and 6.3.6

Provision	Consideration
Objective 6.2.1 Recovery Framework Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that: <ol style="list-style-type: none"> 1. ...; 3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS; 4. ...; 5. ...; 7. maintains the character and amenity of rural areas and settlements; 8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise; 9. integrates strategic and other infrastructure and services with land use development; 10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs; 11. optimises use of existing infrastructure; and 	<p>In terms of 6.2.1(3) the Proposal is contained both within the Selwyn District Plan (PODP) Urban Growth Overlay and is also contained within the Fast Track consent which authorises residential development and urbanisation of the site.</p> <p>The rural character and amenity of the area 6.2.1(7) has been overtaken by the Fast Track consent, and hence the Proposal is not inconsistent with this provision.</p> <p>ECan Flood Modelling reveals only minor ponding of less than 0.2m depth across the site in the event of a 200yr ARI rainfall event (as based on current ground levels), which also implies a very low flow velocity. It is understood that SDC require FFLs to be a minimum of 300mm above the 1 in 200 year flood event. The FFL for the enclosed buildings will be 40.80m, with spaces covered by canopies at 40.65m. The FFL for all buildings will be a minimum of 300mm above the lowest level along the road boundary to Goulds Road. Accordingly, the Proposal achieves 6.2.1(8).</p> <p>As outlined in the Transport Assessment the proposal appropriately integrates with the supporting road and transport network 6.2.1(10), and the Engineering Assessment identifies that the Proposal can be appropriately serviced by Infrastructure 6.2.1(11).</p>
Objective 6.2.2 Urban form and settlement pattern The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by: <ol style="list-style-type: none"> 1. ... 3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan; 4. ... 5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton; 	<p>The Economic assessment identifies that the Proposal will not result in any relevant distributional effects on the Rolleston Town Centre (let alone the Christchurch Central City). 6.2.2(3).</p> <p>The scale, role and function of the Proposal is targeted towards meeting local convenience community needs that are not able to be met by the current zoned centres hierarchy with Rolleston. Accordingly, the proposal assists in terms of self-sufficient growth within the rapidly expanding residential base within southern Rolleston 6.2.2(5).</p>
Objective 6.2.5 Key activity and other centres Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period: <ol style="list-style-type: none"> 1. The Central City 2. Key Activity Centres 3. Neighbourhood centres. These centres will be high quality, support a diversity of business opportunities including appropriate mixed use development, and incorporate good urban design principles.	<p>As above, the Proposal will not result in significant adverse effects on the function and role of the Rolleston Town Centre as a Key Activity Centre.</p> <p>The Proposal is therefore consistent with 6.2.5.</p>

<p>The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.</p>	
<p>Objective 6.2.6 Business Land Development Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:</p> <ol style="list-style-type: none"> 1. ... 2. ... 3. New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres; 4. A range of other business activities are provided for in appropriate locations; and 5. Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments. 	<p>In terms of 6.2.6(3) and (4), these provisions whilst being directive as to the role of commercial activities in terms of supporting the existing zoned commercial centre network, are not absolute. New commercial activities are to be primarily directed, and a range of other business activities are provided for in appropriate locations.</p> <p>As identified in the Economics Report, the PODP does not adequately recognise and provide for the LCZ role and function within the spatial distribution and hierarchy of centres in Rolleston – despite doing so within the Rolleston Structure Plan (2009). Accordingly, both the convenience range of activities (Supermarket and ancillary retail) and location is appropriate in the context of both meeting community needs and supporting the settlement pattern in Objective 6.2.2.</p> <p>In addition, as outlined in the Architectural Design Statement, Landscape Assessment and Urban Design Assessment, a high quality amenity and design has been achieved which appropriately integrates at the interface with adjoining amenity expectations.</p> <p>The Proposal achieves this provision.</p>
<p>Policy 6.3.1 Development within Greater Christchurch area In relation to recovery and rebuilding for Greater Christchurch:</p> <ol style="list-style-type: none"> 1. ... 4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS; 8. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres. 	<p>As above, the Proposal is contained both within the Selwyn District Plan (PODP) Urban Growth Overlay and is also contained within the Fast Track consent which authorises residential development and urbanisation of the site 6.3.1(4).</p> <p>The Economic Assessment identifies that there are no material impacts on the role, function, viability, vibrancy and performance of any existing (zoned) centre and supermarket in the network. 6.3.1(8)</p>
<p>Policy 6.3.5 Integration of land use and infrastructure Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</p> <ol style="list-style-type: none"> 2. Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to: <ol style="list-style-type: none"> a. optimise the efficient and affordable provision of both the development and the infrastructure; b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; c. protect investment in existing and planned infrastructure; d. ...; and e. ensure new development does not occur until provision for appropriate infrastructure is in place; 3. Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; ... 	<p>The Engineering Assessment identifies that the Proposal is appropriately able to be supported by both three waters infrastructure, as well as electricity and telecommunications. 6.3.5(2)</p> <p>As above, the Transport Assessment has identified that the Proposal can be safely, efficiently and effectively integrated into the supporting road and transport network. 6.3.5(3)</p>

<p>Policy 6.3.6 Business Land</p> <p>To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:</p> <ol style="list-style-type: none"> Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres; Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects; Recognises that existing business zones provide for a range of business activities depending on: <ol style="list-style-type: none"> the desired amenity of the business areas and their surrounds; and the potential for significant distributional or urban form effects on other centres from new commercial activity. Utilises existing infrastructure availability, capacity and quality; Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against; Ensures close proximity to labour supply, major transport hubs and passenger transport networks; Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch; Incorporates good urban design principles appropriate to the context of the development 	<p>The Proposal is consistent with the Policy.</p> <p>There are no tangible distributional effects on the Central City or Rolleston Town Centre (as a KAC) 6.3.6(3). In addition, the function, role and location of the proposal is such that it not only does not give rise to significant distributional or urban form effects, but provides a positive response in meeting convenience wellbeing needs from the adjoining growing residential catchment and reducing trip generation and length 6.3.6(4) and 6.3.6(10)</p> <p>A high level of amenity is achieved, and at the interface the Proposal positive recognises and responds to the emerging residential character, including managing potential conflicts 6.3.6(8). The Proposal is appropriately designed and configured within that suburban context 6.3.6(6) and 6.3.6(12).</p>
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7.3.3 Summary

The Proposal is in accordance with the relevant provisions of the Canterbury Regional Policy Statement.

The proposal contributes to consolidating growth within the Rolleston urban area, and ensures that the convenience-based wellbeing needs of a burgeoning residential area can be better met within the spatial form of Rolleston, and successfully integrated with supporting infrastructure. The economic analysis identifies that the Proposal is uniquely located to meet those needs, and will not result in significant (or any material) distributional effects on the existing zoned centres network. Importantly, the Proposal also results in positive transport and urban design outcomes for communities within southern Rolleston.

7.4. Selwyn District Plan

7.4.1 Statutory consideration (weight) to be afforded to the relevant provisions

The Selwyn District Plan is going through a District Plan review process. Decisions on the PODP were issued on 19 August 2023, with there being a number of Appeals on numerous provisions within the PODP.

Under the Operative District Plan, the site is zoned Rural Zone Inner Plains. Under the PODP, the site is zoned General Rural Zone (GRUZ) as notified on 5 October 2020. There are no 'live' appeals that would apply a residential zoning to the site nor appeals to the Rural zoning of the site. Neither does the Selwyn District Council Variation 1 (to incorporate the medium density residential standards into the PODP) alter the zoning of the site from GRUZ.

Accordingly, within this complexity, from an abundance of caution both the ODP and PODP provisions that relate to the site (as zoned Rural) are considered below and can be considered technically relevant in terms of s104D and s104(1)(b)(vi).

Further complexity is provided in that the Fast Track consenting will alter the 'environment' to one that is urban in amenity and character. Accordingly, there is considerable redundancy in a number of provisions such as those seeking to retain or maintain rural character and amenity, or retain rural production – these are addressed in the subsequent analysis but relate to both an assessment of the provisions in the ODP and The PODP.

7.4.2 Operative Plan Provisions

An analysis of the Proposal against the relevant provisions in the Rural Volume of the Operative Plan is outlined below. In summary, the Proposal is considered to **not be inconsistent with the provisions**.

The relevant provisions in the ODP are not considered to be overtly directive, and are somewhat broad in application. The provisions, as a generalisation, seek to: maintain rural character and amenity, provide for primary production, and rural uses are protected from incompatible activities and reverse sensitivity.

It is considered that character and amenity values are maintained in terms of the 'existing environment'. This conclusion is reached despite the site being technically zoned 'Rural environment' and rural associations anticipated within the Plan for character and amenity. These values are superseded by that provided by the Fast Track consent which in combination with the high quality design and interface associated with the proposal as outlined in the relevant expert assessments, maintain the areas character and amenity values. Similarly, as the productive capacity is already compromised by the Fast Track consents, it cannot be further diminished by the Proposal.

Natural Resources – Land and Soil / Vegetation and Ecosystems

Provision	Provision Text	Consideration
Objective B1.1.1	<i>Adverse effects of activities on the District's land and soil resources are avoided, remedied or mitigated.</i>	The site is not Highly Productive Land in accordance with the New Zealand Land Resource Inventory (LUC4). Given the Fast Track consent, the Proposal does not result in any additional loss or reduction in the District's Soil resources. The proposal is consistent with the provisions.
Objective B1.1.3	<i>Promote the sustainable management of the soil resources of the District.</i>	
Policy B1.1.2	<i>Avoid adverse effects on people through exposure to contaminated land and mitigate or remedy any adverse effects on the environment.</i>	The site remediation plan ⁷⁰ identifies that Lot 4011 DP596412 is not an area of Identified Source of Contamination. The site remediation plan identifies that (to meet the residential threshold) ' <i>due to the concentrations of contaminants observed and the land disturbance and removal volumes, the site (being the entirety of the Faringdon Oval project) is considered to be a permitted activity under NES</i> ' ⁷¹ .
Vegetation and Ecosystems	<i>Relevant Provisions include: Objective B1.2.1 Objective B1.2.2 Objective B1.2.3 Policy B1.2.1</i>	The site is not the subject of recognised habitat or fauna. In addition, under the Fast Track consent, the site (environment) is to be cleared to provide for urban activities (residential). The Proposal would not result in any additional loss or reduction in the District's ecology resources, regardless of whether they were present or otherwise. The proposal is consistent with the provisions.

Physical Resources- Transport Networks

Provision	Provision Text	Consideration
Objective B2.1.1	<i>An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.</i>	Attachment D identifies that the Proposal will not compromise the safety or capacity of the supporting road network. Specifically, it is identified that: " <i>...the performance of the road network with the supermarket is relatively unchanged when compared to the base, and this part of the road network will operate with very good levels of service. No specific changes to traffic controls are necessary</i> " ⁷² .
Policy B2.1.2	<i>Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.</i>	
Policy B2.1.6	<i>Avoid adverse effects of on-road parking and loading generated by surrounding land uses on rural roads.</i>	Attachment D – Transport identifies that there is sufficient on-site carparks to cover almost all peak parking demand periods without reliance on the on-street parking resource. That is typical trading patterns will accommodate parking demand wholly on site ⁷³ .
Policy B2.1.7	<i>Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with</i>	As outlined in Attachment D – Transport and Attachment G - Urban Design, a logical approach to on-site circulation and the demarcation of pedestrian areas is clearly established and reinforced through design markers (mixed surfacing, pedestrian pathways), legible entrance ways and pathways, and through separating otherwise

⁷⁰ <Title> (epa.govt.nz)

⁷¹ <Title> (epa.govt.nz) [Section 4.1]

⁷² Attachment D [10.3]

⁷³ Attachment D [13]

	<i>likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.</i>	potentially conflicting activities (customer circulation and Back of House). There are clear connections from the site to the wider pedestrian network linking users of public transport and facilitating active modes.
Policy B2.1.10	<i>Ensure vehicle crossings, intersections, pathways, roadside signs and noticeboards are designed and positioned to ensure good visibility for all road users, and to allow safe passage, access and egress.</i>	<p>As outlined in Attachment D – there is a legible approach to the design and configuration of vehicle accessways supporting the site. The positioning and approach, particularly on Shillingford Boulevard and Gould Road, to signage enhances wayfinding both externally on the road network, and within the site.</p> <p>Modelling identifies that each of the access points will operate efficiently, with minimal delays and queuing expected.</p> <p>Visibility splays are provided at each of the egress / access points to ensure drivers exiting the site have visibility of any pedestrians on the adjacent footpath.</p>

Physical Resources – Utilities & Waste Disposal

Provision	Provision Text	Consideration
Objective B2.1.1	<i>Utilities are recognised as essential tools for people’s economic and social well-being, and to mitigate effects of other activities, on the environment.</i>	These matters are addressed in Attachment H. Utilities (including 3 Waters, Electricity and Telecommunications) are all able to be efficiently and effectively connected to service the Proposal ⁷⁴ .
Objective B2.1.2	<i>The provision of utilities where any adverse effects on the environment and on people’s health, safety and wellbeing is managed having regard to the scale, appearance, location and operational requirements of utilities.</i>	
Policy B2.2.1	<i>Ensure any activity has access to the utilities it requires when the allotment is created, if practical; or before the activity starts on the site.</i>	
Policy B2.4.2	<i>Require activities which create large amounts of waste to have a plan to minimise the waste produced and mitigate the environmental effects of disposing of it.</i>	<p>WWNZ have existing policies and strategies on both waste minimization and disposal. The Proposal will be consistent with this policy.</p> <p>Outdoor storage of waste is contained to the rear (south) of the Supermarket building and contained (skips and wheelie bins) as well as being screened from the road reserve and adjoining residential properties by a combination of 2.3m high fencing and planting (refer Attachment F – Graphic Supplement [3])</p>

⁷⁴ Attachment H [8]

Health and Safety Values- Natural Hazards

Provision	Provision Text	Consideration
Objective B3.1.1	<i>Activities do not cause or exacerbate natural hazards.</i>	The site is not identified in a Flood Area in the Operative District Plan. Regardless, ECan Flood Modelling reveals only minor ponding of less than 0.2m depth across the site in the event of a 200yr ARI rainfall event (as based on current ground levels), which also implies a very low flow velocity. It is understood that SDC require FFLs to be a minimum of 300mm above the 1 in 200 year flood event. The FFL for the enclosed buildings will be 40.80m, with spaces covered by canopies at 40.65m.
Objective B3.1.2	<i>Measures to mitigate natural hazards do not cause or exacerbate adverse effects on the environment.</i>	
Policy B3.1.3	<i>Ensure dwellings or other principal buildings located in the flood area shown on the Planning Maps have minimum floor heights 300mm (freeboard) above the projected flood level for a 2% AEP (Annual Exceedance Probability) flood event so as to minimise the risk of inundation.</i>	

Health and Safety Values – Culture, Historic Heritage and Protected Trees

Provision	Provision Text	Consideration
Objective B3.3.1	<i>Sites of Wāhi Tapu, Wāhi Taonga, Mahinga kai and other importance to Tāngata Whenua are protected in partnership with local Rūnanga and landholders.</i>	The site is not subject to any of these overlays or notations. The Proposal does not impact on the achievement of these provisions (and associated Policies)
Objective B3.3.2	<i>Sites and buildings with heritage values are recognised and protected, where appropriate, in partnership with landholders.</i>	
Policy B3.3.3	<i>To recognise and protect trees that contribute to character, ecological, or amenity values and/or are of significance to Tāngata Whenua, and the quality of the rural and urban environments identified in the District Plan.</i>	

Health and Safety Values – Quality of the Environment

Provision	Provision Text	Consideration
Objective B3.4.1	<i>The District's rural area is a pleasant place to live and work in.</i>	<p>As outlined, there is a degree of redundancy in terms of the application of this Provision in the context of the Fast Track consent which urbanises the 'environment'.</p> <p>Regardless, the Proposal as set out the Design Statement, Landscape and Urban Design Attachments provides a pleasant amenity and character, and will service the local community and the increased residential development in the surrounding area.</p> <p>The Proposal is accordingly not inconsistent with this Provision.</p>
Objective B3.4.2	<i>A variety of activities are provided for in the rural area, while maintaining rural character and avoiding reverse sensitivity effects.</i>	As above, the 'rural character' of the environment is effectively urbanised to that established pursuant to Subdivision Consent RC235205 and Land Use Consent RC235206. On that basis, the Proposal (as set out in the Design, Landscape and Urban Design Assessments) is not incongruent with the character and amenity expectations provided for under that consent.

		<p>Accordingly, the proposal cannot be considered to degrade ‘rural character’ and is not considered to be inconsistent with this Policy.</p> <p>There is no propensity for reverse sensitivity effects (on established rural production activities) as associated with the Proposal.</p>
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Health and Safety Values – Rural Character

Provision	Provision Text	Consideration
Policy B3.4.1	<i>Recognise the Rural zone as an area where a variety of activities occur and maintain environmental standards that allows for primary production and other business activities to operate.</i>	The Proposal, within the context of the Fast Track consents will not further derogate the ability for primary production and other business activities to operate. The Proposal is consistent with this Policy.
Policy B3.4.3	<i>Avoid, remedy or mitigate significant adverse effects of activities on the amenity values of the rural area.</i>	<p>The explanation and reasons for Policy B3.4.3 relate to those attributes or values which ascribe or benefit rural character, being ‘rolling hills, meandering streams, and fields with animals and crops, which are all typical rural scenes’. In that context, Rural area amenity values have already been modified by the Fast Track consent to provide for an urban amenity. That is, a rural amenity as associated with open space, pastoral activities, and an absence of built form on this site is superseded by an amenity that anticipates urban residential living, building massing, and finer grain lot patterns.</p> <p>As outlined, the Proposal and its associated design and interface is congruent with the anticipated amenity in this location. The Proposal therefore is not inconsistent with these Provisions as Rural amenity values, including low building density and predominance of vegetation cover are already superseded.</p>
Policy B3.4.6	<i>Maintain low levels of building density in the Rural zone and the predominance of vegetation cover.</i>	
Policy B3.4.9	<i>Require signs and noticeboards to be located on the site to which the sign or notice board relates except for:</i> <ul style="list-style-type: none"> • <i>Temporary signs; and</i> • <i>Signs and noticeboards located close to townships on the Plains area.</i> 	<p>The approach to signage on the site is set out in 6.5 of the analysis. That analysis identifies that proposed signage does not generate safety risk, or adverse operational effects. Signage is also considered to not be incongruent within this environment. That conclusion is predicated on the scale and configuration of the Proposal as a whole, and that signage is predominantly buffered by both the arterial road network, landscaping and the Council landscaped road reserve.</p> <p>Signage does not restrict road user visibility, nor impede access. The Proposal is consistent with these provisions.</p>
Policy B3.4.10	<i>Ensure signs and noticeboards are designed and positioned to avoid:</i> <ul style="list-style-type: none"> • <i>Restricting people’s visibility along roads;</i> • <i>Impeding access to or past sites;</i> • <i>Nuisance effects from sound effects, moving parts, glare or reflectivity;</i> • <i>Large structures protruding above rooftops.</i> 	

Health and Safety Values – Glare and Nightglow

Provision	Provision Text	Consideration
Policy B3.4.11	<i>Avoid night lighting shining directly into houses, other than a house located on the same site as the activity, or from vehicles using roads in the District.</i>	All lighting (including external lighting associated with the BoH and carparking areas) will be directional to avoid glare on adjoining properties. This will include lighting being directed away from the windows of adjoining (anticipated) residential dwellings and the provision of downward lighting for BoH and carparking areas.

Health and Safety Values – Noise and Vibration

Provision	Provision Text	Consideration
Policy B3.4.13	<i>Recognise temporary noise associated with short-term, seasonal activities as part of the rural environment, but ensure continuous or regular noise is at a level which does not disturb people indoors on adjoining properties.</i>	As outlined in Attachment I, an appropriate acoustic level is achieved at adjoining properties to avoid disturbance or nuisance.

Health and Safety Values – Dust

Provision	Provision Text	Consideration
Policy B3.4.16	<i>Mitigate nuisance effects on adjoining dwellings caused by dust from earthworks, or stockpiled material.</i>	As outlined in Attachment H, all earthworks and construction activities will be subject to an Erosion, Sediment and Dust Management Plan (ESDMP). In addition all requirements of the Regional Air Plan (Rule 7.3 and 7.32 are to be achieved), including that discharge [of dust] does not cause an offensive or objectionable effect beyond the boundary of the property of origin, when assessed in accordance with Schedule 2.

Health and Safety Values – Shading and Setbacks

Provision	Provision Text	Consideration
Policy B3.4.17	<i>Ensure buildings and trees do not excessively shade adjoining properties.</i>	The Proposed building mass is appropriately setback from the southern and western boundary and is of a relatively low level that it will not excessively shade adjoining properties. Appropriate levels of privacy and outlook will be maintained. All other interfaces contain an intervening Road Reserve.
Policy B3.4.18	<i>Ensure buildings are setback a sufficient distance from property boundaries to:</i> (a) <i>Enable boundary trees and hedges to be maintained;</i> (b) <i>Maintain privacy and outlook for houses on small allotments; and</i> (c) <i>Encourage a sense of distance between buildings and between buildings and road boundaries where practical.</i>	

Health and Safety Values – Reverse Sensitivity Effects

Provision	Provision Text	Consideration
Policy B3.4.20	<i>Ensure new or upgraded road infrastructure and new or expanding activities, which may have adverse effects on surrounding properties, are located and managed to mitigate these potential effects.</i>	There is no propensity for reverse sensitivity effects (on established rural production activities) as associated with the Proposal.
Policy B3.4.21	<i>Protect existing lawfully established activities in the Rural zone from potential for reverse sensitivity effects with other activities which propose to establish in close proximity.</i>	

Health and Safety Values – Temporary Activities

Provision	Provision Text	Consideration
Policy B3.4.23	<i>Provide for temporary activities or those that are necessary for construction purposes, provided associated short term adverse effects on the environment are appropriately managed.</i>	Temporary construction effects are a necessary component in terms of commissioning the Proposal. The extent of works, including noise will be managed under the ESDMP and through compliance with the requirements of NZS6803:1999. In addition, the extent of existing earthworks being undertaken on the wider Fast Track site, and absence of sensitive adjoining properties to the south and west will also further diminish any prospect of adverse construction effects on sensitive parties. The proposal is consistent with this provision.

For completeness, I have also considered the following provisions within the **Township volume**, insofar as these address wider strategic matters.

Township Volume - Quality of the Environment

Provision	Provision Text	Consideration
Policy B3.4.8	<i>To recognise parts of the Rural zone around a township as an alternative area to locate certain activities which cannot locate in Living zones due to adverse effects, and there is no appropriate Business zone.</i>	Insofar as this Policy is relevant, the Proposal is located near the Rolleston Township as defined in the ODP. As outlined in Attachment D given the need for supermarkets to be located near residential growth and in the absence of an appropriate Local Centre zoning, the proposal – and its role, function and scale is appropriately located to meet existing (and emerging) residential needs in a more sustainable manner than that provided by the zoned centres hierarchy.

Township Volume- Residential and Business development

Provision	Provision Text	Consideration
Objective B4.3.8	<i>Commercial growth is primarily focused within the Key Activity Centres of Rolleston and Lincoln in a way and at a rate that:</i> <i>(1) Meets the economic needs of commercial businesses, provides for their communities with convenient access to goods and services, and</i>	As above, and outlined in Attachment D, the Proposal and the scale of both the Supermarket and associated small scale retail / commercial services is appropriate in terms of the way (location, convenience retail and proximity to an immediate residential catchment) and rate (scale) in meeting community demands and needs.

	<p><i>ensures opportunities for employment and social interaction: and</i></p> <p><i>(2) Ensures an adequate supply of land to meet commercial and community demands.</i></p>	
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7.4.3 Partially Operative Plan Provisions

An analysis of the Proposal against the relevant provisions in the Rural Volume of the PODP is outlined below. In summary, the Proposal is considered to **not be inconsistent with the provisions, albeit there is modest tension with GRUZ-P5.**

That Policy is directive in terms of the avoidance of commercial activities in the absence of an operational or functional need. In terms of GRUZ-P5 it is considered that that tension is resolved on the basis that:

- firstly the Fast Track process results in redundancy in terms of application of the provision which would provide for *Rural Industry*, but otherwise avoid commercial activities on the site, unless demonstrating a functional or operational need to establish in a rural zone;
- secondly, as outlined in Attachment E, there is an *operational need* to establish the Proposal in this location, given it supports a proximate and emerging residential catchment, without which there is not sufficient development capacity to support associated community needs; and consequently
- thirdly, the provisions should be read in a manner that is consistent with the NPS-UD, or otherwise the NPS-UD prevails. In this instance as outlined in Attachment E, the Proposal is necessary to ensure sufficient development capacity to meet short and medium term needs, and as a minimum enable suitable sites (in terms of both location and size) for business activities to be realised.

In addition, GRUZ-P5 should also be considered in the context of **SD-UFD-O1**, **SD-UFD-O2** and **UG-P3** which contemplate urban growth being located outside existing townships (as zoned) on the basis that such growth contributes to ‘well-functioning’ urban environments. As identified in the associated assessments, the proposal aligns with, and contributes to, well-functioning urban environments as advanced by the **NPS-UD Policy 1**.

Accordingly, as taken as a whole and in the context of the Fast Track consent, it is considered that the Proposal is not inconsistent with the Objectives and Policies of the Partially Operative District Plan.

An analysis of the Proposal against the relevant provisions in Partially Operative District Plan is outlined below. Also identified is whether specific provisions have been appealed or can be considered as Operative.

Strategic Directions

Provision	Provision Text	Consideration	Appealed?
SD-DI-01	<i>Selwyn is an attractive and pleasant place to live, work, and visit, where development:</i> <ol style="list-style-type: none"> <i>takes into account the existing and anticipated character of individual communities;</i> <i>is well-connected, safe, accessible, and resilient; and</i> <i>enhances environmental, economic, cultural, social and health outcomes for the benefit of the entire District.</i> 	The Proposal is consistent with this Objective. As identified: <ol style="list-style-type: none"> The design, landscaping and architectural style of the Proposal is congruent with the anticipated character of the area, including at the interface with anticipated residential development. The ITA identifies a high degree of connectivity to the supporting road network and support for active modes; The Proposal responds to an identified community need, enhancing outcomes for the benefit of southern Rolleston. 	x
SD-DI-02	<i>Selwyn's prosperous economy and community well-being are supported through the efficient use of land, resources, and infrastructure, while ensuring existing activities are protected from incompatible activities and reverse sensitivity effects.</i>	The Proposal is consistent with this Objective. The Proposal services the local community and emerging residential catchment in a manner that provides for efficiencies (travel, provision of convenience goods and services) in a manner not otherwise provided by the existing centres hierarchy. The proposal is appropriately serviced by, and integrates with, necessary infrastructure (3 waters and transport), and does not result in reverse sensitivity effects given proposed treatments (and conditions) at the interface.	x
SD-DI-05	<i>Selwyn's hierarchy of activity centres are the preferred location for shopping, leisure, cultural, entertainment, and social interaction experiences in accordance with their anticipated role within the Activity Centre Network.</i>	Attachment E identifies that the proposal is appropriate in terms of meeting commensurate needs of the emergent residential catchment in a manner that does not impact on the zoned centres hierarchy. The use of the term 'preferred' is such that not all commercial activity is directed into the hierarchy of activity centres. The proposal is considered consistent with this objective given that the Plan does not provide for a 'middle local centre tier' within the Centre Network for Rolleston township. The proposal, a Supermarket and two / four smaller shops, will have limited overlap with the stated function of the (Rolleston) Town Centre, and as identified in Attachment E does not result in undermining sustainable floorspace as necessary to support zoned Rolleston (Neighbourhood) Centres (albeit these are not notated as Activity Centres). The Proposal is consistent with this Objective.	x
SD-DI-06	<i>Outside of defined urban growth areas Selwyn's highly productive land is retained for rural production activities and rural communities retain their rural character.</i>	The Proposal is consistent with this Objective. The site is located within the Urban Growth Overlay, and regardless the 'productive capacity' of the site has been usurped by the Fast Track outcomes.	x

SD-UFD-01	<i>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.</i>	The Proposal is considered to be consistent with the Objective as it will be servicing proximate residential needs for convenience retail in a manner, as outlined in Attachment E, that is necessary to meet short and medium term requirements for sufficient business development capacity under the NPS-UD. Whilst the site is not zoned for urban uses, it is contained within the Urban Growth Overlay.	✘
SD-UFD-02	<i>Urban growth is located: ... 2. inside Greater Christchurch only within: existing urban areas; Greenfield Priority Areas; or Future Development Areas identified in the Canterbury Regional Policy Statement; unless adding significantly to development capacity and contributing to well-functioning urban environments.</i>	The subject site is located within a notated Future Development Area (as recognised through the application of the Urban Growth Overlay in the PODP).	✓ [Fonterra] Albeit not on clause (2).
SD-UFD-03	<i>There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.</i>	Attachment E identifies that the Proposal is supportable on the basis of the provision of short to medium term needs for sufficient (business) feasible development capacity.	✓ [CIAL] Appeal relates to appropriate locations for feasible development.
SD-UFD-04	<i>Urban growth and development: 1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and 2. has the ability to manage or respond to the effects of climate change.</i>	Attachment D (Transport) and Attachment H (Engineering) identify that the Proposal and any demands on services can be efficiently and effectively integrated with infrastructure. FFLs associated with the Proposal responds to increased risk in modelled flood events. The Proposal achieves this Provision.	✓ [CIAL et al] Appeal relates to Important Infrastructure.

Transport

Provision	Provision Text	Consideration	Appealed?
TRAN-01	<i>People and places are connected through safe, efficient, and effective land transport corridors and land transport infrastructure for all transport modes, which are well integrated with land use activities and subdivision development and reduce dependency on private motor vehicles.</i>	Attachment D identifies that the Proposal is able to be appropriately accommodate in the road network, and will result in positive transport effects as associated with reduced VKT, trip journeys and the enablement of more active modes to service proximate convenience needs of the surrounding residential catchment.	✘
TRAN-02	<i>Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.</i>	The Proposal, and associated traffic generation and access/ egress will not be incompatible with the role and function of the supporting Collector road network (Shillingford Boulevard and Goulds Road).	✘
TRAN-P3	<i>Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:</i>	A detailed (full) ITA is provided in Attachment D, inclusive of a consideration as a High Trip Generator. That assessment concludes that the Proposal will maintain capacity, can be safely and	✘

	<ol style="list-style-type: none"> 1. Maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors; and 2. Establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities. 	efficiently linked to the road transport network through safe and effective access / egress, and will provide active modes and a reduction in VKT given proximity to emerging residential development in the area.	
TRAN-P4	Manage the adverse effects of activities within the General Rural Zone that exceed the maximum number of vehicle movements for each site.		x
TRAN-P5	<p>Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:</p> <ol style="list-style-type: none"> 1. Encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public transport and public transport facilities, including within and between townships; and 2. Managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors. 3. Ensuring land use activities, where necessary, provide an adequate amount of safe, secure and convenient cycle parking. 	<p>As above the location of the Proposal to service local community needs for convenience retail will promote access by a range of more active modes. The location adjacent to Goulds Road is also serviced by existing Public Transport networks, the frequency of which is expected to increase commensurate to anticipated (and consented) residential development.</p> <p>The site itself is linked with the wider pedestrian network, with internalised connections providing legible and safe pathways to retail frontages. A compliant number of cycle spaces are provided as well as end of journey facilities for staff within the supermarket.</p>	x
TRAN-P7	<p>Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</p> <ol style="list-style-type: none"> 1. Avoiding significant adverse effects and minimising other adverse effects from activities on the safe, efficient and effective operation of land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City; 2. Ensuring land transport corridors and land transport infrastructure can efficiently and effectively provide for the volume and type of transport movements based on the network road classifications; and 3. Requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements. 	<p>These matters are addressed in Attachment D.</p> <p>The Proposal does not result in material, let alone significant effects on the safe, efficient and effective operation of land transport corridors and land transport infrastructure.</p> <p>Transport modelling identifies that a high level of service (LoS) is retained for the surrounding road network.</p> <p>Vehicle access arrangements are appropriately designed to accommodate vehicle tracking requirements, whilst prioritising pedestrian and cycling movements on the paths fronting sites, and ensuring sightline visibility to ensure safe interactions with the road network.</p>	x

TRAN-P9	<i>Manage the design and layout of on-site parking areas and loading facilities to maintain the safe and efficient operation of land transport corridors and land transport infrastructure.</i>	On-site parking and loading is segregated between Back of House and customer circulation and carparking. The design of the latter is logically laid out and reduces conflict between users. Manoeuvring, circulation and queuing layout is established to avoid conflicts and ensure a high level of visibility for other users and pedestrians.	✘
TRAN-P10	<i>Support the economic growth of commercial centres through the appropriate provision and supply of a range of active and public transport facilities that correspond with the type and function of each centre.</i>	Attachment D identifies that the Proposal is well serviced by commensurate cycle parks (38) as distributed adjoining the supermarket entrance and near the two complementary retail tenancies. The design of the Proposal appropriately caters to pedestrian and cyclists in terms of the provision of pathways and demarcation for vehicle circulation. The location of the Proposal is well placed in terms of the existing public transport network. The nearest bus stops are near the East Maddisons Road / Ledbury Avenue intersection. A peak period express service to Christchurch terminates in the middle of Faringdon. The Proposal is consistent with this policy.	✘
TRAN-P11	<i>Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by:</i> 1. <i>Requiring all sites to have access to a road and to ensure that this access is constructed to the appropriate formation standards and is compatible with the network road classification;</i> 2. <i>Avoiding the need to reverse vehicles onto the strategic transport network;</i> 3. <i>Avoiding the establishment of new accessways and vehicle crossings to roads that require access across a rail line; and</i> 4. <i>Minimising the need to reverse onto Collector Roads through the provision of appropriate on-site manoeuvring areas.</i>	As above, vehicle access arrangements are appropriately designed to accommodate vehicle tracking requirements, whilst prioritising pedestrian and cycling movements on the paths fronting sites, and ensuring sightline visibility to ensure safe interactions with the road network. Access (and circulation) infrastructure has been designed to ensure there is no need for reverse manoeuvres onto the road network. In addition, the circulation of the Back of House (BoH) is predicated on delivery vehicles moving through the site (access Goulds Road, egress Local Road) so as to always be entering the road network in a forward movement. Access design (and widths) as outlined in Attachment D is appropriate and designed to balance the functional needs of the Proposal with ensuring a safe and efficient supporting road (and pedestrian) network. The Proposal is consistent with the Policy.	✘

Hazards and Risks

The site is subject to the following overlays in the PODP:

- Plains Flood Management Overlay; and
- Liquification Damage Unlikely Overlay.

Provision	Provision Text	Consideration	Appealed?
CL-O1	<i>Human health and the environment are protected from the adverse effects of the use of contaminated land.</i>	The DSI for the surrounding Fast Track Consent identifies that identifies that Lot 4011 DP596412 is not an area of Identified Source of Contamination. The site remediation plan identifies that (to meet the residential threshold) 'due to the concentrations of contaminants observed and the land disturbance and removal volumes, the site (being the entirety of the Faringdon Oval project) is considered to be a permitted activity under NES.	x
NH-O1	<i>New subdivision, use, and development, (except for new important infrastructure and land transport infrastructure where NH-O2 applies instead):</i> 1. <i>is ...; and</i> 2. <i>in all other areas, is undertaken in a manner that ensures that the risks of natural hazards to people, property and infrastructure are appropriately mitigated.</i>	The site is identified in the PODP as an area being appropriate for development through the application of the Urban Growth Overlay. ECan Flood Modelling reveals only minor ponding of less than 0.2m depth across the site in the event of a 200yr ARI rainfall event (as based on current ground levels), which also implies a very low flow velocity. The FFL for the enclosed buildings will be 40.80m, with spaces covered by canopies at 40.65m. The FFL for all buildings will be a minimum of 300mm above the lowest level along the road boundary to Goulds Road.	x
NH-P3	<i>Restrict new subdivision, use or development of land in areas outside high hazard areas but known to be vulnerable to a natural hazard, unless any potential risk of loss of life or damage to property is appropriately mitigated.</i>	Geotechnical conditions associated with Liquefaction Risk will be managed through the Building consent process, subdivision for the site has already been undertaken (NH-P13).	x
NH-P10	<i>n areas within the Plains Flood Management Overlay that are not a high hazard area, provide for :</i> <i>important infrastructure and land transport infrastructure; and</i> <i>any other new subdivision, use, and development only where every new residential unit or principal building has an appropriate floor level above the 200 year Average Return Interval (ARI) design flood level.</i>	The proposal is considered with the provisions.	x
NH-P13	<i>Provide for subdivision on flat land where the liquefaction hazard has been appropriately identified and assessed, and can be adequately remedied or mitigated.</i>		x

Historic Heritage

The site is not subject to any Historic Heritage, Archaeological or Cultural notations in the PODP.

Natural Environmental Values

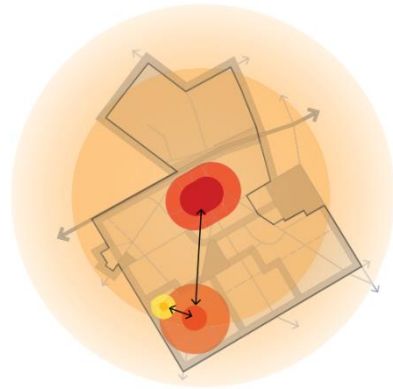
The Site is subject to the EIB Management Overlay 2020 which appears on the PDP map under Natural Environment Values. The Site is not subject to the EIB Management Overlay 2023, nor is there any recognition of indigenous biodiversity on the site.

Part 2 – General District Wide Matters

Earthworks			
Provision	Provision Text	Consideration	Appealed?
EW-O1	<i>Earthworks are undertaken in a manner that limits adverse effects on the surrounding environment.</i>	Dust, sediment and stormwater will be managed by Earthworks and Erosion Sediment Control measures. These include adherence to establishment and provision of a ESDMP prior to earthworks commencing. Temporary construction transport and visual effects will be of a short duration, and contextually not dissimilar from the wider greenfield residential development already occurring in the adjoining areas. Post earthworks, as outlined in the Landscape and Design Assessment a high quality commercial focal point and landscaping will be established.	✘
EW-P3	<i>Manage earthworks to limit erosion, inundation or siltation so that it does not impede the functioning of natural biological and physical processes.</i>		✘
EW-P4	<i>Minimise any adverse visual effects, loss of privacy, dust nuisance, or shading adverse effects during and on completion of earthworks.</i>		✘
Light			
Provision	Provision Text	Consideration	Appealed?
LIGHT-O1	<i>Artificial outdoor lighting enables work, transportation, recreation, and entertainment activities to occur beyond daylight hours, while:</i> <i>1. maintaining the health, safety, and amenity values of people; and</i> <i>2. protecting the District’s natural darkness and natural features.</i>	All lighting (including external lighting associated with the BoH and carparking areas) will be directional to avoid glare on adjoining properties. This will include lighting being directed away from the windows of adjoining (anticipated) residential dwellings and the provision of downward lighting for BoH and carparking areas.	✘
LIGHT-P1	<i>Manage new artificial outdoor lighting to minimise light spill and glare onto adjoining sites and roads to provide for the health and safety of people and the safe, effective and efficient operation of the land transport network.</i>		✘
LIGHT-P3	<i>Minimise potential upward light that causes sky glow, whilst ensuring the safe, effective, and efficient operation of roads, public pedestrian access and public sports courts and grounds, by controlling new artificial outdoor lighting to:</i> <i>1. maintain people’s ability to view the night sky; and</i> <i>2. maintain the distinct character and amenity values of the district’s night sky; and</i> <i>3. protect the health and well-being of people and ecosystems.</i>		✘
Noise			
Provision	Provision Text	Consideration	Appealed?
NOISE-O1	<i>The health and wellbeing of people and communities and their amenity values are protected from adverse noise effects, consistent with the anticipated outcomes for the receiving environment.</i>	Attachment I outlines in Section 2.1 to 2.5 the appropriate acoustic criteria and thresholds for this environment as based on the PODP, 6802:2008 and WHO.	✘

		<p>It is concluded that the <i>receiving environment</i> (noting that this Objective is not specific to the underlying GRUZ or zone) is one that is conducive to residential activities and influenced by ambient vehicle noise on Goulds Road. In that context, and as subject to the proposed design (acoustic fence, mechanical equipment) and conditions, the Proposal is consistent with the anticipated outcomes in this environment.</p> <p>The Proposal achieves this Objective.</p>	
NOISE-P1	<p><i>Manage noise effects by setting:</i></p> <ol style="list-style-type: none"> <i>1. Maximum noise limits to reflect the character and amenity of each zone;</i> <i>2. Limits on the location, frequency, and duration of specific activities that generate noise;</i> <i>3. A vibration standard.</i> 	<p>This Policy relates to setting appropriate zone thresholds to <i>manage</i> noise for development.</p> <p>In this instance, the Proposal does not comply with the Rural zone noise levels. The accompanying acoustic assessment identifies an appropriate noise level is achieved as measured against those standards and as applying the 'receiving environment' context as provided by the Fast Track consent. The Proposal is consistent with this Policy.</p>	x
Signs			
Provision	Provision Text	Consideration	Appealed?
SIGN-O1	<i>Signs contribute to the District's economic and community wellbeing, and transport safety.</i>	<p>The proposed signage is appropriate in terms of scale, design, layout and materiality in terms of its primary purpose of enabling the Proposal to promote its products, services and activities, and assist in community wayfinding.</p> <p>The proposed signage is consistent with a commercial activity of the nature proposed.</p>	x
SIGN-P1	<i>Enable signs that are an integral component of industrial, commercial, community activities, primary production and important infrastructure.</i>		x
SIGN-P3	<p><i>Manage the size, number, location, and design of signs attached to buildings to ensure:</i></p> <ol style="list-style-type: none"> <i>1. the sign is integrated with the building façade and does not detract from the integrity of the building design; and</i> <i>2. is in proportion to the scale of the building and the size of the site so that the building remains the primary visual element.</i> 	<p>The proposed building signage is subservient to the architectural integrity of the building and layout and configuration of supporting carparking, access and landscaped areas. Those factors also ensure that proposed signage is not visually dominant, but is able to be coherently absorbed within its commercial context.</p> <p>Proposed signage does not generate safety risk or adverse operational effects. Conversely, the purpose is to provide appropriate branding – as consistent with contemporary supermarket developments and assist in wayfinding and legibility through the site.</p>	x
Urban Growth			
Provision	Provision Text	Consideration	Appealed?
UG-O1	<p><i>Urban growth is provided for in a strategic manner that:</i></p> <ol style="list-style-type: none"> <i>1. achieves attractive, pleasant, high quality, and resilient urban environments;</i> <i>...</i> <i>6. integrates with existing residential neighbourhoods, commercial centres,</i> 	<p>In terms of (1) as outlined in the Design, Landscape and Urban Design assessment the Proposal provides a high quality amenity and design outcome as congruent with a suburban location.</p> <p>In terms of (6) and (8), the proposal furthers this policy approach, through better meeting community needs. As identified in the analysis above, the proposal better integrates with existing</p>	x

	<p><i>industrial hubs, inland ports, or knowledge areas;</i></p> <p>7. <i>is coordinated with the provision of available infrastructure, the strategic transport network, and utilities, including land transport infrastructure;</i></p> <p>8. <i>enables people and communities, now and future, to provide for their needs, their wellbeing, and their health and safety;</i></p> <p>9. <i>does not constrain the efficient operation, use development, appropriate upgrading, and safety of important infrastructure; and</i></p>	<p>urban form through providing a Local Centre function to fill an existing gap in the centre hierarchy.</p> <p>In terms of (7) and (9) the proposal is appropriately able to be serviced by supporting infrastructure (including 3-waters) and is safely, efficiently and effectively integrated with the road transport network – including advancing active trips to access convenience supermarket needs in southern Rolleston.</p>	
UG-O2	<p><i>Townships maintain a consolidated and compact urban form to support:</i></p> <p>1. <i>accessible, sustainable and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;</i></p> <p>2. <i>the role and function of each urban area within the District's Township Network and the economic and social prosperity of the District's commercial centres; and</i></p>	<p>In terms of (1) the proposal better supports accessible and resilient neighborhoods. It is noted that <i>commercial centres</i> is not defined in the Plan, and therefore whether this provision is limited to solely zoned commercial areas.</p> <p>In terms of (2) there is a no tension with the Proposal upholding the role and function, vitality and viability of Rolleston's zoned centre network including zoned Neighbourhood Centres and the Rolleston Town Centre.</p>	✘
UG-O3	<p><i>There is sufficient feasible housing and sufficient business development capacity within Greater Christchurch to ensure:</i></p> <p>(3) <i>commercial and industrial growth is supported by a range of working environments and places to appropriately locate and operate businesses consistent with the District's Activity Centre Network.</i></p>	<p>As identified within Attachment E, there is not sufficient business development capacity for a full-service supermarket within the existing centres network and the extent of small-scale convenience retail able to be supported by the rapid residential growth occurring within the surrounding (core) catchment.</p> <p>The Proposal advances this provision.</p>	✘
UG-P15	<p>Business growth – Greater Christchurch area</p> <p>Any new areas to support commercial activities, industrial activities, or activities provided for in the Port Zone or Knowledge Zone in the Greater Christchurch area shall only occur where:</p> <p>1. a BDCA and FDS demonstrates a need for additional suitable development capacity within the township and the additional suitable development capacity supports the rebuild and recovery of Greater Christchurch;</p> <p>2. the land is identified within a relevant Development Plan or consolidated within or adjoining a Key Activity Centre, an existing General Industrial Zone, Port Zone or Commercial and Mixed Use Zone;</p> <p>3. a diverse range of services and opportunities is provided for to respond to the social and economic needs</p>	<p>In considering each of these matters in turn:</p> <p>(1) Attachment E identifies that the Proposal (and its associated floorspace, role and function) is needed to provide additional suitable development capacity within the township.</p> <p>(2) Development Plan is defined in the POSDP as including:</p> <p><i>(b) Rolleston, Lincoln and Prebbleton Township Structure Plans;</i></p> <p>The provision of a centre in the location of the Proposal is identified in the Rolleston Structure Plan (2009).</p> <p>Figure 6.2 illustrates the indicative urban hierarchy with a Neighbourhood (now Local) centre in the location of the Proposal – reinforcing the conclusions of the analysis above that the District Plan has not appropriately provided for the middle 'local centre' tier within the zoned retail hierarchy.</p>	✘

	<p>identified in a BDCA, FDS or any relevant Development Plan;</p> <p>4. the type, scale and function of new commercial areas are consistent with the Activity Centre Network and the needs of the catchment that the activities serve;</p> <p>5. the location, dimensions and characteristics of the land are appropriate to support activities, community facilities and public spaces where these are anticipated by the land use zone; and</p> <p>6. an ODP is prepared that addresses the relevant matters listed in UG-ODP Criteria and incorporated into this Plan before any subdivision proceeds.</p>	<div data-bbox="842 297 1236 741">  <p>Figure 6.2: Indicative Urban Hierarchy (centres and catchments)</p> <ul style="list-style-type: none"> Town Centre Neighbourhood Centre Local Centre </div> <p>Section 6.5 Provides guidelines for the location of Centres, including (6) <i>potential for a consolidated urban centre to reduce reliance on cars.</i></p> <p>Section 6.11 Provides analysis of the Local and Neighbourhood centre approach, identifying the need for Local Centres that provide for ‘small grocery store and small groups of shops’ – noting the disconnect with necessary floorspace at Table 6.2 (Goulds Road 1,500m² to 2,000m²)</p> <p>Appendix G provides the Structure Plan with a proposed Local Centre at the location of the Proposal.</p> <p>(3) and (4): The range of uses proposed, convenience based Supermarket and small scale retail / commercial services is identified in Attachment E as being necessary to meet needs in the local community. The approach is also consistent with the range of activities proposed for the ‘site’ under the Rolleston Structure Plan. The proposal will also act as community hub in association with the existing preschool immediately to the north of the site.</p> <p>(5) and (6): No subdivision is proposed, and the location, dimensions and characteristics of the land are appropriate to support activities, community facilities, albeit in advance of a zoning, but however aligned with and cognisant of the urbanized environment enabled by the Fast Track consents.</p>	
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General Rural Zone

Provision	Provision Text	Consideration	Appealed?
GRUZ-O1	<p><i>Subdivision, use, and development in rural areas that:</i></p> <ol style="list-style-type: none"> <i>1. supports, maintains, or enhances the function and form, character, and amenity value of rural areas;</i> <i>2. prioritises primary production, over other activities to recognise its importance to the economy and wellbeing of the district;</i> <i>3. allows primary production, those activities that directly support primary production and have a functional or operational need to locate with the General Rural Zone and important infrastructure, to operate without being compromised by incompatible sensitive activities and reverse sensitivity effects;</i> <i>4. retains a contrast in character to urban areas; and</i> <i>5. protects highly productive land.</i> 	<p>It is acknowledged that the Proposal in the absence of the Fast Track consents, and associated outcomes could not be stated to uphold these provisions. However, in the context of the Fast Track consents, the following is noted:</p> <ol style="list-style-type: none"> (1) the Proposal will not be to the detriment of function, form, character and amenity of <u>this</u> rural area, as the receiving environment is ceded to be urbanised for residential development. That is, the proposal will not further degrade these Rural values. (2) As above, the proposal will not degrade primary production as associated with this rural area, as already consented to be urbanised for non-productive uses. (3) The proposal does not have a functional or operational need to be located in a Rural location, however as outlined in Attachment E (Economics) and Attachment G (Urban Design) the proposal provides an urban outcome as appropriate to meet the functional and operational needs of the associated and growing residential catchment. The Proposal, to be fully surrounded by residential development, will not result in any reverse sensitivity effects on established rural activities. (4) The current and future residential environment surrounding the Site is relevant in relation to considering this clause. There is no ability to retain a contrast between urban and rural with respect of this Site or to provide for rural activities regardless of the Proposal. Accordingly, the Proposal is congruent with the surrounding (consented and establishing) residential character. (5) The site is subject to an Urban Growth Overlay and the Fast Track consents and hence the productive capacity of the land is not further degraded. The soils associated with the site are not classed as Highly Productive Land under the NPS-HPL (Class 4 LUC NZ Land Resource Inventory). <p>Overall, any residual tension with these provisions is considered to be modest, and would not represent a bar to consent under either s104(D)(b) or s104(1)(b)(vi). That is the proposal is neither contrary nor inconsistent with these provisions.</p>	✗
GRUZ-P1	<p><i>Maintain or enhance rural character and amenity values of rural areas by:</i></p> <ol style="list-style-type: none"> <i>1. retaining a low overall building density;</i> 	<p>As above, there is a degree of redundancy to this provision in the context of the Fast Track consents.</p>	✗

	<ol style="list-style-type: none"> 2. <i>enabling primary production while managing adverse effects of intensive primary production, and mineral extractive industries;</i> 3. <i>managing the density and location of residential development;</i> 4. <i>retaining a clear delineation and contrast between the district's rural areas and urban areas; and</i> 5. <i>recognising that primary production activities</i> 	<p>An urban use of the Site is now a <i>fait accompli</i> given the residential consented baseline. This existing consent will allow high density urbanisation, and associated implications in terms of building density (1), primary production (2), delineating the rural urban interface (4). As considered against these aims, the Proposal does not derogate, or further reduce these outcomes as they are already superseded by the Fast Track consent.</p> <p>The Proposal is not inconsistent to these Provisions.</p>	
GRUZ-P4	<p><i>Provide for the economic development potential of the rural area by enabling a range of activities that:</i></p> <ol style="list-style-type: none"> 1. <i>have a direct relationship with, or are dependent on,</i> 	<p>This Policy is not relevant to the Proposal as it is not a commercial proposal serving (directly) rural needs, such as Rural Industry). GRUZ-P5 is the appropriate Policy consideration as below.</p>	
GRUZ-P5	<p><i>Avoid:</i></p> <ol style="list-style-type: none"> 1. <i>the establishment or expansion of any industrial activity or commercial activity (other than a rural industry) where the scale of the activity is greater than that of a rural home business, or</i> 2. <i>the establishment or expansion of health centres, educational facilities and community correctional facilities,</i> <p><i>unless the activity has a functional need, or operational need to locate within the General Rural Zone.</i></p>	<p>That Policy is directive in terms of the avoidance of commercial activities in the absence of an operational or functional need. In terms of GRUZ-P5 it is considered that that tension is resolved on the basis that:</p> <ul style="list-style-type: none"> • firstly the Fast Track process results in redundancy in terms of application of the provision which would provide for Rural Industry, but otherwise avoid commercial activities on the site, unless demonstrating a functional or operational need to establish in a rural zone; • secondly, as outlined in Attachment E, there is an operation need to establish the Proposal in this location, given it supports a proximate and emerging residential catchment, without which there is not sufficient development capacity to support associated community needs; and consequently • thirdly, the provisions should be read in a manner that is consistent with the NPS-UD, or otherwise the NPS-UD prevails. In this instance as outlined in Attachment D, the Proposal is necessary to ensure sufficient development capacity to meet short and medium term needs, and as a minimum enable suitable sites (in terms of both location and size) for business activities to be realised. <p>In addition, GRUZ-P5 should also be considered in the context of SD-UFD-01, SD-UFD-02 and UG-P3 which contemplate urban growth being located outside existing townships (as zoned) on the basis that such growth contributes to 'well-functioning' urban environments. As identified in the associated assessments, the proposal aligns with</p>	✘

		<p>and contributes to Well-Functioning urban environments as advanced by the NPS-UD Policy.</p> <p>Accordingly, taken individually it is acknowledged the Proposal is inconsistent with the Policy. The Proposal is not considered on that basis as being contrary (that is repugnant or offensive), as – as has been identified in Attachment E there is an operational and functional need to locate the Proposal within <u>this</u> Rural zone, so as to support the establishing residential (core) catchment, many of which are also establishing (by Fast Track consent) in this Rural zone. Accordingly, the Proposal can be considered under s104.</p>	
GRUZ-P7	<p><i>Avoid reverse sensitivity effects on:</i></p> <ol style="list-style-type: none"> <i>1. lawfully authorised or established primary production activities;</i> <i>2. activities that have a direct relationship with, or are dependent, on primary production; and</i> <i>3. important infrastructure.</i> 	<p>The Proposal will be wholly enclosed by Residential development. There is no possibility of reverse sensitivity effects on established, anticipated or lawfully established primary production activities.</p>	✖

8. Other Matters (s104(1)(c))

The following matters are considered relevant:

- Rolleston Structure Plan (2009); and
- Plan Integrity.

8.1. Rolleston Structure Plan (2009)

The Rolleston Structure Plan (**the Structure Plan**) was adopted by SDC in July 2008 to provide a framework for guiding development over the next 70 years to achieve a high level of town planning and urban design⁷⁵.

Weight afforded to the outcomes identified in the Structure Plan are considered relevant in terms of the following:

- The Structure Plan is referenced as a relevant 'Development' Plan [Interpretation 'Structure Plan'] for the purposes of applying UG-P15 to the Proposal.
- The Structure Plan, as prepared under the Local Government Act 2002 was undertaken through a process that involved considerable community consultation and engagement, and hence can be afforded relative weight in terms of the consideration of this Proposal⁷⁶.

The Structure Plan Purpose is to show the arrangement of land uses to support forecast growth and consider how existing and future development in Rolleston should be integrated to ensure that sustainable development occurs and makes best use of natural resources.

The Centre Strategy is one of four key layers to the Structure Plan⁷⁷ with the approach being to establish a clear hierarchy of centres, including *'Establish[ing] complementary centres with the town centre acting as a recognisable community focus and neighbourhood and smaller local centres catering for the basic daily needs of local residents'*⁷⁸.

The Centres approach explicitly identifies a Local Centre (then deemed a Neighbourhood centre under the Council's hierarchy at the time) in that area where the proposal is situated:

*"Five neighbourhood centres are proposed, based on the expected densities of the Structure Plan, these are intended to serve the broader residential community and Izone employees without affecting the viability of the town centre. They will also be supplemented by a range of smaller local centres that will provide for the daily needs of the community"*⁷⁹.

⁷⁵ Rolleston Structure Plan [1.1]

⁷⁶ Rolleston Structure Plan [4.0]

⁷⁷ Rolleston Structure Plan [1.4]

⁷⁸ Rolleston Structure Plan [Development Principle 2]

⁷⁹ Rolleston Structure Plan [5.2]

Figure 14: Rolleston Structure Plan Centres Hierarchy (Source Figure 5.1, 6.12, Attachment G)



Section 6.5 of the Structure Plan provides guidelines for the location of centres, including:

- (1) Centrally located to population.
- (2) Potential for a consolidated urban centre to reduce reliance on cars.

As identified in **Attachment E** (Economics) and **Attachment D** (Transport) the Proposal assists in meeting the supermarket-based wellbeing needs of its immediate resident catchment in a manner that reduces trip length, journeys and associated VKT.

Section 6.11 identifies Local Centres (as deemed Neighbourhood Centres) as containing a small grocery store, additional non-retail services such as childcare, smaller community facilities or social services, and a distinctive anchor.

The Proposal advances this aspect of the Rolleston Structure Plan.

8.2. Plan integrity

The assessment above concludes that the Proposal is not inconsistent to the direction of the Plan Provisions, and thereby does not give rise to Plan integrity issues. However, should the Consent Authority conclude that the Proposal is inconsistent with (or even contrary) to specific provisions of the Plan, acknowledging that the effects assessment still provides a gateway through s104D, the following is noted.

The Proposal, where granted, cannot be said to result in a situation where the integrity of the Plan is negatively impacted. The analysis in Section 7 above identifies that there is not an irreconcilable clash with the important Plan provisions, largely as the Plan neither appropriately accounts for the Fast Track consents nor, as identified in **Attachment E** the absence of the provision of a zoned Local Centre zone in this location, as identified in the Rolleston Structure Plan to fill an obvious gap in the centres hierarchy.

These matters make the application fully unique and distinguishable from any subsequent application which may result in conflicts with these provisions.

9. Consultation/Notification

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

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

There are no rules or NES that require public notification of the Proposal, nor are there special circumstances warranting notification.

Notwithstanding the foregoing conclusion that the effects are (no more than) minor, the applicant requests that the application be publicly notified.

As identified within this assessment, WWNZ has engaged with the Landowner / Land developer for the site and surrounding Fast Track consent area. Written approval from **Hughes Development Limited** is provided. Adverse effects on this party, and associated land holdings are to be disregarded pursuant to s104(3)(a)(ii).

10. Section 104D and Section 104 Consideration of the Application

Section 104D requires that either: the adverse effects of the activity on the environment are no more than minor; or the application is not contrary to the objectives and policies of either the Operative or Proposed Selwyn District Plan.

The environment, for the purpose of consideration is that as modified by the grant of Subdivision Consent RC235205 and Land Use Consent RC235206 (**the fast track consents**). These have the statutory implications of amending the consideration to an urban context. That is, a consideration of environmental effects is one measured against an urban character and amenity, and applicable Rural Plan provisions seeking to maintain rural amenity and productive potential are superseded where those values are already derogated by the granted Fast Track consents.

As outlined in Section 7, the Proposal is not considered to be contrary to any of the provisions in either the Operative or Proposed District Plan. As outlined in Section 6, the adverse effects of the Proposal are no more than minor. Accordingly, the proposal can pass either of the limbs under s104D and is able to be considered, and the matters weighed in terms of a broader assessment pursuant to s104 of the Act.

In terms of **s104(1)(a)**, the receiving environment is one which advances urban development as provided by Fast Track consents. It is that urban character, amenity and environmental outcomes that are to be observed, not those associated with the redundant Rural zone.

The proposal advances positive urban design, architectural and landscaping elements that achieve a good balance between providing for the functional needs associated with a contemporary supermarket, and the need to manage adverse effects at the interface.

The extent of residential rezonings adjoining the site provide additional demand for convenience-based supermarket retailing which is not otherwise provided by the Rolleston centres – hierarchy. Meeting those needs and doing so in a manner that is immediately proximate to its surrounding catchment, thus reducing vehicle trips and supporting a reduction in greenhouse gas emissions is a positive effect able to be considered in the balance of effects under s104(1)(a).

In terms of **s104(1)(b)(iii)**, as identified in **Attachment E** the Proposal is necessary to address Policy 2 of the NPS-UD to provide at least sufficient development capacity to meet expected demand for ... business land over the short, medium and long term. In addition, the Proposal is aligned with provisions that seek to advance well-functioning urban environments (Policy 1) and reductions in greenhouse gas emissions (Objective 8). The proposal is considered to both be consistent with, and advance, the provisions within the NPS-UD as commensurate to the scale of the Proposal.

A consideration of the Proposal against the relevant Plan and Proposed Plan objectives and policies under **s104(1)(vi)** identifies the potential for tensions with individual policies in the latter.

Both **GRUZ-O1** and **GRUZ-P5** engage with requirements to maintain rural amenity and character, and a requirement for the demonstration of a functional and operational need as associated with commercial activities.

As identified, the Proposal will not be to the detriment of function, form, character and amenity of this rural area, as the receiving environment is ceded to be urbanised for residential development. That is, the proposal will not further degrade these Rural values.

The proposal does not have a functional or operational need to be located in a Rural location. However, as outlined in **Attachment E** (Economics) and **Attachment G** (Urban Design) the proposal provides an urban outcome as appropriate to meet the functional and operational needs of the associated and growing residential catchment. More broadly, the Proposal as a whole achieves **SD-UFD-O1**, **SD-UFD-O2** and **UG-P3**.

Lastly, in terms of **s104(1)(c)**: the Proposal advances aims identified in the Rolleston Structure Plan (2009) relating to the establishment of a Supermarket based local centre in this location; and even were the Consent Authority to conclude that the Proposal was contrary to specific objectives or policies, the Proposal is so unique as to not be capable of reducing Plan integrity.

11. Conditions

The following Conditions are volunteered:

Acoustics

- All external mechanical plant (except for the emergency backup generator) shall be designed to achieve a 35 dB LAeq noise level at the site boundary at all times.
- Truck deliveries to be limited to the daytime hours of the District Plan (0700 – 2200 hours).
- A Noise Management Plan is to be adopted for the loading bay, which describes best practice to reduce adverse noise effects, including limiting deliveries to the daytime period and describing managerial measures such as signage to ensure that truck deliveries which take longer than 5 minutes to unload will turn off their engine, and refrigeration units attached to delivery trucks are turned off during unloading.
- Non-tonal reversing alarms shall be installed on forklifts, and they shall be set so that they are no louder than required for safety reasons.
- Any future hospitality (as defined as Restaurants, Taverns and / or Bars) tenancy is to provide a Noise Management Plan to prior to operation, outlining best practice managerial measures to ensure that adverse noise effects on nearby sites are minimized as far as practical. Any future hospitality tenancy should not operate after 2200 hours.
- Noise barriers shall be erected along the western boundary of the site as shown in figure 1.2, meeting the following minimum specifications:
 - Height – at least 2.3 meters
 - Surface mass – at least 10 kg/m²
 - The fence must be continuous and maintained with no gaps or cracks. For timber fences, this will require palings to be well overlapped (25 mm minimum) or a “board and batten” system, and a sleeper rail connecting the base of the palings to the ground. A minimum paling thickness of at least 25mm is required to help resist warping.

Landscape

- Prior to construction commencing on the Site, the Consent Holder shall submit a detailed landscape plan and specification to the Selwyn District Council for certification of the following:
 - (i) it is in general accordance with the Landscape Plan; and
 - (ii) a landscape management plan identifying:
 - (a) a maintenance plan for the first three years of establishment from date of planting to ensure landscape planting is well established after three years, and provides adequate coverage, plant health and vigour; and
 - (b) ongoing landscape maintenance to ensure all trees are maintained to reach their full height and form.

If no response is received from Selwyn District Council after 15 working days of submission, the detailed landscape plan and specification shall be treated as certified.

- Prior to any retail activity commencing at the Site, the proposed landscaping shall be established in general accordance with the detailed landscape plan and specification certified.
- All specimen trees identified on the Tree Species list shall be a minimum 2m in height at the time of planting,

Construction

- All earthworks authorised by this consent shall be undertaken in accordance with the current edition of Environment Canterbury's Erosion and Sediment Control Toolbox, and the Erosion and Sediment Control Plan (Condition 1(iv)). For clarity, the Erosion and Sediment Control Plan shall include:
 - (i) minimising the amount of disturbed material and open ground;
 - (ii) controlling run-off water from flowing across the site and disturbed open earthworks where practical;
 - (iii) separating clean run-off water from adjacent road and properties from on-site run-off;
 - (iv) avoiding surface erosion by protecting any exposed areas from overland run-off, effect of heavy rain events and wind blow;
 - (v) preventing sediment from leaving the Site by directing water to remain on-site and avoiding run-off and loose sediment from reaching adjoining properties;
 - (vi) covering stockpiles and open ground with appropriate material when exposed for a length of time and / or is prone to wind erosion;
 - (vii) removing stockpiles from site as soon as possible. Stockpiles will be kept tidy and constructed in a safe manner. They will not be greater than 4m in height and shall have a stable slope;
 - (viii) covering excavated access formation with a running course as soon as possible to reduce potential erosion; and
 - (ix) inspection and monitoring of control measures, and rectification works as necessary.
- The Consent Holder shall implement best practicable option measures to avoid or mitigate the dispersal and deposition of dust from construction and earthworks activities beyond the boundaries of the Site.
- The Consent Holder shall implement best practicable option measures to avoid or mitigate the discharge of sediment laden runoff beyond the boundaries of the Site.
- The Consent Holder shall ensure that a Construction Temporary Traffic Management Plan (TTMP) is prepared in accord with Waka Kotahi's Code of Practice for Temporary Traffic Management procedures. This shall be submitted to the Selwyn District Council for review and approval at least 15 Working Days prior to any construction works commencing that affect the normal operating conditions on the roading network.

Accidental Discovery Protocol

- In the event of any discovery of material suspected to be evidence of pre-1900 human activity, taonga/treasured artefacts or human remains/kōiwi in a 'place', the following applies:
 - a. Work shall cease immediately at and within 20m of the place. This 20m perimeter shall become the 'affected area'.
 - b. The contractor shall shut down all machinery within the affected area, secure the affected area, and immediately advise the Site Manager.
 - c. The Site Manager shall secure the affected area and immediately notify the Heritage New Zealand Pouhere Taonga ("HNZPT") Archaeologist, Selwyn District Council and Environment Canterbury. HNZPT will advise if further *assessment by a suitably qualified archaeologist and/or an archaeological authority application is required from the Consent Holder*
- If the material is of Māori origin, in addition to the requirements in the condition above, the Site Manager shall immediately notify Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga and ensure site access to enable appropriate cultural procedures and tikanga to be undertaken, subject to meeting statutory requirements (Heritage New Zealand Pouhere Taonga Act 2014, Protected Objects Act 1975). In this instance, Te Ngāi Tūāhuriri Rūnanga, Te Taumutu Rūnanga and the HNZPT Archaeologist will jointly advise if further assessment by a suitably qualified archaeologist and/or an archaeological authority is required from the Consent Holder.
- If human remains (kōiwi) are uncovered, in addition to the conditions above, the Site Manager shall immediately advise the NZ Police. The affected area must be treated with the utmost discretion and respect. Remains are not to be moved until such time as Te Ngāi Tūāhuriri Rūnanga, Te Taumutu Rūnanga, HNZPT and NZ Police have responded and agreed that they can be moved.
- Any works within an affected area shall not resume until Tūāhuriri Rūnanga, Te Taumutu Rūnanga and HNZPT (and NZ Police in the case of human remains (kōiwi)) authorise work to continue.
- Prior to commencing work, the Consent Holder shall ensure that all persons involved in, or supervising, works on-site are familiar with the Accidental Discovery Protocol.
- The Accidental Discovery Protocol shall be clearly displayed and accessible on site at all times during earthworks under this consent.

12. Summary and Conclusions

This report has been prepared to accompany the application from Woolworths New Zealand to establish and operate a Woolworths Supermarket and adjacent ancillary retail units at 597 East Maddisons Road, Rolleston.

As the assessment identifies, the Proposal addresses an identified gap in the centres network within Rolleston, and improves the convenience provision of retail in Rolleston and the commercial centres network, increasing economic efficiency associated with meeting the wellbeing needs of the burgeoning residential population of southern Rolleston in a way, and at a rate that manages the actual and potential effects on the environment, without undermining the identified centres hierarchy and better meets the requirements of the statutory framework, including the NPS-UD and the Selwyn Operative and Proposed District Plan.

Attachment A – Records of Title

Attachment B – Architectural Drawings

Attachment C – Architectural Design Statement

Attachment D – Integrated Transport Assessment

Attachment E – Economics Assessment

Attachment F – Landscape Concept Design and Statement

Attachment G – Urban Design Statement

Attachment H – Engineering Features Report

Attachment I – Acoustics Assessment

Attachment J – Signage

Attachment K – Operative District Plan Compliance Assessment

Attachment L – Partially Operative District Plan Compliance Assessment