

22 March 2024

RC245088

Planz Consultants Limited
PO Box 1845
CHRISTCHURCH 8140
Attention: Matt Bonis

Sent via email: matt@planzconsultants.co.nz

Dear Mr. Bonis

s92 - Request for Further Information and Affected Party Approval

I have reviewed the resource consent application **RC245088** by Woolworths New Zealand Limited to establish and operate a supermarket and small-scale ancillary retail tenancies, including associated earthworks, access, carparking, signage and landscaping at 597 East Maddisons Road, Rolleston. More information is needed so that I can better understand your proposal and its potential effects.

Further information

In accordance with section 92(1) of the Resource Management Act 1991, I request the following information:

Consent Notices

1. The Record of Title has two consent notices registered against it. Please provide copies of these consent notices to confirm whether they affect the current application.

Drawings

2. Please amend the drawings to clearly show the building in relation to boundary and setback infringements. At present it is difficult to identify those parts of the application that infringe those controls.
3. Please also confirm the length of these infringements, as only the height/depth of each has been provided.

Flood Assessment Certificate (FAC)

4. The application site is located within the Plains Flood Management Overlay. Rule NH-R2.3 of the Partially Operative Plan requires the application to demonstrate that the principal building's finished floor level is

equal to or higher than the minimum floor level in an issued FAC. Please either provide a copy of the FAC for the proposal or submit a FAC application to Selwyn District Council.

Water Race

5. Given the non-complying status of the application it has been referred to Mahaanui Kurataiao Limited (Mahaanui) for a Cultural Assessment Report. Mahaanui have requested further details on the application's relationship to the water race that runs along the site's road boundary with Goulds Road. Please confirm what works, if any, are proposed to the water race and the status of any application (under the RMA or Local Government Act) to close, culvert or otherwise modify it.

Signage Standards

6. Thank you for the detailed assessment of the proposal against relevant Partially Operative Plan (PODP) standards. However, the assessment provided for signage has been undertaken on a cumulative basis for the surface area of all signs. The PODP sign standards (both for free-standing and attached signs) is based on the surface area of each individual sign. As such, can you please provide an amended assessment that details the surface area for each sign.
7. In addition, please provide amend the assessment to include SIGN-R1/SIGN-REQ4 (Built Form – Signs Projecting from the Face of a Building). This includes the maximum projection of each sign from building facades.
8. Lastly, please confirm the overall number of signs proposed. The figure given in the AEE and Appendix L (PODP assessment) currently differ.

Lighting

9. Please confirm whether resource is being sought for an infringement of lighting standards. Appendix L states that resource consent is required due to proposed lux levels, while the AEE states that this lighting will comply.

Transport

10. The proposed Shillingford Boulevard and Goulds Road accesses will lead to vehicles crossing shared paths. Please detail what measures have been considered to ensure drivers are aware of pedestrians and cyclists on these routes, including reference to:

- a) The recommendations of the NZTA “High-Use Driveway Treatment for Cycle Paths and Shared Paths”; and
- b) Pedestrian visibility splay requirements of the NZTA “Pedestrian planning and design guide”, or whether further visibility is required to account for higher speed cyclists.

11. Section 8.2 of the ITA states that limit lines are proposed within the site to highlight the need to give-way to shared path users. These do not appear to have been provided for the courier and pick-up exit points. Please confirm whether these will be provided.

12. The Shillingford Boulevard car park access has the proposed limit line illustrated within the road reserve, on the carriageway side of the shared path crossing. We assume this is an error, as it has vehicles stopped approximately 5m back from the carriageway. Please relocate this limit line to prior to the shared path for vehicles exiting the site.

13. Although not on the site plan in Appendix A, Figure 8-1 and Figure 8-7 of the ITA appear to show tactile paving on the shared path where the car park access crosses. At other points, the ITA states that the shared path will have priority over vehicles using the access, so we assume that there will be no tactile paving provided (as this implies pedestrians and cyclists would give-way). Please confirm that pedestrians and cyclists will have priority at this location and that no tactile paving is proposed.

14. The Goulds Road and Shillingford Boulevard car park accesses have been designed to accommodate two Medium Rigid Vehicles passing at the boundary, although there are no loading bays within the car park. The discussion of loading (Section 8.4) suggests that the loading of the complementary retail would be undertaken from within the car park by small delivery vehicles and is likely to occur outside of peak times. Our concern is that 8.8m long Medium Rigid Trucks are notably longer than the 5.0m parking spaces, so there is potential that these vehicles would block the aisle at the Shillingford Boulevard boundary, where the retail is located. Please confirm:

- a) What the 8.8m truck is the anticipated / potential loading vehicle for these activities is and (if so) please provide a Loading Management Plan (or similar). The objective of this management plan is to ensure that loading occurs outside of peak times and that space is made temporarily available within the car park for that loading; or
- b) If only small vehicles are proposed, please reduce the width of the Goulds Road access (in particular) to lessen the crossing distance for pedestrians and cyclists.

15. The queue space discussion for the Shillingford Boulevard access references the distance back to the carriageway. Please provide further comments regarding the potential for vehicles to queue across the shared path, given the conflicts with vehicles using the parking spaces closest to the access.
16. The Shillingford Boulevard access includes a break in the median to accommodate traffic turning right into and out of the site. Please confirm what the predicted queue length is for vehicles turning right into the site is. Furthermore please provide vehicle tracking to confirm that vehicles (turning right into the site) are able to satisfactorily enter this right turn bay and not block following vehicles on Shillingford Boulevard. The tracking must be based on:
- a) The number of cars anticipated to queue at the access (i.e. if the predicted queue length is two vehicles, then two cars should be able to wait clear of the through lane); and
 - b) The design vehicle being assumed for loading (currently an 8.8m truck at this location).
17. There are discrepancies in the description of loading frequencies between sections 9.1 and 11.3. Section 9.1 suggests there will be 20 to 30 loading movements per hour, with six of these being truck and trailers. Section 11.3 describes these as vehicle movements per day.
18. Comments are made that the recently constructed Shillingford Boulevard / Goulds Road roundabout will be able to accommodate the semi-trailer tracking. Please provide vehicle tracking to confirm that assessment.
19. Please confirm whether the road frontage upgrades proposed for the subdivision will be complete prior to the supermarket complex opening.
20. The labelling in Appendix B regarding the Goulds Road / Site Access volumes and delays appears to be incorrect. Please confirm that the Goulds Road west volumes are the Site access volumes.
21. Please confirm whether there will be any time or use restrictions on the proposed car park (i.e. will it be limited to P120 or visitor only)? This is to understand to what extent staff parking could occur on-street (if at all).
13. With regards to passenger transport, Council has requested that a bus bay be provided on Shillingford Boulevard. Please confirm whether this can be provided for within the proposed layout of Shillingford Boulevard (potentially linking to the footpath connection through the car park)?

You must respond in writing to this request before Wednesday 17 April 2024 or/and do one of the following:

- (a) Provide the information; or
- (b) Tell us that you agree to provide the information, but propose a reasonable alternative date; or
- (c) Tell us that you refuse to provide the information.

Please note that if you do not respond in some way before Wednesday 17 April or you refuse to provide the information requested, we are required to publicly notify your application. This will result in increased costs to you and take longer to process. It is important that you respond to this request, otherwise your application can be declined for lack of information.

I have put processing of your application on hold until we receive your complete response. Please contact me if you have any questions.

Yours faithfully



Tim Hegarty

Principal Planner – Jacobs

Our Reference: 16755

22 April 2024

Selwyn District Council
C/ Tim Hegarty
Jacobs
Via email

Email: tim.hegarty@jacbons.com

Dear Tim,

Subject: RC245088 Woolworths

The further information requested in your letter dated 22 March 2024 is provided as follows:

1. The record of title 1152889 for Lot 4011 DP596412 has consent notice 12855973.2 registered. This consent notice is a notification that the lot is not serviced and that any future developments will require installation of services to Council standards.

A previous consent notice 1266.328.2 related to contamination was cancelled on 1 March 2024 and is no longer on the title.

2. Please find attached an updated plan set showing the GRUZ boundary setbacks and recession planes.
3. A flood assessment certificate has been obtained, however the finished floor level cannot accurately be determined for the building until Davie Lovell Smith (DLS) have completed flood modelling for the underlying subdivision. This will be done when the subdivision is at the s.224 stage and DLS have confirmed the completed modelling is still some time away. The finished floor level will therefore need to be reviewed at building consent stage. It is acknowledged that any increase in the overall building height resulting from a change in finished floor level may require a change of conditions to the resource consent to be granted under s.127 of the RMA.
4. There is no longer a water race in this location. The fast-track resource consent application for the development of the Faringdon Oval subdivision notes that approval has been granted for the water race entering the site from Goulds Road and traversing the eastern boundary to be closed. This work was completed as part of the Shillingford Boulevard /East Maddisons Road/Goulds Road roundabout construction. (See section 1.7 of the fast track application AEE).
5. The attached plan set includes a schedule of proposed signs on sheet RC-10 and provides the area of each individual sign. As noted on the plan notation signs attached to the building and parallel with the façade will not project more than 0.2m from the façade.

There are 21 advertising signs proposed as shown in the schedule on RC-10.

6. All lighting will be designed to comply with the relevant PODP standards.
7. Please find attached an assessment from Stantec addressing the transport matters in RFI points 10-21

Please do not hesitate to contact me if you have any questions.

Yours faithfully
PLANZ CONSULTANTS LTD

A handwritten signature in cursive script, reading 'Lisa Steele'.

Lisa Steele

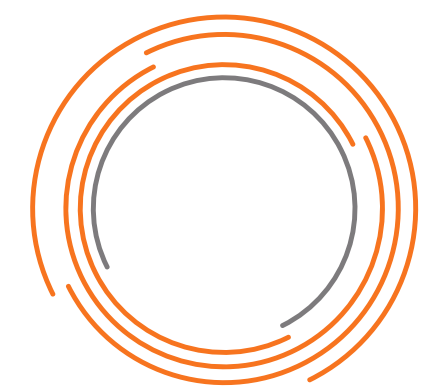
Consultant Planner

Phone: 0221537909

Email: lisa@planzconsultants.co.nz

WOOLWORTHS NEW ZEALAND RESOURCE CONSENT FOR ROLLESTON SOUTH - FARINGDON OVAL

19 APRIL 2024



asc architects

designgroup

17 maidstone street

ponsonby, auckland 1021

po box 5736, auckland 1141

new zealand

p. +64 9 377 5332

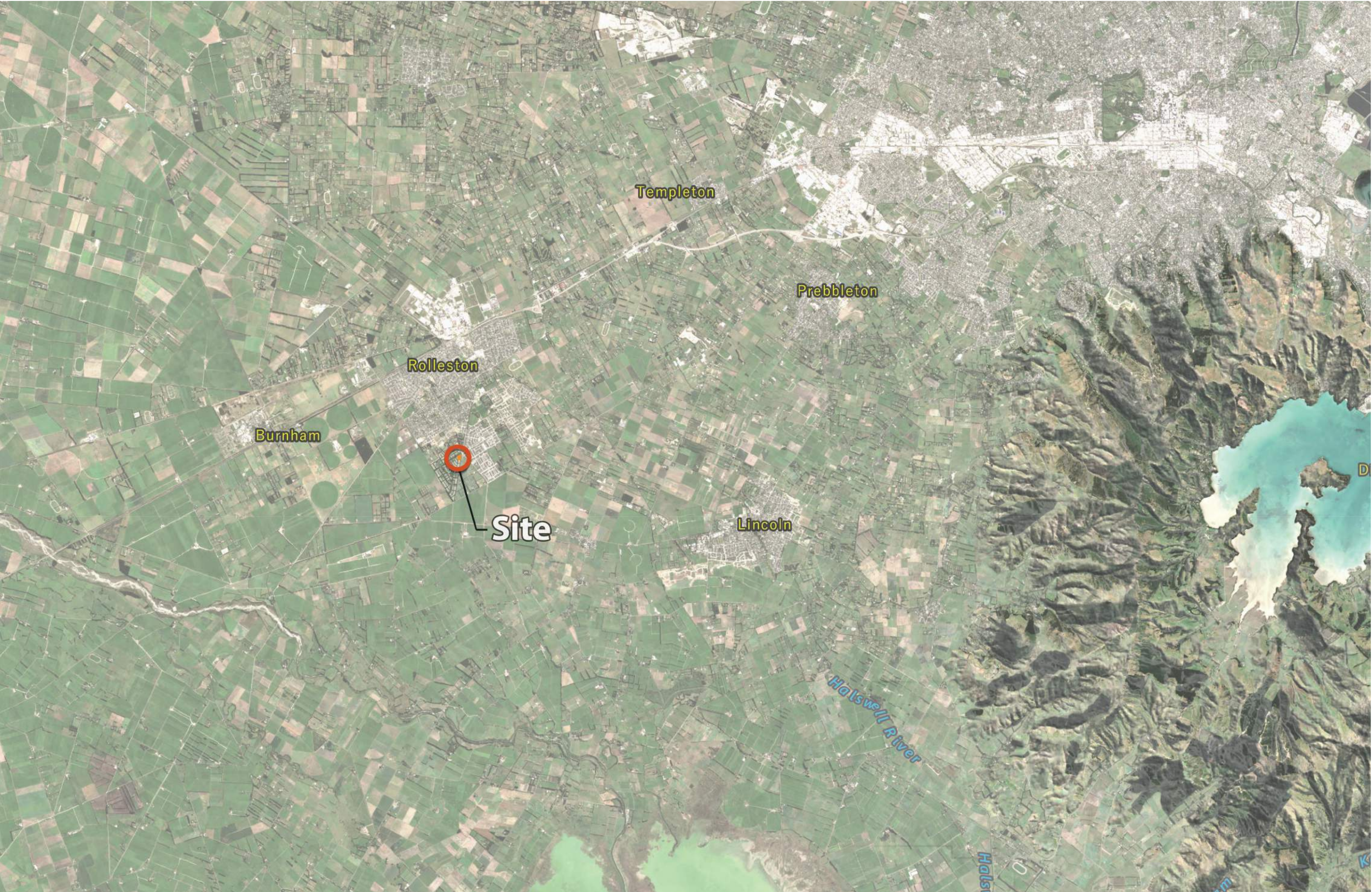
accounts@ascarchitects.co.nz

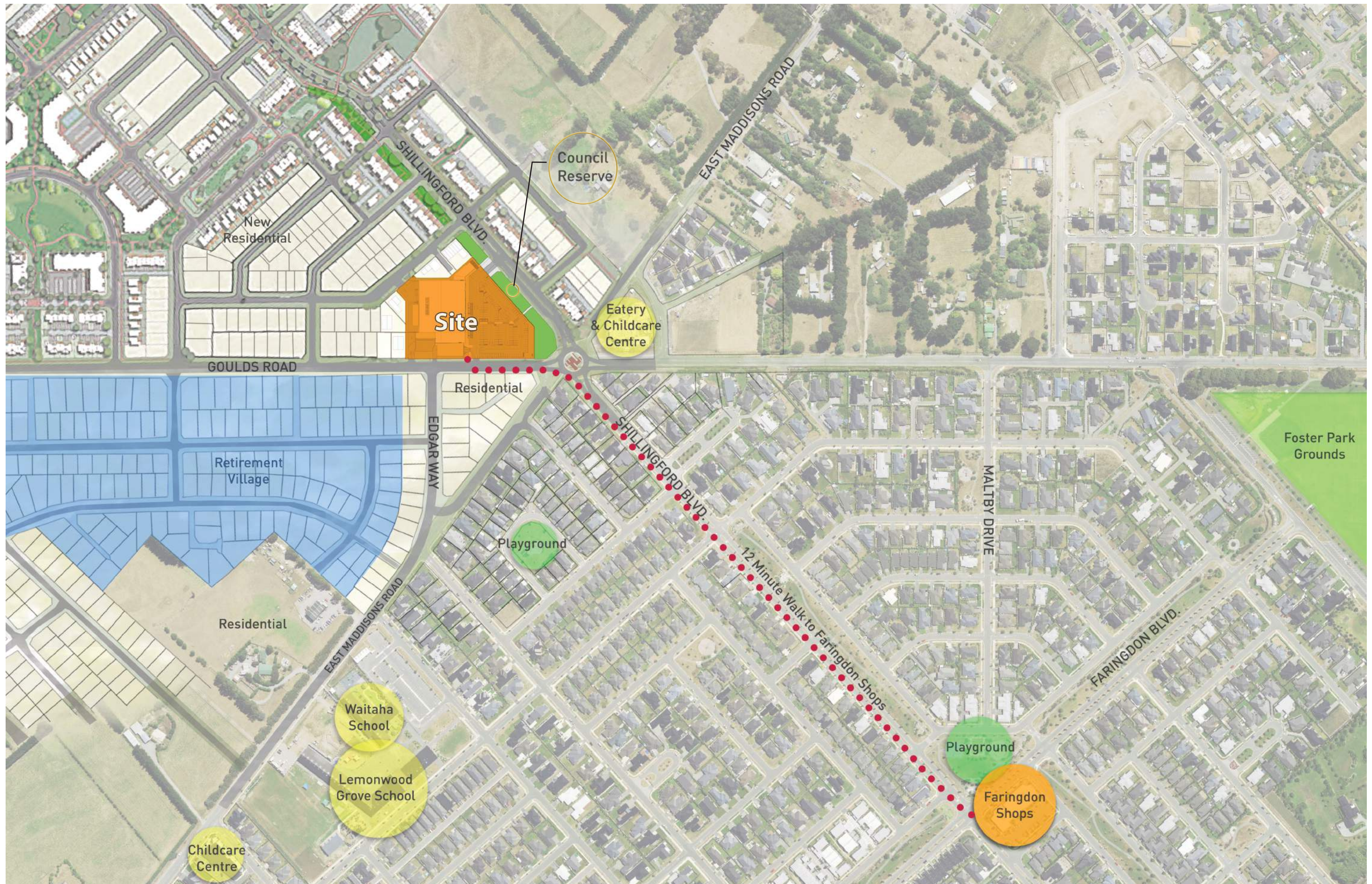
www.ascarchitects.co.nz

architecture

interior design

urban design









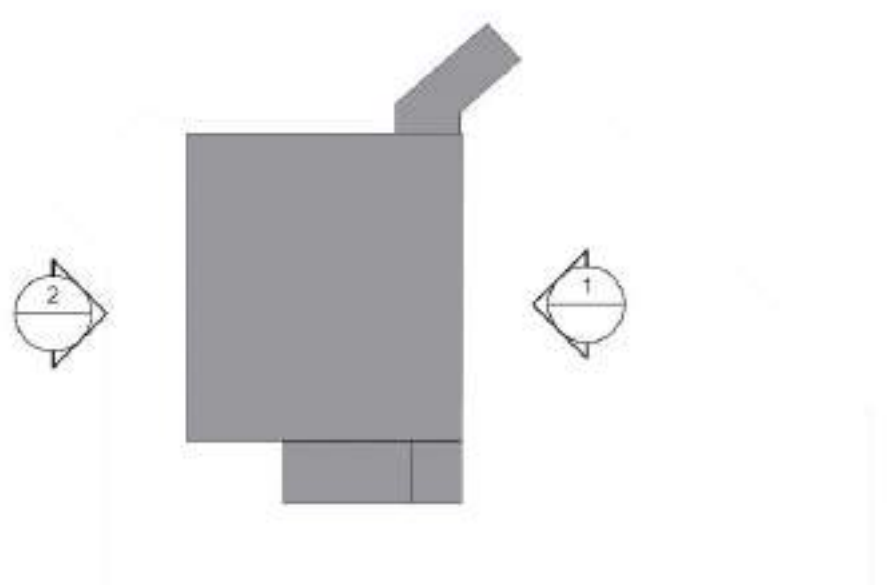




ELEVATION 01 - NORTHERN ELEVATION

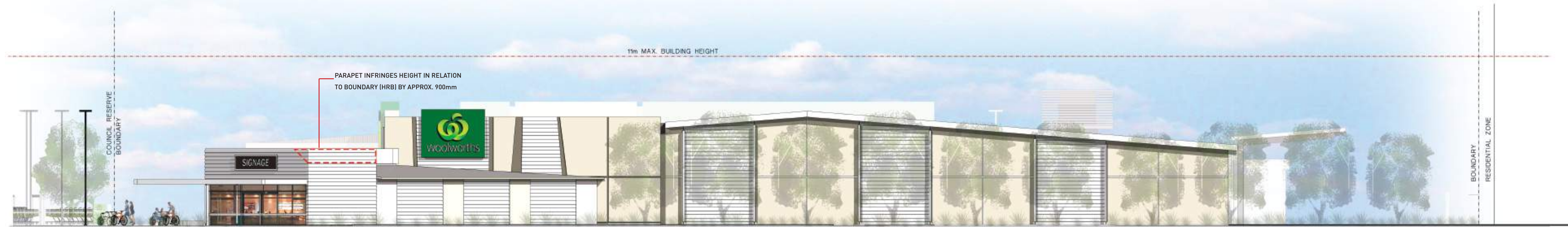


ELEVATION 02 - SOUTHERN ELEVATION

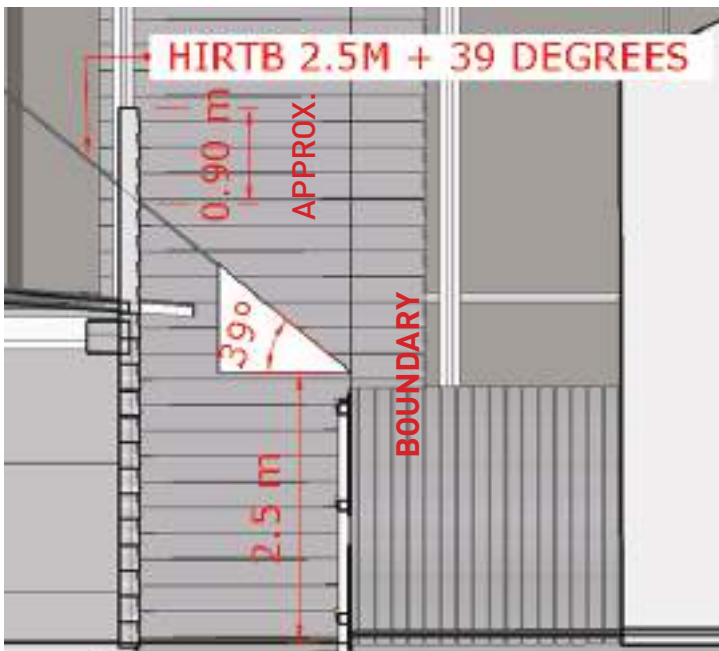




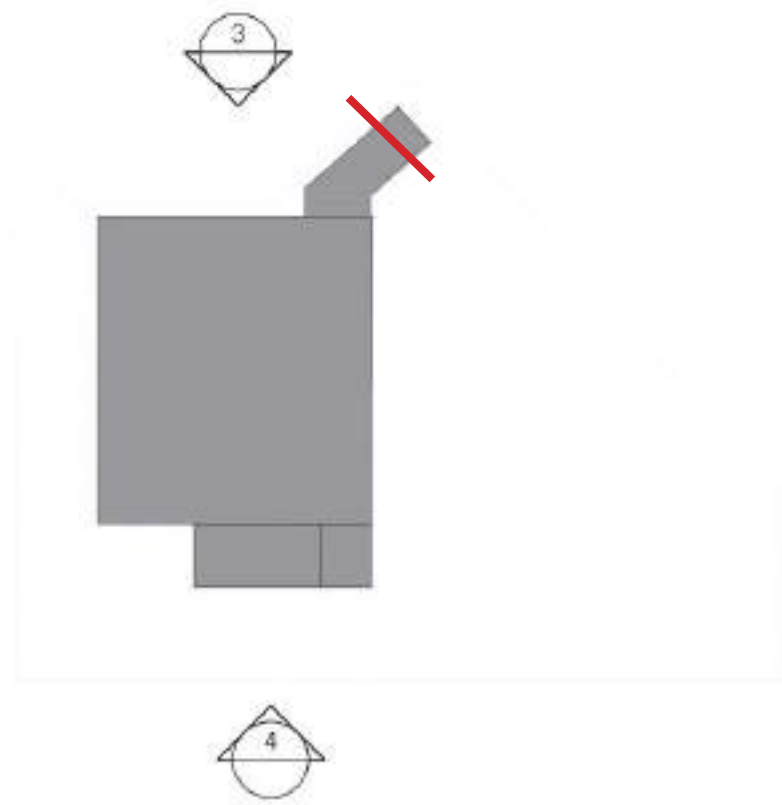
ELEVATION 04 - EASTERN ELEVATION

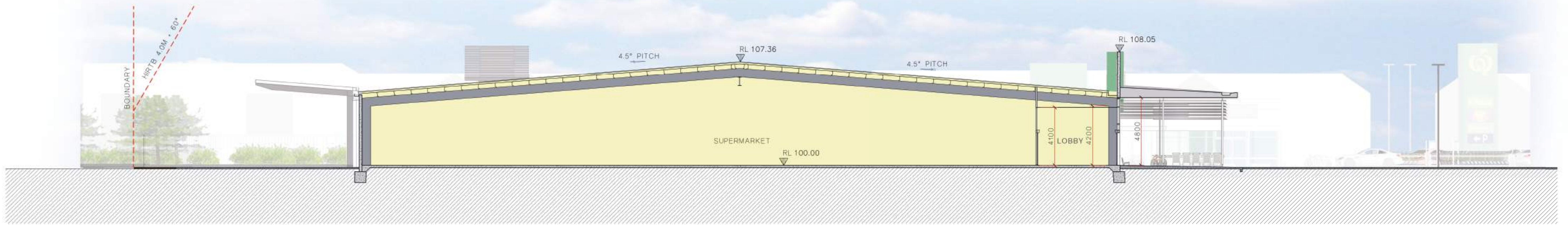


ELEVATION 03 - WESTERN ELEVATION

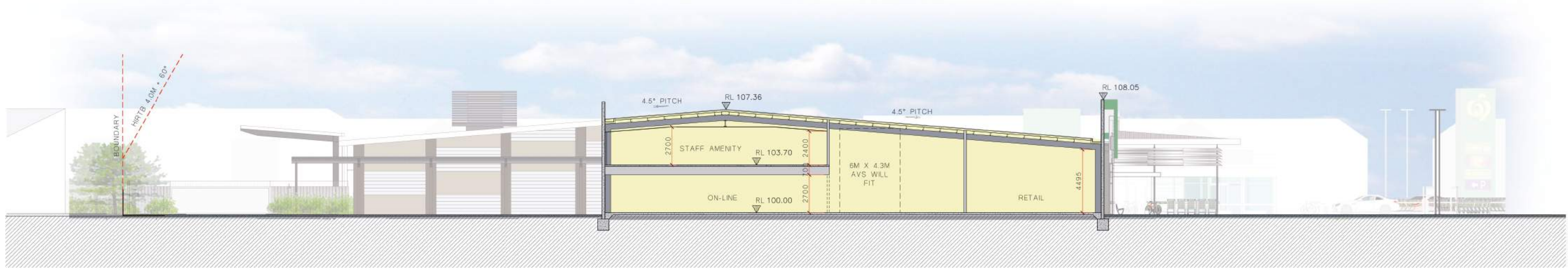


SECTION RETAIL AREA

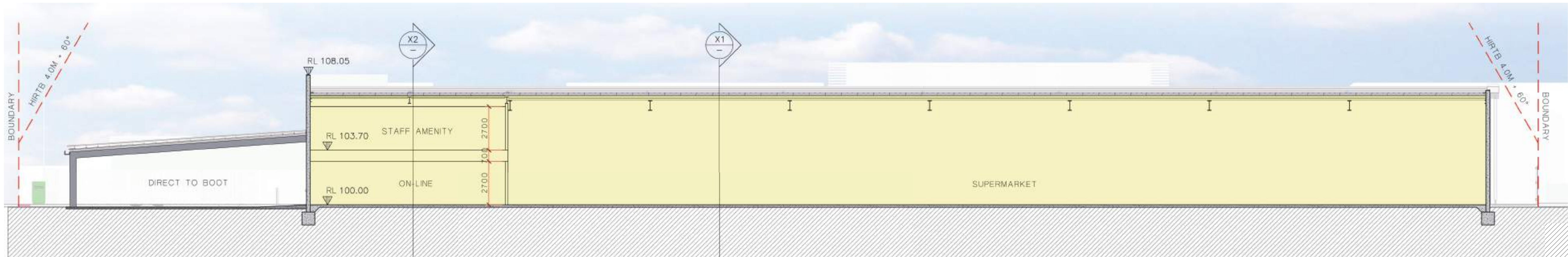




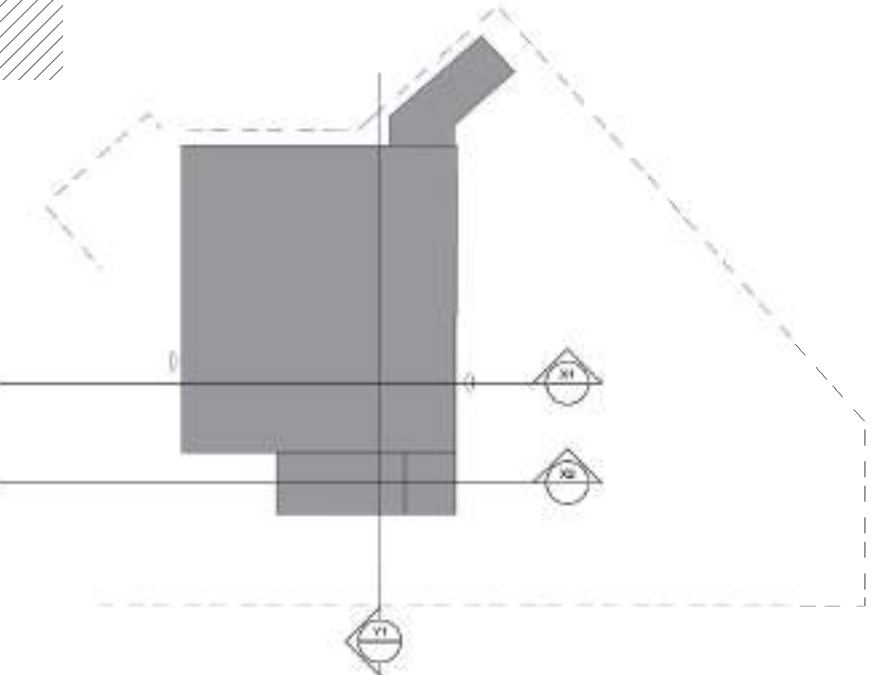
SECTION X1

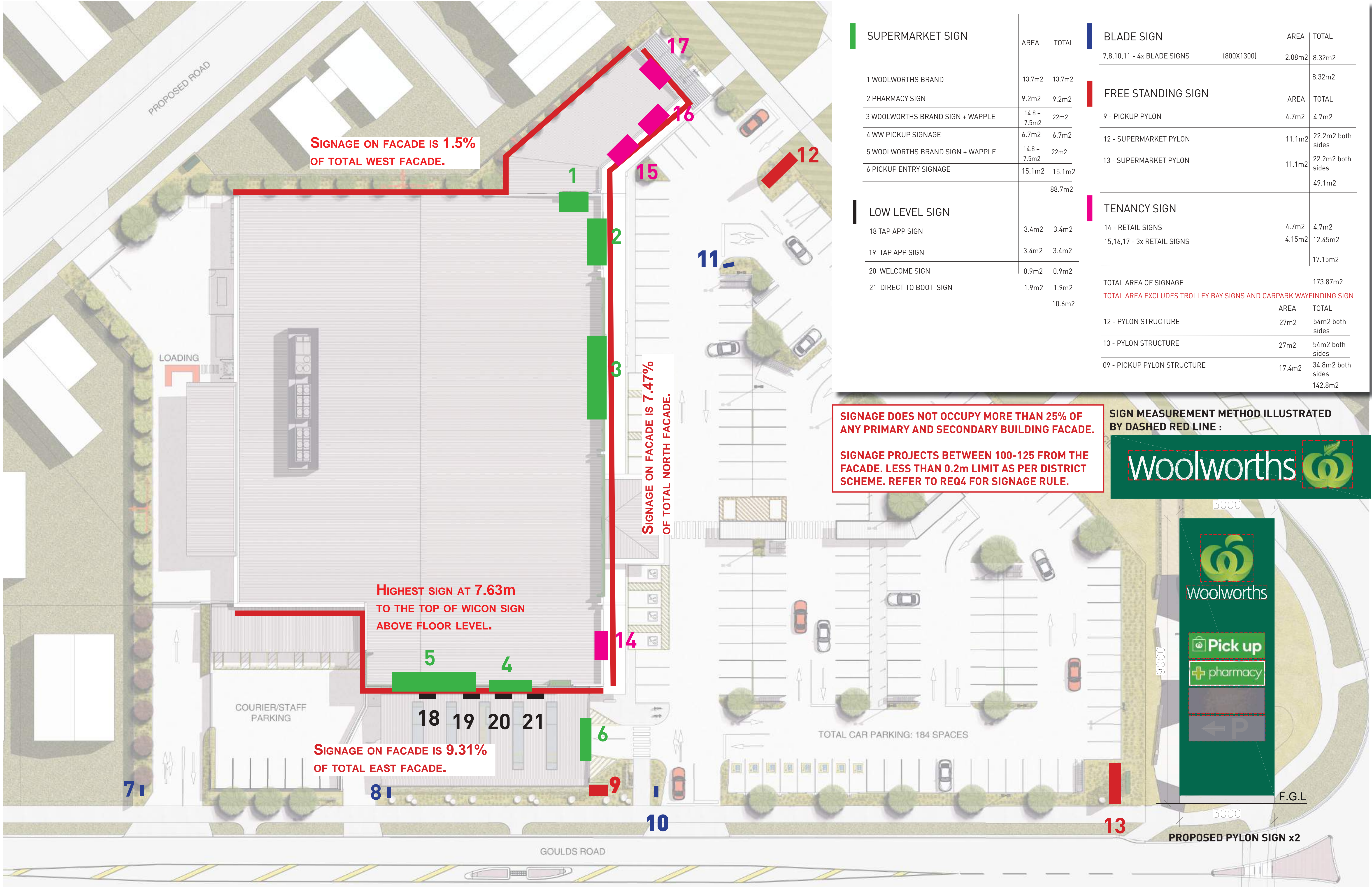


SECTION X2



SECTION Y1





SUPERMARKET SIGN	AREA	TOTAL
1 WOOLWORTHS BRAND	13.7m2	13.7m2
2 PHARMACY SIGN	9.2m2	9.2m2
3 WOOLWORTHS BRAND SIGN + WAPPLE	14.8 + 7.5m2	22m2
4 WW PICKUP SIGNAGE	6.7m2	6.7m2
5 WOOLWORTHS BRAND SIGN + WAPPLE	14.8 + 7.5m2	22m2
6 PICKUP ENTRY SIGNAGE	15.1m2	15.1m2
		88.7m2
LOW LEVEL SIGN		
18 TAP APP SIGN	3.4m2	3.4m2
19 TAP APP SIGN	3.4m2	3.4m2
20 WELCOME SIGN	0.9m2	0.9m2
21 DIRECT TO BOOT SIGN	1.9m2	1.9m2
		10.6m2

BLADE SIGN	AREA	TOTAL
7,8,10,11 - 4x BLADE SIGNS (800X1300)	2.08m2	8.32m2
FREE STANDING SIGN	AREA	TOTAL
9 - PICKUP PYLON	4.7m2	4.7m2
12 - SUPERMARKET PYLON	11.1m2	22.2m2 both sides
13 - SUPERMARKET PYLON	11.1m2	22.2m2 both sides
		49.1m2
TENANCY SIGN		
14 - RETAIL SIGNS	4.7m2	4.7m2
15,16,17 - 3x RETAIL SIGNS	4.15m2	12.45m2
		17.15m2
TOTAL AREA OF SIGNAGE		173.87m2
TOTAL AREA EXCLUDES TROLLEY BAY SIGNS AND CARPARK WAYFINDING SIGN		
	AREA	TOTAL
12 - PYLON STRUCTURE	27m2	54m2 both sides
13 - PYLON STRUCTURE	27m2	54m2 both sides
09 - PICKUP PYLON STRUCTURE	17.4m2	34.8m2 both sides
		142.8m2

SIGNAGE DOES NOT OCCUPY MORE THAN 25% OF ANY PRIMARY AND SECONDARY BUILDING FACADE.

SIGNAGE PROJECTS BETWEEN 100-125 FROM THE FACADE. LESS THAN 0.2m LIMIT AS PER DISTRICT SCHEME. REFER TO REQ4 FOR SIGNAGE RULE.

SIGN MEASUREMENT METHOD ILLUSTRATED BY DASHED RED LINE :

Woolworths



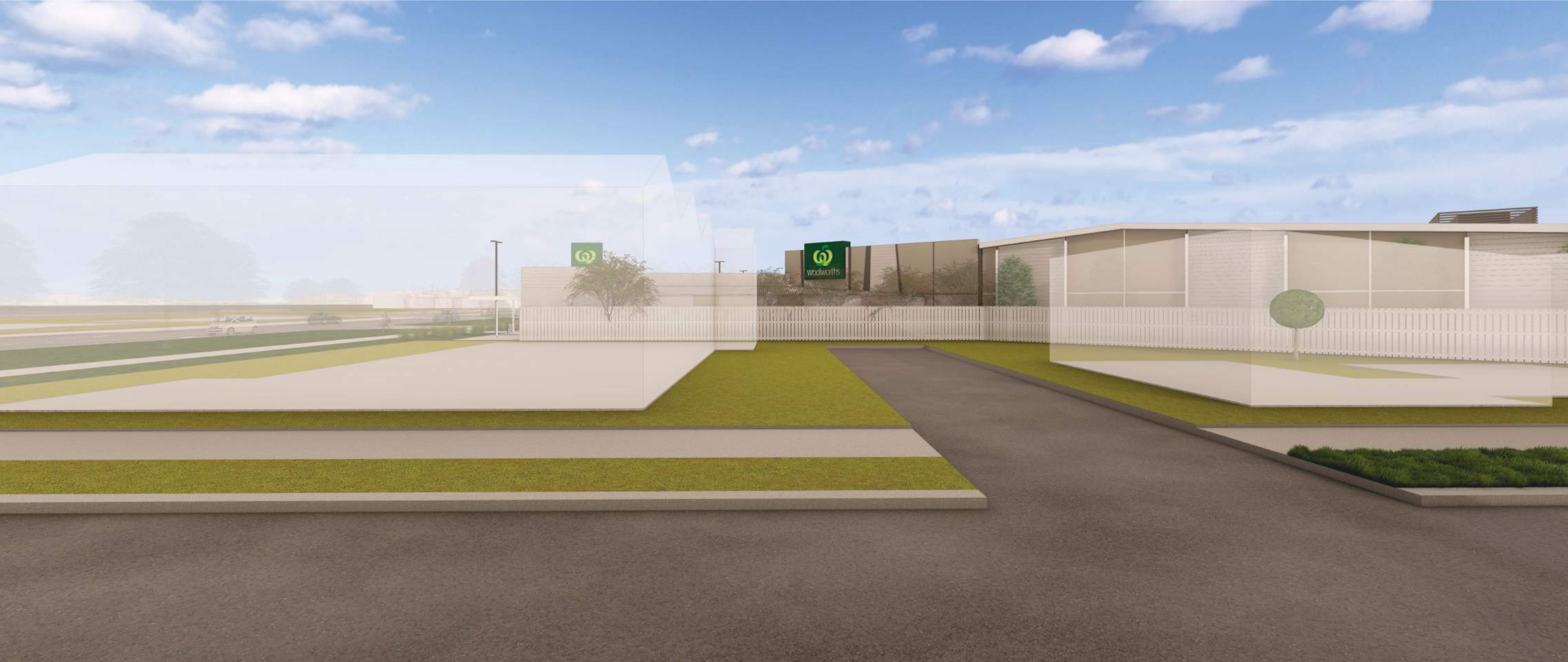














Flood Assessment Certificate

FC240254

Issued pursuant to NH-SCHED1 of the Partially Operative Selwyn District Plan.



Property Address:	597 East Maddisons Road, Rolleston (Woolworths)
Legal Description:	Lot 4011 DP 596412 (Processing under Resource Consent RC245088)
Date of Issue:	17/04/2024
This certificate is valid until:	17/04/2026

This site is not located on land within a high hazard area.

The site is likely to be subject to inundation in a 200-year Average Recurrence Interval (ARI) flood event.

Minimum finished floor level shall be **+40.80m LVD37**

Disclaimers:

- Whether the site is likely to be subject to inundation in a 200-year ARI flood event, and the minimum finished floor level have been determined with reference to:
 - The most up to date models and maps held by Selwyn District Council or Canterbury Regional Council;
 - Any relevant field information; and
 - Any site specific flood assessment prepared by a suitably qualified and experienced person, including a site specific Flood Hazard Assessment prepared by Canterbury Regional Council.
- This certificate is based on the best information available to Selwyn District Council at the time the certificate was issued. This information is subject to change and may be updated at any time, including during the valid period of this certificate. Selwyn District Council accepts no liability for changes in this information.
- This certificate relies on flood modelling. Flood modelling is a tool that predicts what might happen in a flood event of a given magnitude. A flood model uses hypothetical scenarios and makes assumptions about how a flood event might unfold however there are many more variables that can influence how a site is affected in an actual flood event. The minimum finished floor level does not infer that no damage will occur to a structure built above the minimum finished floor level in a flood event.
- The Building Act 2004 also manages flood risk. The minimum floor level certified under the Partially Operative District Plan may be different to the floor level required by the Building Act 2004, which must be met in order to obtain a building consent.
- Any activity or construction carried out on a site where a Flood Assessment Certificate is issued is carried out at your own risk, and Council recommend that you carefully consider the impact of any flooding risk associated with this site.

Advice notes:

- For a new residential unit or principal building or the alteration of, or addition to any residential unit or principal building to be a permitted activity under the Selwyn District Plan as a whole, all other relevant rules must be complied with.
- If the certified level is for a particular location on the site, the certified level is the minimum floor level for the proposed building location shown on the attached plan. If you wish to build elsewhere on the site the minimum floor level may be different, and you will need to request another certificate for the new location.

- c) For the purposes of this certificate, ground level means:
- a. The actual finished surface level of the ground after the most recent subdivision that created at least one additional allotment was completed (when the record of title is created);
 - b. If the ground level cannot be identified under paragraph (a), the existing surface level of the ground;
 - c. If, in any case under paragraph (a) or (b), a retaining wall or retaining structure is located on the boundary, the level of the exterior surface of the retaining wall or retaining structure where it intersects the boundary.
- d) You must reference this certificate when applying for a building consent or the building consent will not be accepted.

Signed for and on behalf of the Selwyn District Council:

A handwritten signature in black ink, appearing to read 'Emma Larsen', written in a cursive style.

Emma Larsen

Head of Resource Consents



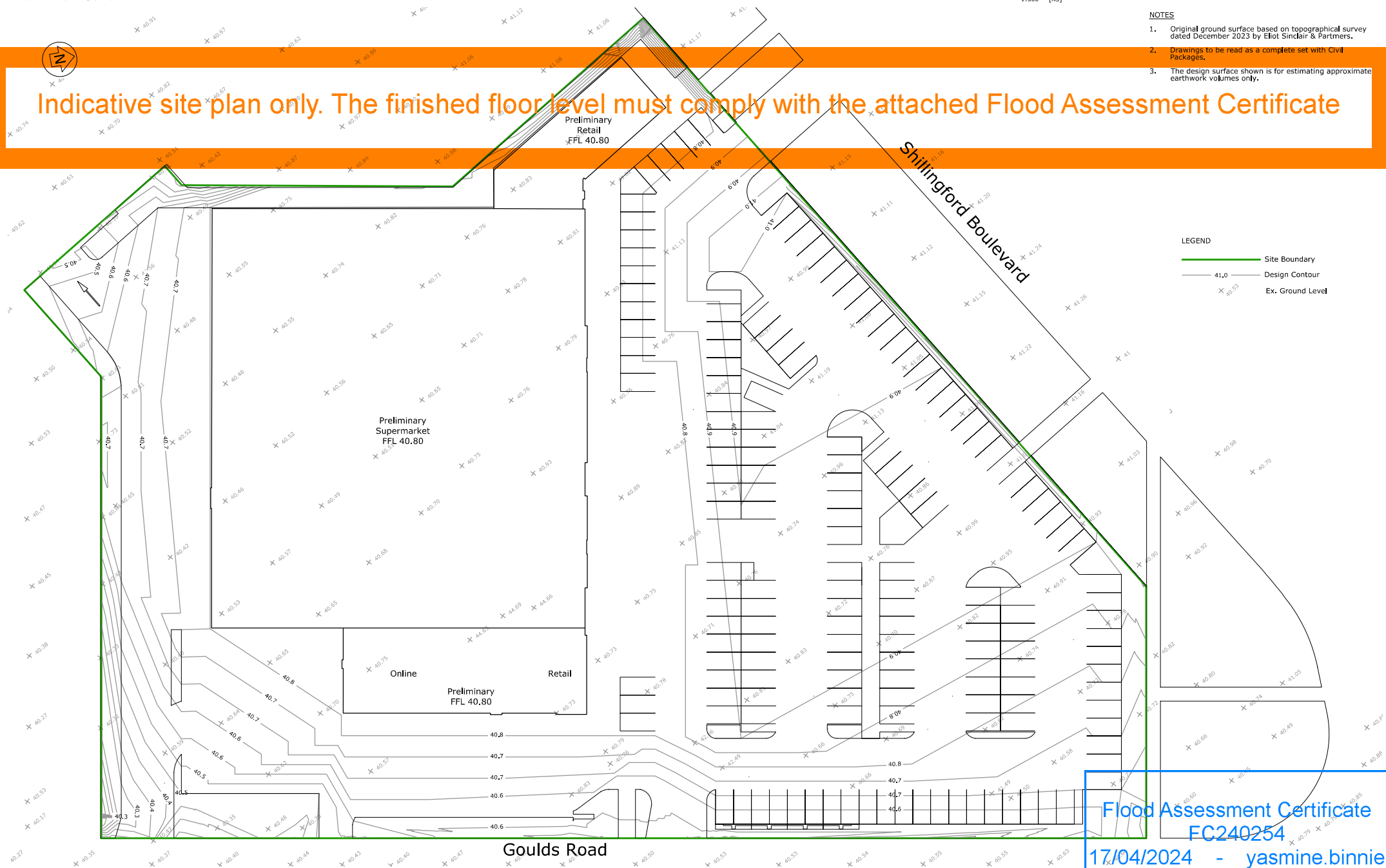
Indicative site plan only. The finished floor level must comply with the attached Flood Assessment Certificate

NOTES

1. Original ground surface based on topographical survey dated December 2023 by Eliot Sinclair & Partners.
2. Drawings to be read as a complete set with Civil Packages.
3. The design surface shown is for estimating approximate earthwork volumes only.

LEGEND

- Site Boundary
- Design Contour
- Ex. Ground Level



Flood Assessment Certificate
FC240254
17/04/2024 - yasmine.binnie

NOTES

1. Contractors to verify all dimensions and the location of all underground services on site prior to commencing work.
2. Unless noted otherwise, all work shall be undertaken in accordance with the NZBC and any relevant Territorial Authority Engineering Standards and Specifications as a minimum standard.

DISCLAIMER
© Eliot Sinclair and Partners Ltd. This drawing and all its information is only to be used for its intended purpose. All rights reserved.

SURVEY INFORMATION

SURVEYED L. Smetana
SURVEY DATE 05 and 06.12.2023
COORD SYSTEM NZGD2000/
Mt Pleasant Circuit
DATUM Lyt37 (Pre-Earthquake)
ORIGIN OF LEVELS MA3 OP 583250 - RL 40.33m

REV. DRAWN DATE NOTE

A ESA 19.01.24 For Consent

CLIENT



DESIGNED
DRAWN
REVIEWED
APPROVED

SCC
ESA
DK
19.01.24 LJJ

STATUS
SCALE

PRELIMINARY
1:500 [A3] 1:250 [A1]

PROPOSED SUPERMARKET
WWNZ ROLLESTON SOUTH

PRELIMINARY DESIGN FINISHED SURFACE
PLAN

PROJECT
520947

REV.
A

SET
C1

SHEET
C101

eliot
sinclair



Stantec New Zealand

Hazeldean Business Park, Level 2, 2 Hazeldean Road, Addington 8024
PO Box 13-052, Armagh, Christchurch 8141
Tel: +64 3 366 7449
NZBN 9429040356297 www.stantec.com/nz

22 April 2024

Enquiries: Andrew Leckie
Project No: 310205909

Woolworths New Zealand
80 Favona Road, Favona
Auckland 2024

Attention: Daniel Shao

Dear Daniel

**RE: Woolworths Rolleston
Selwyn District Council RFI Transport Responses**

This letter includes responses to the transport related requests (Requests 10-22) of the Selwyn District Council (SDC) s92 Request for Further Information on the Woolworths Rolleston application. Each of the requests are outlined and followed by Stantec responses.

Request 10: *The proposed Shillingford Boulevard and Goulds Road accesses will lead to vehicles crossing shared paths. Please detail what measures have been considered to ensure drivers are aware of pedestrians and cyclists on these routes, including reference to:*

a) The recommendations of the NZTA "High-Use Driveway Treatment for Cycle Paths and Shared Paths"; and

b) Pedestrian visibility splay requirements of the NZTA "Pedestrian planning and design guide", or whether further visibility is required to account for higher speed cyclists.

Stantec Response:

Shared Path Treatments

The shared paths on Goulds Road and Shillingford Boulevard are to service a local catchment area and are generally expected to carry low volumes of pedestrians and cyclists, being suburban shared paths rather than for example urban major cycleways. The vehicle crossing designs proposed will provide priority to path users, with limit lines within the supermarket site proposed to highlight this to drivers. It was assessed in the ITA that the vehicle crossings will operate safely on the basis of the above.

The High-Use Driveway Treatment for Cycle Paths and Shared Paths document details a possible paint marking treatment for vehicle access points crossing cycle paths and shared paths. The below images are taken from the document. The first shows the green marking with cycle symbols and arrows recommended, as well as supporting treatments (limit line, speed hump and sign) for exiting drivers. The second image indicates additional marking and signage aimed at drivers turning right in from the road. It is noted that recent practice in Christchurch on major cycleways has generally omitted the additional signage and judder bar treatments at most high-volume crossings.

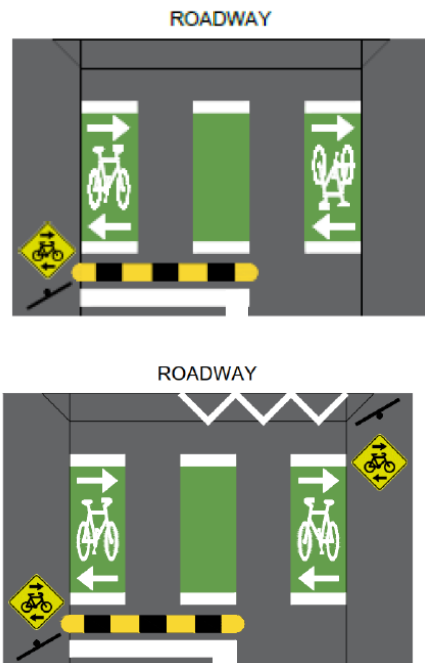


Figure 1: High-Use Driveway Treatment for Cycle Paths and Shared Paths 'Exiting Motorist Options' (Top) and 'Right Turn In Movement Options'

There is no definition of a high-use driveway in the document, and there are no traffic volume / cycle volume thresholds for when this treatment should be adopted. We are not aware of SDC policy on implementation of the guidance, and are not aware of any high-volume driveways on shared paths treated with the markings.

For the two main car park access points (Goulds Road and Shillingford Boulevard), being the two driveways that could be considered 'high-use', the green marking over the driveway may be appropriate. SDC would need to confirm if they want this to be marked as the responsibility for maintenance would lie with them. Limit lines are proposed before the paths to help reinforce path user priority. It is considered that the further treatments, including speed humps and signage, would not be necessary given the expected low usage of the shared paths, adequate visibility (described below) and expected slow vehicle speeds.

The online shopping exit and the loading access will carry low traffic volumes. However, as above the green marking across these driveways could be provided if SDC wants. Limit lines will be provided within the site at these two driveways and further treatments would not be necessary.

Visibility to Paths

The NZTA Pedestrian Network Guidance recommends visibility splays 2m x 5m behind paths, as shown in the image below, are kept clear for pedestrian safety.

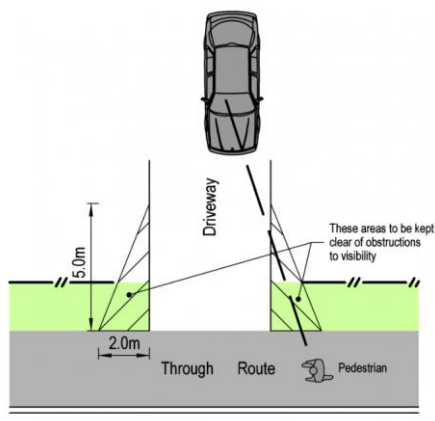


Figure 2: Pedestrian Network Guidance Visibility Splay Recommendations

For visibility to cyclists, the bicycle path stopping sight distance from the Austroads Guide to Road Design Part 6A has been adopted as a desirable sightline between a driver exiting the site and a cyclist approaching on the path. Visibility of this distance allows a cyclist to react to something and then stop if required, and is based on cycling speed. A 20km/h design cycling speed is considered appropriate on a shared path and particularly in this location where cyclists will be aware that they are passing a supermarket and exercise some level of caution. A 20km/h cycling speed has a corresponding stopping sight distance of 25m in wet conditions. An observation point 3m back from the edge of the path has been adopted, being a position that a driver of a large vehicle, such as a ute, would be with the front of their vehicle stopped 0.5m clear of the path.

The below shows 25m sightlines from the Goulds Road car park access point. As described in the ITA, the separation from the road boundary to the car parking spaces means that visibility for exiting drivers will be available along the shared path. The 'entry sign' will need to be either relocated outside of the sightline triangles or made lower than 1m in height so it does not obstruct visibility. Any vegetation within the sightline triangles will need to be kept low. A 2m x 5m pedestrian visibility splay is indicated by the dashed line.

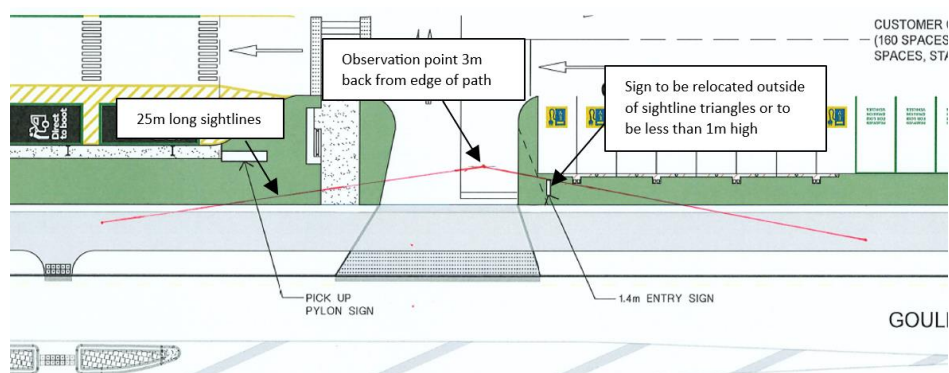


Figure 3: Visibility to Shared Path at Goulds Road Car Park Access Point

The following image shows 25m sightlines at the other two Goulds Road access points. The fence between the two vehicle access points will be set back so that it does not impact the sightlines indicated. The sightline to the south from the courier exit will cross through the adjacent property. Davie Lovell-Smith has advised that fencing for the residential lots along Goulds Road will not be permitted along the road frontage and side fences will be set back 3m from the road boundary. Woolworths will provide a side boundary fence consistent with this to ensure the sightline to

the south is clear. Signs and landscaping within the visibility triangles will need to be low in height or relocated. 2m x 5m pedestrian visibility splays are indicated by the dashed lines.

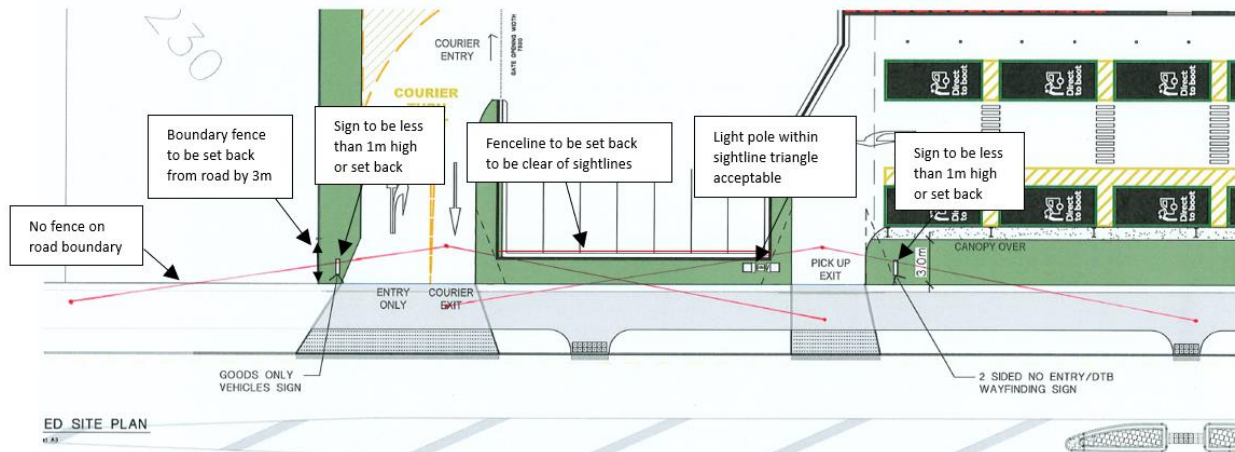


Figure 4: Visibility to Shared Path at Other Goulds Road Access Points

At the truck exit to the local road, 2m x 5m pedestrian visibility splays will be clear when the sliding gate is open, as indicated by the dashed lines below.

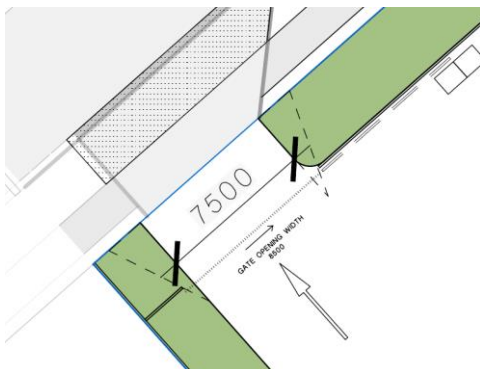


Figure 5: Pedestrian Visibility Splays at Truck Exit

At the Shillingford Boulevard access point, the shared path will be approximately 4.5m from the site boundary, as highlighted below. This means there will be unrestricted visibility along the shared path for drivers exiting the site. Landscaping (within the public space) each side of the driveway will need to be kept low so it does not obstruct visibility.



Figure 6: Shillingford Boulevard Shared Path Location Relative to Boundary

Request 11: Section 8.2 of the ITA states that limit lines are proposed within the site to highlight the need to give-way to shared path users. These do not appear to have been provided for the courier and pick-up exit points. Please confirm whether these will be provided.

Stantec Response: Limit lines will be provided within the site boundary at the online shopping exit and the courier exit.

Request 12: The Shillingford Boulevard car park access has the proposed limit line illustrated within the road reserve, on the carriageway side of the shared path crossing. We assume this is an error, as it has vehicles stopped approximately 5m back from the carriageway. Please relocate this limit line to prior to the shared path for vehicles exiting the site.

Stantec Response: The limit line will be moved to before the shared path.

Request 13: Although not on the site plan in Appendix A, Figure 8-1 and Figure 8-7 of the ITA appear to show tactile paving on the shared path where the car park access crosses. At other points, the ITA states that the shared path will have priority over vehicles using the access, so we assume that there will be no tactile paving provided (as this implies pedestrians and cyclists would give-way). Please confirm that pedestrians and cyclists will have priority at this location and that no tactile paving is proposed.

Stantec Response: The shared path will have priority over the Shillingford Boulevard vehicle access through use of a continuous and smooth surface over the driveway for shared path users. Green markings may be provided as discussed earlier. No tactile pavers will be installed here.

Request 14: The Goulds Road and Shillingford Boulevard car park accesses have been designed to accommodate two Medium Rigid Vehicles passing at the boundary, although there are no loading bays within the car park. The discussion of loading (Section 8.4) suggests that the loading of the complementary retail would be undertaken from within the car park by small delivery vehicles and is likely to occur outside of peak times. Our concern is that 8.8m long Medium Rigid Trucks are notably longer than the 5.0m parking spaces, so there is potential that these vehicles would block the aisle at the Shillingford Boulevard boundary, where the retail is located. Please confirm:

a) What the 8.8m truck is the anticipated / potential loading vehicle for these activities is and (if so) please provide a Loading Management Plan (or similar). The objective of this management plan is to ensure that loading occurs outside of peak times and that space is made temporarily available within the car park for that loading; or

b) If only small vehicles are proposed, please reduce the width of the Goulds Road access (in particular)

to lessen the crossing distance for pedestrians and cyclists.

Stantec Response: As with small format retail in general, it is anticipated that the small format retail stores / café will have a low frequency of deliveries, with such deliveries typically being undertaken by a Ford Transit type van that can readily be accommodated in a standard car park. Deliveries also typically occur outside of opening hours or in quieter periods where there is low demand for parking on the wider site. Such parking arrangements are common for small format retailing in other town centre/ commercial zone locations, e.g. Tennyson St, where servicing of these smaller stores does not require dedicated loading bays but instead can be undertaken from standard on-street or off-street parking areas.

Even if a medium rigid truck did park in the spaces close to the Shillingford Boulevard access point (which is not expected to happen), allowing for front overhang, the vehicle would extend approximately 3m beyond the parking space. This would not obstruct vehicles entering the site and would have no effect on the transport network external to the supermarket.

The medium rigid truck has been adopted as the design vehicle for the car park access points and this is considered appropriately conservative and typical of smaller scale retail environments. Given the two car park access points are on collector roads, it is considered appropriate that the design vehicle can turn into the site at any time without crossing into the exit lane. Based on this, narrowing the vehicle crossings is not preferred.

Request 15: *The queue space discussion for the Shillingford Boulevard access references the distance back to the carriageway. Please provide further comments regarding the potential for vehicles to queue across the shared path, given the conflicts with vehicles using the parking spaces closest to the access.*

Stantec Response: There is approximately 7m from the shared path to the first parking space. This will be adequate space for a vehicle to wait clear of the shared path momentarily if a vehicle is being manoeuvred out of one of the first parking spaces. Any delay caused by a vehicle being manoeuvred out of a parking space would only be momentary. The traffic modelling presented in the ITA showed approximately 130vph entering the site in this location during the evening peak hour, or an average of approximately two vehicles per minute. Based on this, the space for one vehicle to queue between the site boundary and the shared path is considered sufficient to avoid regular queuing across the shared path. It is expected that the shared path will have a relatively low usage, and users will have clear visibility ahead to the driveway, such that any occasional queuing across the shared path would have a negligible effect on its safe operation. It is noted that the path location is preferred to support desire lines and landscaping provision.

Request 16: *The Shillingford Boulevard access includes a break in the median to accommodate traffic turning right into and out of the site. Please confirm what the predicted queue length is for vehicles turning right into the site is. Furthermore please provide vehicle tracking to confirm that vehicles (turning right into the site) are able to satisfactorily enter this right turn bay and not block following vehicles on Shillingford Boulevard. The tracking must be based on:*

a) The number of cars anticipated to queue at the access (i.e. if the predicted queue length is two vehicles, then two cars should be able to wait clear of the through lane); and

b) The design vehicle being assumed for loading (currently an 8.8m truck at this location).

Stantec Response: The tracking below shows a 99th percentile car making a right turn into the site using the break in the median approaching at 20km/h. There would be more than enough space for this vehicle to wait within the median break. It is estimated that in practice there will be space for at least two vehicles to queue making slower speed manoeuvres. The right turn in movement in this location will be a low volume movement, with the traffic modelling presented in the ITA only showing 13vph turning right into the site here during the weekday evening peak. With the moderate through volumes expected on Shillingford Boulevard in the long term, there will be minimal delays or queuing associated with the right turn entry movement (evening peak average delay of 2s reported from traffic modelling).

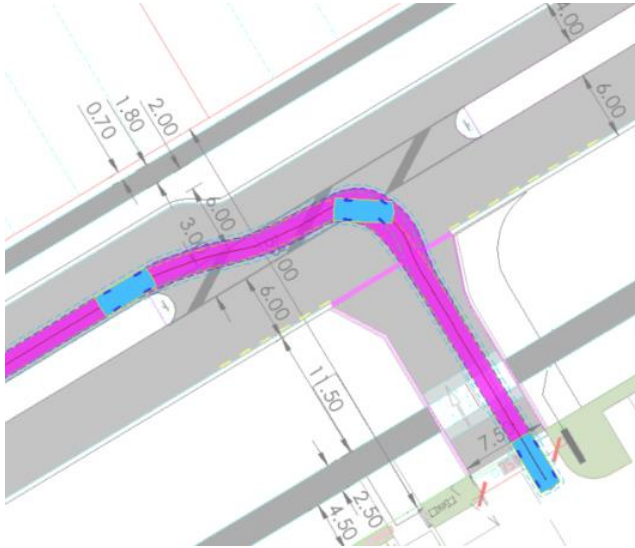


Figure 7: 99th Percentile Car Right Turn In from Shillingford Boulevard

The right turn entry movement by loading vehicles will be a very low volume movement, if there are any loading vehicles making the movement at all. It is considered appropriate on this road if such a vehicle obstructs following through traffic, noting that any delays for the right turn entry movement will be only momentary.

Request 17: *There are discrepancies in the description of loading frequencies between sections 9.1 and 11.3. Section 9.1 suggests there will be 20 to 30 loading movements per hour, with six of these being truck and trailers. Section 11.3 describes these as vehicle movements per day.*

Stantec Response: The volumes reported are daily volumes rather than hourly volumes. It is expected there will be 20-30 truck movements per day (10-15 in and 10-15 out). Six of these (three in and three out) are expected to be made by large truck and trailers or similar. Initially two courier vehicles (small trucks) are expected to make three deliveries per day, representing 12 vehicle movements per day (six in and six out). In the future, if five courier vehicles each make three deliveries per day, this would represent 30 vehicle movements per day (15 in and 15 out).

Request 18: *Comments are made that the recently constructed Shillingford Boulevard / Goulds Road roundabout will be able to accommodate the semi-trailer tracking. Please provide vehicle tracking to confirm that assessment.*

Stantec Response: The vehicle tracking in the two figures below shows a 23m truck and trailer making various movements through the roundabout with appropriate clearances to kerbs and islands.

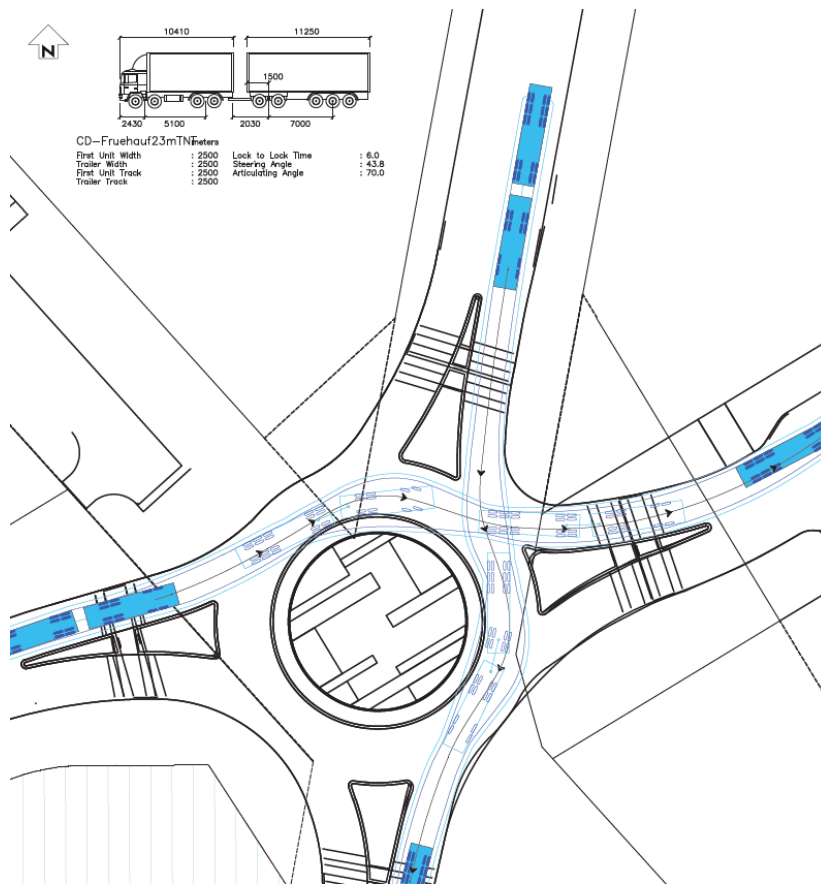


Figure 8: 23m Truck and Trailer Movements Through Movements at Goulds Road / Shillingford Boulevard Roundabout

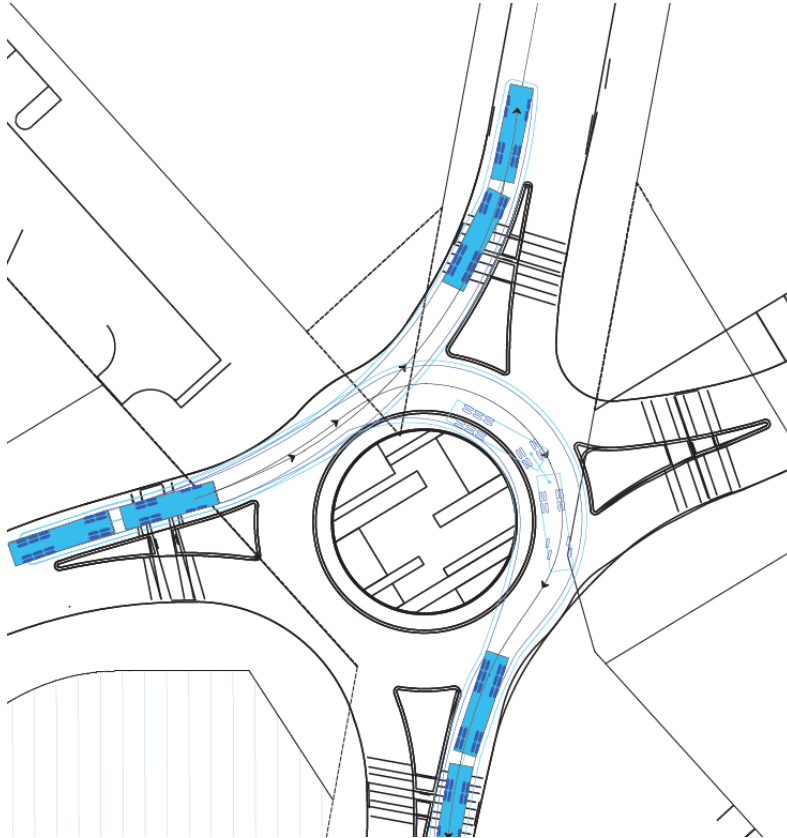


Figure 9: 23m Truck and Trailer Movements Turning Movements at Goulds Road / Shillingford Boulevard Roundabout

Request 19: Please confirm whether the road frontage upgrades proposed for the subdivision will be complete prior to the supermarket complex opening.

Stantec Response: The works on the surrounding roads are being carried out by the subdivision developer and will be done prior to the supermarket being opened.

Request 20: The labelling in Appendix B regarding the Goulds Road / Site Access volumes and delays appears to be incorrect. Please confirm that the Goulds Road west volumes are the Site access volumes.

Stantec Response: There is an error with this table. The approach labelled 'Goulds Road west' should be labelled 'Supermarket' and the approach labelled 'Supermarket' should be labelled 'Goulds Road south'.

Request 21: Please confirm whether there will be any time or use restrictions on the proposed car park (i.e. will it be limited to P120 or visitor only)? This is to understand to what extent staff parking could occur on-street (if at all).

Stantec Response: Given the proposed location removed from other commercial activity that could generate parking on the site, it is not proposed that there will not be any time restrictions or other restrictions of use on the car parking spaces, other than the special use spaces (mobility parking, parent parking and low-emission vehicle parking). It is acknowledged that there is the potential to include time restrictions or a requirement that use of the site car park is limited to those using the site (including staff) at a later date, particularly if it is found that parked vehicles are not associated with the activities on site. That is common practice for parking on private sites and can support efficient utilisation of the parking resource. It is considered that the available parking supply will satisfy practical peak parking demands as set out in Section 13 of the ITA.

Request 22: With regards to passenger transport, Council has requested that a bus bay be provided on Shillingford Boulevard. Please confirm whether this can be provided for within the proposed layout of Shillingford Boulevard (potentially linking to the footpath connection through the car park)?

Stantec Response: The 6m width being provided between the median island and the kerbs will be sufficient to accommodate bus stops clear of the traffic lane. The below highlights where a bus stop for westbound buses could be provided on the supermarket frontage, with consideration of pedestrian crossing provision. For eastbound buses, the bus stop may need to be west of the supermarket site so that it is served by pedestrian crossing points. It is noted that footpaths are proposed set back from kerbs so some localised changes would be necessary if bus stops are to be provided. This is considered a matter for the design of the subdivision roading and given the roading detailed designs have been lodged with SDC for approval recently, this ideally will be addressed through that process.

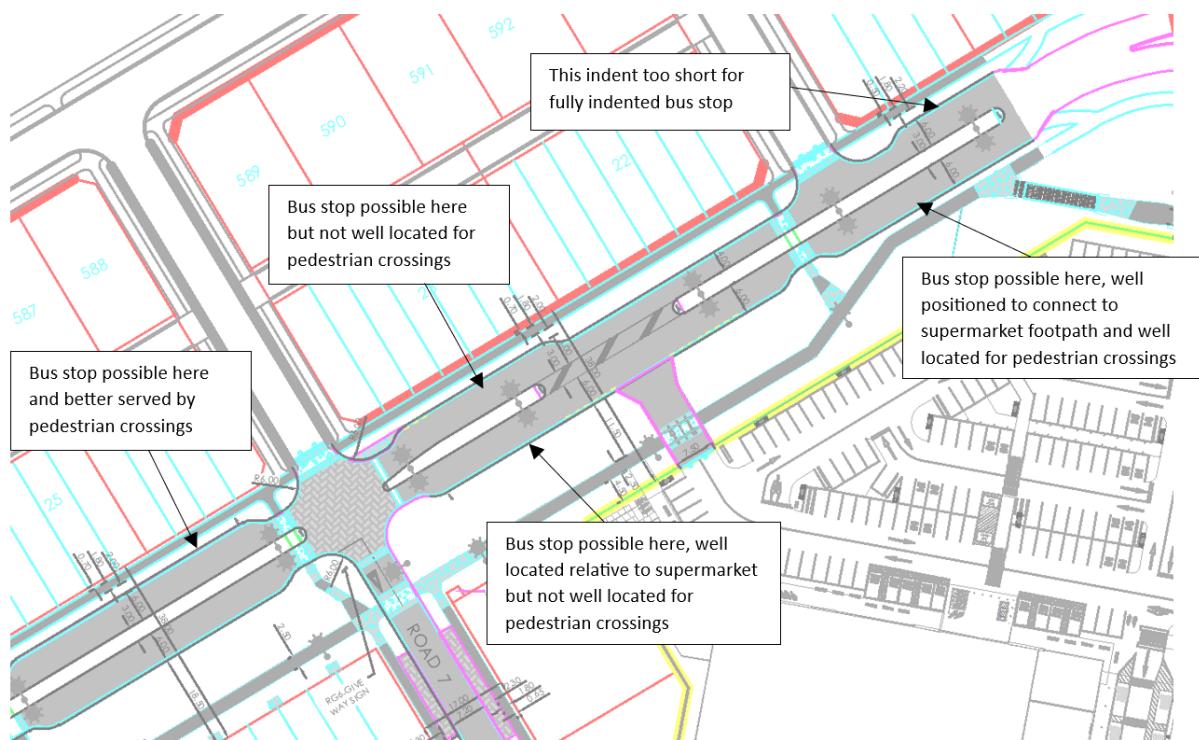


Figure 10: Comments on Potential Bus Stop Locations on Shillingford Boulevard

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec New Zealand

Andrew Leckie
Principal Transportation Engineer

Our Reference: 16755

16 August 2024

Tim Hegarty
Consultant Planner - Jacobs
C/- Selwyn District Council

Email: tim.hegarty@selwyn.govt.nz

Dear Tim,

Subject: WWNZ Rolleston South RC245088

In response to the ongoing (and appreciated) dialogue between experts for Selwyn District Council and Woolworths NZ Ltd, I have attached amended Landscape Plans associated with the proposal. The Landscape Plan set notated as 'Change Register' collectively illustrates all the amendments undertaken since notification and should be of use to the Commissioner and Council Officers as to the progression of amendments to resolve issues between the parties.

Below is a schedule (**Attachment A**) that collates the responses between the parties and identifies 'without prejudice' where it appears that issues have been resolved. Acknowledging that the Council Team are still to receive the amended Goulds Road elevation for their consideration, the remaining matter of dispute appears to be related to the height of Pylon signage.

Lastly, so that it is formally recorded, the applicant volunteers the following Condition to account for the submission from the Ministry of Education. On that basis, it is understood that the issues raised within their submission are resolved and they will not attending a Hearing.

Condition XX: The Consent Holder shall formally provide written confirmation to Lemonwood Grove and Waitaha Schools, via the Principal of each school, of notice of works commencing, at least 15 working days prior to any construction works commencing. The Consent Holder shall formally provide written confirmation to the Ministry of Education, via resource.management@educaton.govt.nz, of notice of works commencing, at least 15 working days prior to any construction works commencing.

Architectural Plans and associated renders will be provided to the Council on Monday 19th August 2024.

Yours faithfully/sincerely

PLANZ CONSULTANTS LTD



Matt Bonis

Partner


Phone: 021 79 66 70

Email: matt@planzconsultants.co.nz

Schedule A – Schedule of Amendments and Responses

Rolleston South – WWNZ Response

Urban Design

Topic	Council comments	Consideration	Change	SDC UD response	WWNZ Team response / Amended Plans
<p>Courier Parking / Staff Parking Area (Goulds Road)</p> <p>FENCING</p>	<p>Visual effects on residential amenity, outlook, signage (refer item below), fencing and pedestrian access.</p> <p>Requests: • Confirm no gate on Goulds Road; • Fencing to be 1/1.2m high. • Insert ped access adjoining 'click 'n collect' to avoid</p>	<p>Fencing needs to demarcate clarity that area is not for public parking.</p>	<p>No gate at entrance to Goulds Road to be confirmed on plan set. Install 1.8m high 'powder coated fence' to demarcate as non-public parking. Palings 75mm width separated by 75mm to provide visual permeability (50%) and avoid providing a surface for graffiti or advertising (Final design to be confirmed and Render to be provided). To be powder coated in recessive colour (grey, black or green). Reference: Confirmation of no gate at entrance</p>	<p>Height and composition:</p> <p>As discussed 1.8m fencing acceptable, if fully transparent (pool fencing) at public interface, as otherwise dominating the streetscene.</p> <p>Colour of fence to be complementary to residential surrounds (green is considered a corporate colour, not recessive).</p> <p>Description in blue does not align with above text (note in blue states 'open style pool fencing and matching gate').</p> <p>Consent condition that fencing can't be (retrospectively) used for advertising.</p>	<p>1.8m pool fencing not sufficiently robust, hence 75mm Palings separated by 75mm to provide visual permeability (50%). To be confirmed (brown or red) – accepted not green.</p> <p>Refer Amended Plans.</p> <p>Would also be precluded by Condition 1 – Stamped Plans. Accept Condition precluding fencing for advertising.</p>
FOOTPATH				<p>Accept applications reasoning, but do request application to demonstrate how pedestrians get deterred from entering the site at this point</p> <p>Suggestions?</p>	<p>Deterrence will be informal and active through employees associated with Click n Collect – noting that this is not public space. Canopy should also provide visual deterrent to entry.</p>  <p>No need for physical structures for deterrence.</p> <p>No further amendments.</p>
SIGNAGE	Extent of signage is excessive (given	Signage is appropriate within a		Support change in scale for signs 7,8	✓ Refer Amended Plans.

	residential interface), especially along Goulds Road. Wish to see a reduction (in line with recently consented Pak n Save). Particularly, directional signs to be reduced in scale, and Pylons reduced from 9.0m to 6.0m. S42A Issue of 'cumulative' effects of signage.	Commercial zone and context – not vastly incongruent with Operative Plan signage provisions for a local centre. • If we agree that the absence of Strategic Planning by Council is resolved by WWNZ providing for a local centre in this location, then a local centre amenity / compatible residential interface is also appropriate. • Operative Plan provides for Pylon signs at 9m. • Pak n Save consented development cannot be used as a proxy standard to impose on this development.		and 10 to 1m height and relocation; Support reduced height of pick up sign (to be in line with canopy). Consider change to pylon size 12 not sufficient in context of surrounds and other consented supermarkets. Consider retaining pylon signs 13 inappropriate and to be out of scale with effects to be more than minor on residential neighbours. Disagree with discussion on rationale, but leave this up to planning. Disagree that Pak'n'Save example can't be utilised and also refer to other examples in District, such as Prebbleton Fresh choice (also progressive). No other supermarket has 9m high sized signs. This height is not necessary as destination shopping and out of scale.	Sign No.9 (below canopy and 3.0m²) ✓ Refer Amended Plans. Amended from 9.0m to 7.5m – remains contested. Retained at 9.0m – remains contested. Refer discussion below. Noted, and remains in dispute SIGN-REQ1 Free Standing Signs (permits 9m high pylon signs (even at a Neighbourhood Centre) where road frontage exceeds 50m; and at a ratio of 1:vehicle access. Some 300m of perimeter adjoining road reserve. The area of the No.13 Pylon signage (11.1m²) is less than the 18.0m² permitted by the Plan. Reference to historical examples (including Pak n Save) is not valid as the increase to 9m in the Plan is a deliberate amendment / outcome from that under the previous Operative Selwyn Plan (Freestanding Sign 6.0m – Rule C19.19.1.1.5).
COLOUR				Waiting for architectural detail on façade changes along Goulds Road including colour choices- tbc	Reconfigured Goulds Road elevations, reduced green content and signage adjusted. Refer Amended Plans.
BYCYCLE STANDS				Support shift in location	✓ Refer Amended Plans.
ACCESS TENANCY				Support doors in general and glazing along this frontage (to be confirmed in plans)	✓ Refer Amended Plans.

Landscaping

Residential interface / Treatment (South and West)	Concern re: shading, dominance and visual outlook. Effects unable to be mitigated.	Written approval provided. Interface treatment is appropriate and compatible between commercial activity and residential. BoH is appropriate in this location to avoid transport and patron conflict / functional requirement.	Confirmed density of planting along interface, spacings to 3m (to match planting schedule) and grade (at time of planting) increased to 12L / pot.	Support the change to larger grade trees and smaller spacing	✓ Refer Amended Plans.
Courier Parking / Staff Parking Area (Goulds Road)			Amended planting 'Kanzan' along Courier frontage and change to more permeable fencing and reduced height from 2.3m to 1.8m.	Support the species change. Seeking clarification on fence style as landscape plan does not match the description in schedule A.	✓ Refer Amended Plans – Consistent description Schedule A and Plan.
Orphan Bicycle stands	Conflict with location. Can WWNZ relocate – not concerned as to whether covered.	Need to be located proximate to eastern Retail Tenancy. Limited options on pavement so as not to conflict with ped movements.	Relocate to northern façade of retail tenancy. One side only. Additional cycle space added to cluster at the West.	Would like to see further detail on bike stand location vs bollards/wheelstops. In general support new location of bike stands.	
Accessible Parking Space	Doesn't comply with requirements.	Stantec – width next to Trundle Bay is sufficient and flat.	Extend line marking	Support the linemarking.	✓ Refer Amended Plans
Interface North and North East / Tree planting in Carpark.	Absence of sufficient trees within carpark, and reliance on planting in the vested road reserve (3rd party mitigation) to provide mitigation to the north along Shillingford Boulevard (and Goulds Road).	Agreed- custom test pit for NE internal carpark tree pit would be sufficient. Given width of grass strip add additional 'fastiglato' trees at spacing of 10.4m to 15.6m to fit within planting for vested road reserve. Three 'Amanogawa' cherry to be		Support the additional trees on boundary.	✓ Refer Amended Plans

		retained adjoining roundabout and providing views through to site.			
Lancewoods Additional comments SDC				Forgot to mention in the meeting that I had asked for a species change for the Lancewoods in the carpark as these are not big enough. If a new species can be suggested.	4x lancewoods substituted to Bay Laurel Refer Amended Plans.
Landscape Amendments WWNZ					Replacement of Japanese cherry blossoms in front of Courier area to Magnolia grandiflora 'Little Gem'.


PROJECT NAME
WOOLWORTHS SUPERMARKET

ADDRESS
Cnr Goulds Rd & Shillingford Blvd, Rolleston

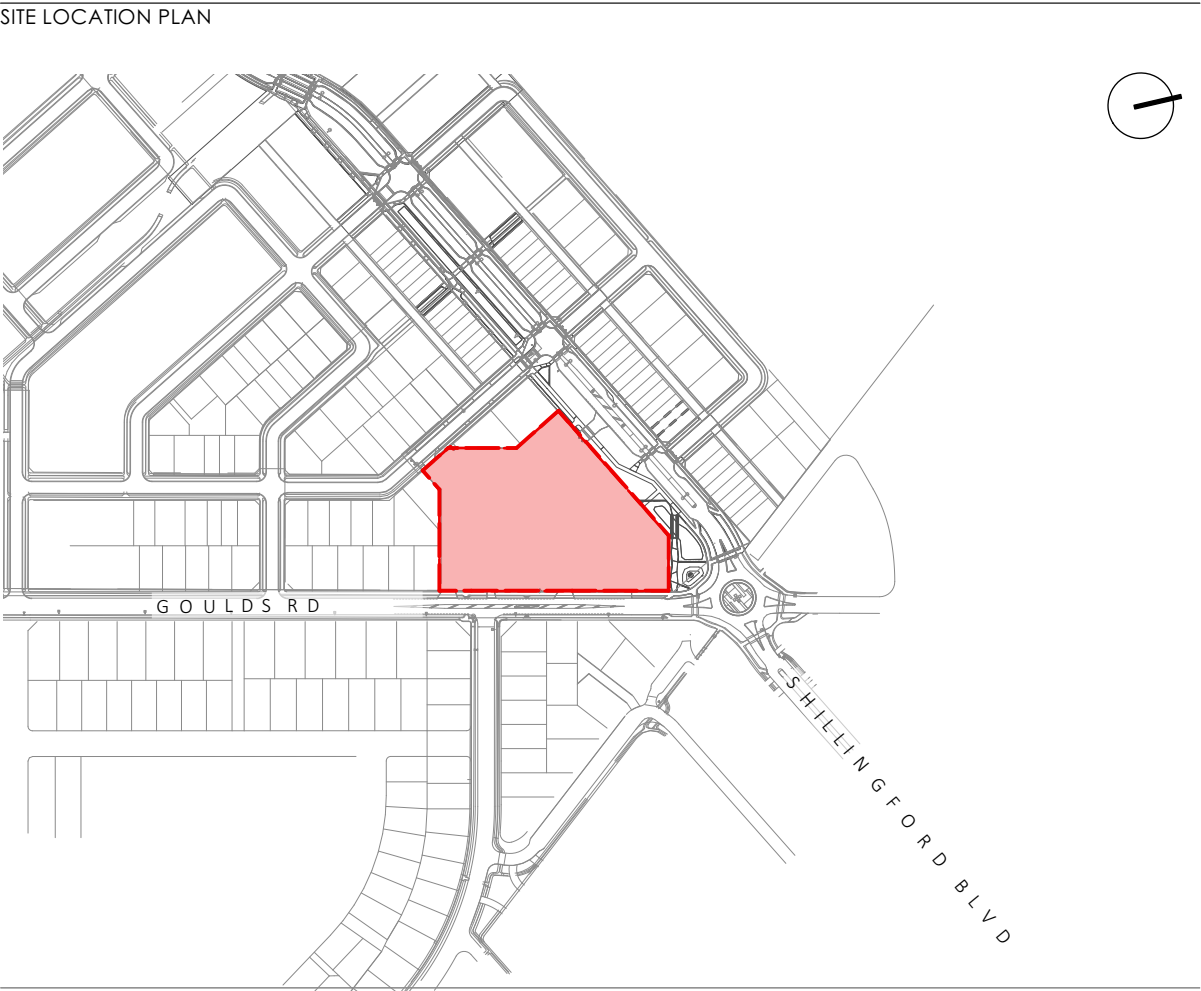
CLIENT
Countdown NZ

LANDSCAPE DESIGN

RESOURCE CONSENT
16.08.24

PREPARED BY
 **Kamo Marsh**
Te Uruti Building, 48 Hereford St, PO Box 2833, Christchurch 8140
Mountaineer Building, 32 Rees St, Queenstown 9300
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REFERENCE NO.
5440



SHEET NO.	SHEET TITLE	SHEET SUBTITLE
0000	COVER SHEET	LANDSCAPE DESIGN
1001	LANDSCAPE MASTERPLAN	SITE WIDE
1701	SPECIMEN TREE PLAN	SITE WIDE
8001	PRECEDENT IMAGES	HARD & SOFT PALETTE
8002	PRECEDENT IMAGES	PLANTING PALETTE
8003	LANDSCAPE RENDERS	SITE WIDE
8004	LANDSCAPE RENDERS	SITE WIDE

NOTES

1. Confirm set out of all dimensions on site prior to commencing work.
2. Do not scale off drawings.

LEGEND

- Parcel boundary
- Asphalt
- Insitu plain concrete
- Insitu plain concrete with black oxide additive
- 200 x 100 Firth 'set' precast paver bands
- Garden bed
- Hedge - trimmed to 1.0m high
- Specimen tree
- Bike stands (by others)
- Bollards (by others)
- Indicative covered walkway shelter (by others)
- Woolworths Signage (by others)
- Indicative seating bench
- Low stone wall (900mm)
- Boulders (800-1200mm)



LEGEND

- 1 Raised crossing to prioritise pedestrian movement and provide traffic calming.
- 2 Two tones of concrete to define key areas and entry point and create surface/texture contrast with asphalt roading.
- 3 Precast concrete paving setts adjacent to coloured concrete path, used to highlight key pedestrian entry points into the site.
- 4 Pedestrian node with seating. Seating next to low stone feature walls off Goulds Rd & Shillingford Blvd entries.
- 5 Shelter structures to main pathway through car park to provide pedestrian refuge at crossing points.
- 6 Outdoor paved area with low planting to the perimeter to be used by retail development.
- 7 Pedestrian path to connect into proposed pathway in adjacent Council reserve.
- 8 Planting along the boundary and between carparks to have a mix of ground covers and shrubs (Max height 1m).
- 9 Visibility splay (5 x 2m). No planting or structures in visibility splay to exceed 0.5m in height.
- 10 Locally sourced boulders (800-1200mm approx size) to break up large garden areas and provide interest along the street frontage and entry areas.
- 11 Low hedging (clipped to 1000mm high) as a formal boarder to sections of the development and to screen views of carparking from the streetscape adjacent.

REV	DATE	BY	ISSUE
H	16/08/24	AP	RESOURCE CONSENT
G	15/08/24	AP	RESOURCE CONSENT RFI
E	07.02.24	AP	DRAFT PLANS/REPORT
D	02.02.24	AP	DRAFT PLANS/REPORT

PROJECT
ADDRESS
CLIENT

WOOLWORTHS SUPERMARKET
ROLLESTON SOUTH - FARINGDON OVAL
Cnr Goulds Rd & Shillingford Blvd, Rolleston
Countdown NZ

LANDSCAPE MASTERPLAN
SITE WIDE
RESOURCE CONSENT

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Design AP/TS Drawn AP Check TS	Date 16.08.24 Scale 1:500@A3
REF. NO. 5440	PAGE 1001 REV H

Specimen Tree & Hedging- Planting Schedule						
ID	Qty	Latin Name	Common Name	Scheduled Size	Approx. Size - 5 Yrs	Size At Maturity
Ca.b.Fa.	11	<i>Carpinus betulus</i> 'Fastigiata'	European Hornbeam	2200/45L	3.0m H x 1.5m W	12.0m H x 4.0m W
Do.v.p.	18	<i>Dodonaea viscosa</i> purpurea	Purple Ake Ake	1500/12L	4.0m H x 1.5 W	6.0M H x 2.5m W
Gr.l.	50	<i>Griselinia littoralis</i> (hedge)	Kapuka/Broadleaf	700/6.0L, spaced at 600mm centres	1.0m H trimmed hedge	1.0m H trimmed hedge
La.n.	7	<i>Laurus nobilis</i>	Bay Laurel	2200/35L	3.0m H x 1.5m W	8.0m H x 3.0m W (on a 1.4m grafted standard)
Ma.g.LG.	5	<i>Magnolia grandiflora</i> 'Little Gem'	Magnolia Little Gem	1800/45L	3.0m H x 2.5m W	4.0m H x 3.0m W
Pi.Eu.Sp.	19	<i>Pittosporum eugenioides</i>	Lemonwood / Tarata	2500/45L	4.0m H x 1.5m W	12.0m H x 4.0m W
Po.l.	6	<i>Podocarpus totara</i>	Tōtara	2200/35L	3.5m H x 2.5m W	8.0m H x 5.0m W
Pr.Ama.	5	<i>Prunus</i> 'Amanogawa'	Upright Flowering Cherry	2200/45L	3.0m H x 1.0m W	7.0m H x 2.0m W

The site plan illustrates the layout of the Woolworths Supermarket and its surrounding areas. Key features include:

- Proposed Road:** Located at the top left, with a dashed line indicating the road boundary.
- Residential Zone:** Indicated by a red dashed line along the left and top boundaries.
- Parking Areas:**
 - Pi.Eu.Sp. (9):** Located at the top right, adjacent to the Residential Zone.
 - Po.t. (3):** Located below Pi.Eu.Sp. (9).
 - Pi.Eu.Sp. (2):** Located along the left boundary, adjacent to the Proposed Road.
 - Pi.Eu.Sp. (8):** Located along the left boundary, below Pi.Eu.Sp. (2).
 - Do.v.p. (9):** Located along the left boundary, below Pi.Eu.Sp. (8).
 - Gr.l. (50):** Located at the bottom right, adjacent to the Staff Parking area.
- Building Layout:**
 - Woolworths Supermarket:** The main building, with a large section labeled "ONLINE ORDERS 290m²".
 - Staff Amenities:** Located above the main building, labeled "Staff Amenities Above 200".
 - Canopy Over:** Several canopy areas are shown, including "CANOPY OVER" for the main building, "CANOPY OVER" for the Staff Parking area, and "CANOPY OVER" for the Courier Parking area.
 - Courier Parking:** Labeled "COURIER PARKING x 5", located below the main building.
 - Staff Parking:** Labeled "STAFF PARKING x 7", located below the Courier Parking area.
 - Entrances and Exits:**
 - ENTRY ONLY:** Located at the bottom left, near the Proposed Road.
 - COURIER ENTRY:** Located below the Courier Parking area.
 - COURIER TURN RIGHT:** Located below the Courier Entry.
 - COURIER EXIT:** Located at the bottom right, near the Gr.l. (50) area.
 - PICK UP EXIT:** Located at the bottom right, near the Gr.l. (50) area.
- Other Features:**
 - SKIP & PALLETS:** Located at the top left, near the Proposed Road.
 - WHEELIE BINS x11:** Located at the top left, near the Proposed Road.
 - CONTAINER PLANT:** Located at the top left, near the Proposed Road.
 - 215:** A number indicating a specific location or distance.
 - 230:** A number indicating a specific location or distance.

A scale bar at the bottom indicates distances of 0, 10, and 20 meters.

-



PRECEDENT IMAGES

HARD PALETTE



Stand-alone timber bench seats to be scattered within the development for pedestrians to linger.



Low feature walls with oxford grey basalt veneer. Used to frame key entry points into the development. Opportunity to integrate seating into the design. The basalt veneer will tie into materiality of walls existing in the surrounding Faringdon development.



Firth precast concrete modular paving ('Holland' modules) to key pedestrian entry points into the site (flush with adjacent concrete surface).



Two tones of concrete to define key areas and entry point and create surface/texture contrast with asphalt roading.



Locally sourced boulders (800-1200mm approx size) to break up large garden areas and provide interest along the street frontage and entry areas.

SOFT PALETTE

An attractive pedestrian environment with opportunities to rest or gather can draw people in and encourage them to spend more time within the development.



Evergreen trees within carpark area to provide additional canopy coverage.

Low hedging and specimen trees as a formal boarder to sections of the development and to screen views of carparking from the streetscape adjacent.



Planting will be predominantly native and are suitable for the Rolleston climate. The selected species will tie into the planting proposed in the Council reserve adjacent to the site as well as the wider Faringdon area.



Planting in car park area will require minimal maintenance. Low growing shrubs and strategic tree locations will ensure high visibility of development signage and provide safe passage for pedestrian and vehicles moving through the site.



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D	02.02.24	AP	DRAFT PLANS/REPORT

PROJECT
ADDRESS
CLIENT

WOOLWORTHS SUPERMARKET

ROLLESTON SOUTH - FARINGDON OVAL

Cnr Goulds Rd & Shillingford Blvd, Rolleston

Countdown NZ

PRECEDENT IMAGES
HARD & SOFT PALETTE
RESOURCE CONSENT

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Design AP/TS	Date 16.08.24
Drawn AP	Scale 1:200@A3
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REF. NO. 5440	PAGE 8001
	REV G

INDICATIVE PLANTING PALETTE

SPECIMEN TREES



Carpinus betulus Fastigiata



Prunus amanogawa



Magnolia 'Little Gem'



Prunus 'Kanzan'



Dodonea viscosa 'Purpurea'



Pittosporum eugenioides



Laurus nobilis



Podocarpus totara

LOW UNDER PLANTING - (1M HIGH MAX)



Libertia grandiflora



Carex testacea



Griselinia littoralis



Chionochloa flavicans



Phormium cookianum 'Emerald Gem'



Hebe 'Topiaria'



Lomandra tanika



Hebe emerald gem



Coprosma 'Red Rocks'



Hebe decumbens



Muehlenbeckia axillaris



Phormium 'Jack Spratt'



Pittosporum 'Golf Ball'



Raphiolepis 'Oriental Pearl'

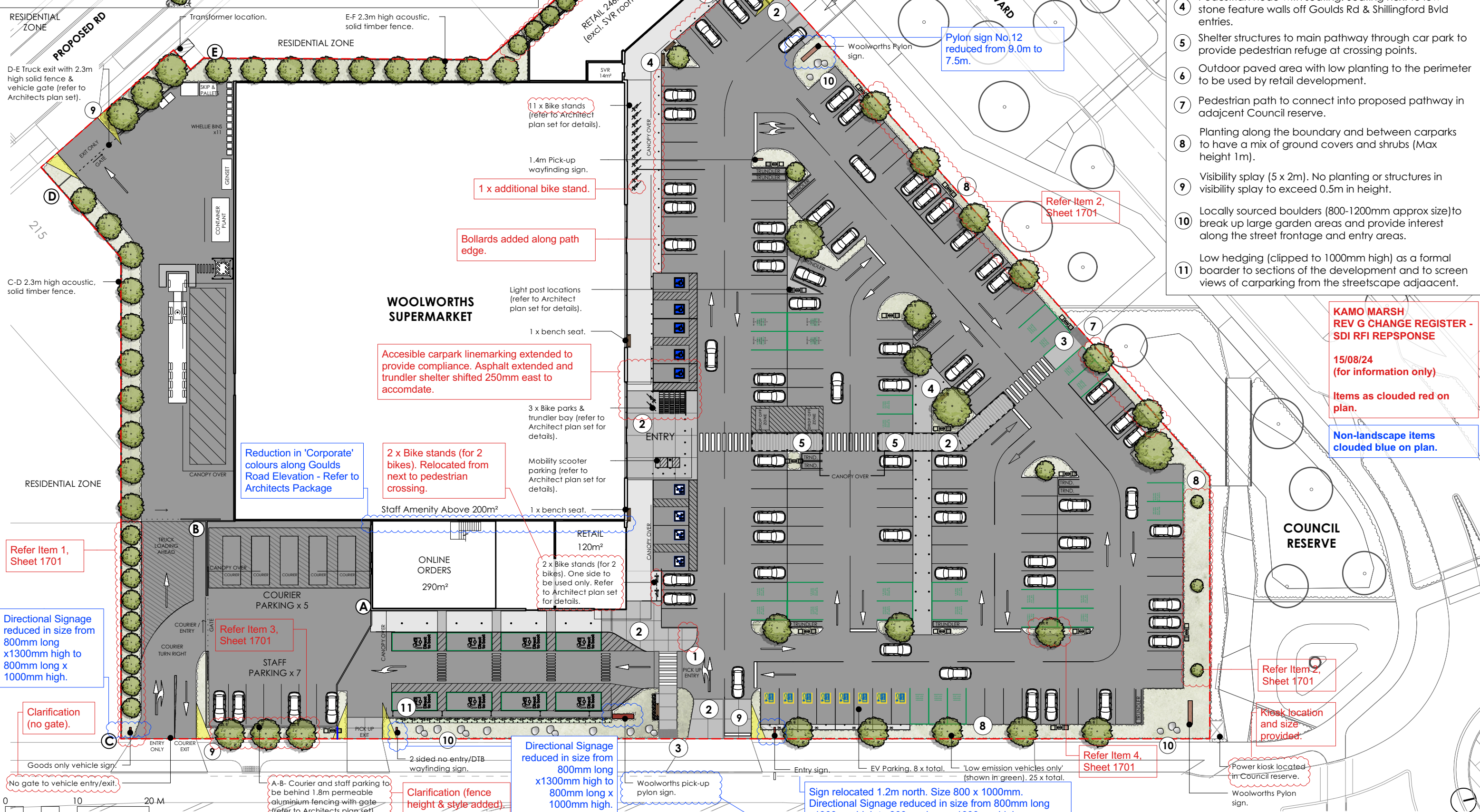


Astelia 'Silver Spear'

- NOTES**
1. Confirm set out of all dimensions on site prior to commencing work.
 2. Do not scale off drawings.

LEGEND

- Parcel boundary
- Asphalt
- Insitu plain concrete
- Insitu plain concrete with black oxide additive
- 200 x 100 Firth 'set' precast paver bands
- Garden bed
- Hedge - trimmed to 1.0m high
- Specimen tree
- Bike stands (by others)
- Bollards (by others)
- Indicative covered walkway shelter (by others)
- Woolworths Signage (by others)
- Indicative seating bench
- Low stone wall (900mm)
- Boulders (800-1200mm)



LEGEND

- 1 Raised crossing to prioritise pedestrian movement and provide traffic calming.
- 2 Two tones of concrete to define key areas and entry point and create surface/texture contrast with asphalt roading.
- 3 Precast concrete paving setts adjacent to coloured concrete path, used to highlight key pedestrian entry points into the site.
- 4 Pedestrian node with seating. Seating next to low stone feature walls off Goulds Rd & Shillingford Blvd entries.
- 5 Shelter structures to main pathway through car park to provide pedestrian refuge at crossing points.
- 6 Outdoor paved area with low planting to the perimeter to be used by retail development.
- 7 Pedestrian path to connect into proposed pathway in adjacent Council reserve.
- 8 Planting along the boundary and between carparks to have a mix of ground covers and shrubs (Max height 1m).
- 9 Visibility splay (5 x 2m). No planting or structures in visibility splay to exceed 0.5m in height.
- 10 Locally sourced boulders (800-1200mm approx size) to break up large garden areas and provide interest along the street frontage and entry areas.
- 11 Low hedging (clipped to 1000mm high) as a formal boarder to sections of the development and to screen views of carparking from the streetscape adjacent.

KAMO MARSH
REV G CHANGE REGISTER -
SDI RFI REPSPONSE

15/08/24
(for information only)

Items as clouded red on plan.

Non-landscape items clouded blue on plan.

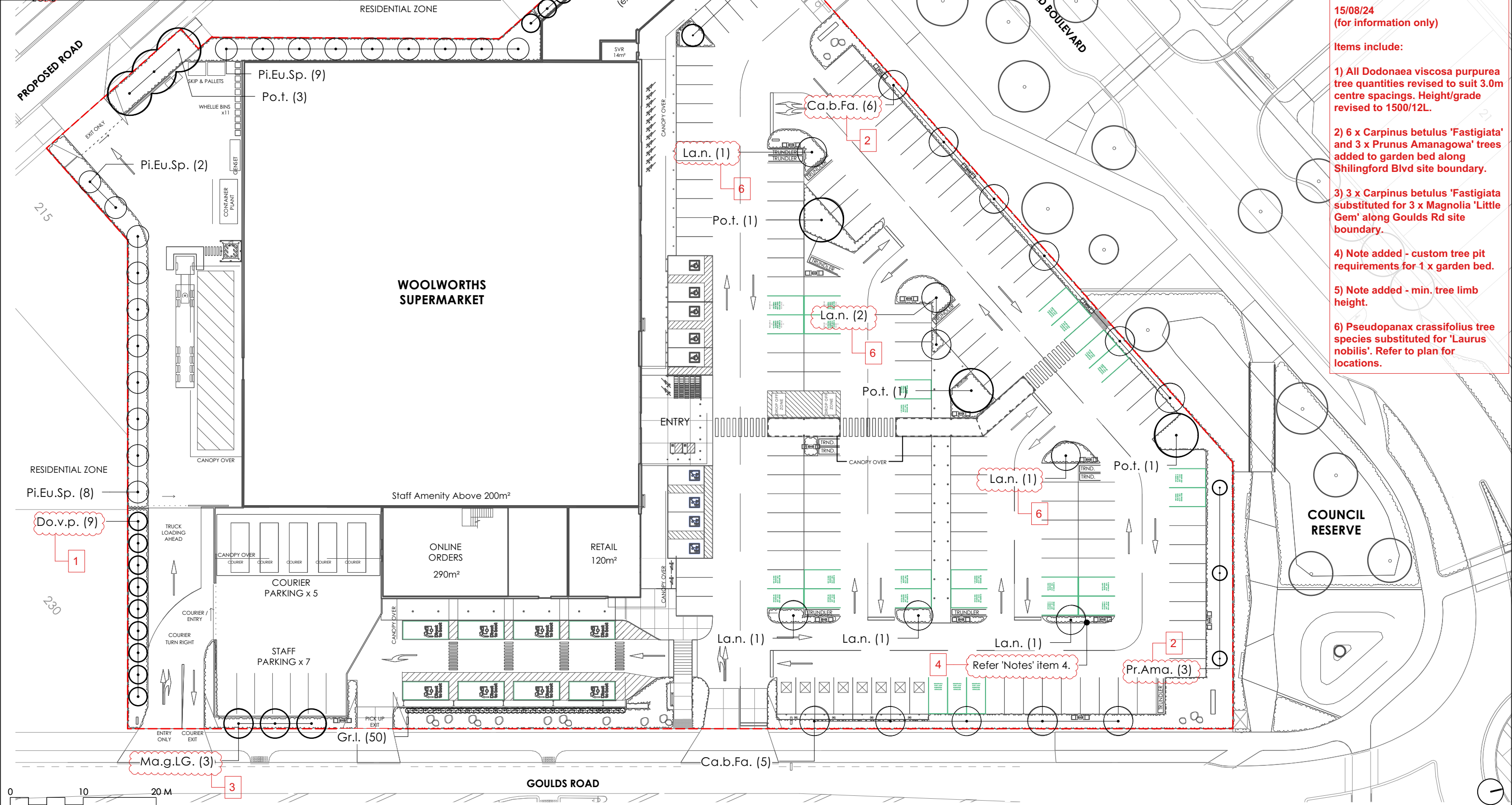
REV	DATE	BY	ISSUE
H	16/08/24	AP	RESOURCE CONSENT
G	15/08/24	AP	RESOURCE CONSENT RFI
E	07/02/24	AP	DRAFT PLANS/REPORT
D	02/02/24	AP	DRAFT PLANS/REPORT

WOOLWORTHS SUPERMARKET
ROLLESTON SOUTH - FARINGDON OVAL
Cnr Goulds Rd & Shillingford Blvd, Rolleston
Countdown NZ

LANDSCAPE MASTERPLAN
SITE WIDE
RESOURCE CONSENT

Kamo Marsh Te Uruti Building, 48 Hereford St, PO Box 2833, Christchurch 8140 Mountaineer Building, 32 Rees St, Queenstown 9300 T: 03 3668 181 E: admin@kamo-marsh.co.nz W: kamo-marsh.co.nz	Design AP/TS Drawn AP Check TS	Date 16.08.24 Scale 1:500@A3	REF. NO. 5440	PAGE 1001 REV H
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Specimen Tree & Hedging- Planting Schedule						
ID	Qty	Latin Name	Common Name	Scheduled Size	Approx. Size - 5 Yrs	Size At Maturity
Ca.b.Fa.	11	<i>Carpinus betulus</i> 'Fastigiata'	European Hornbeam	2200/45L	3.0m H x 1.5m W	12.0m H x 4.0m W
Do.v.p.	18	<i>Dodonaea viscosa purpurea</i>	Purple Ake Ake	1500/12L	4.0mH x 1.5 W	6.0M H x 2.5m W
Gr.l.	50	<i>Griselinia littoralis</i> (hedge)	Kapuka/Broadleaf	700/6.0L, spaced at 600mm centres	1.0m H trimmed hedge	1.0m H trimmed hedge
La.n.	7	<i>Laurus nobilis</i>	Bay Laurel	2200/35L	3.0m H.x 1.5m W	8.0m H x 3.0m W (on a 1.4m grafted standard)
Ma.g.LG.	5	<i>Magnolia grandiflora</i> 'Little Gem'	Magnolia Little Gem	1800/45L	3.0m H x 2.5m W	4.0m H x 3.0m W
Pi.Eu.Sp.	19	<i>Pittosporum eugenioides</i>	Lemonwood / Tarata	2500/45L	4.0m H x 1.5m W	12.0m H x 4.0m W
Po.t.	6	<i>Podocarpus totara</i>	Tōtara	2200/35L	3.5m H x 2.5m W	8.0m H x 5.0m W
Pr.Ama.	5	<i>Prunus</i> 'Amanogawa'	Upright Flowering Cherry	2200/45L	3.0m H x 1.0m W	7.0m H x 2.0m W



- NOTES**
1. Confirm set out of all dimensions on site prior to commencing work.
 2. Do not scale off drawings.
 3. All trees to be limbed to 1.2m high as they reach maturity.
 4. A custom tree pit design will be used for 1 x tree in 850mm wide garden bed. Tree pit will provide 1m³ soil and be 1.5m (long) x 700mm (wide) x 1.0m (deep).
- KAMO MARSH**
REV G / RFI CHANGE REGISTER
- 15/08/24**
(for information only)
- Items include:**
- 1) All *Dodonaea viscosa purpurea* tree quantities revised to suit 3.0m centre spacings. Height/grade revised to 1500/12L.
 - 2) 6 x *Carpinus betulus* 'Fastigiata' and 3 x *Prunus Amanogawa* trees added to garden bed along Shillingford Blvd site boundary.
 - 3) 3 x *Carpinus betulus* 'Fastigiata' substituted for 3 x *Magnolia* 'Little Gem' along Goulds Rd site boundary.
 - 4) Note added - custom tree pit requirements for 1 x garden bed.
 - 5) Note added - min. tree limb height.
 - 6) *Pseudopanax crassifolius* tree species substituted for '*Laurus nobilis*'. Refer to plan for locations.

REV	DATE	BY	ISSUE
H	16/08/24	AP	RESOURCE CONSENT
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E	07.02.24	AP	DRAFT PLANS/REPORT
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PROJECT
ADDRESS
CLIENT

WOOLWORTHS SUPERMARKET
ROLLESTON SOUTH - FARINGDON OVAL
Cnr Goulds Rd & Shillingford Blvd, Rolleston
Countdown NZ

SPECIMEN TREE PLAN
SITE WIDE
RESOURCE CONSENT

Kamo Marsh
Te Uruti Building, 48 Hereford St, PO Box 2833, Christchurch 8140 Mountaineer Building, 32 Rees St, Queenstown 9300
T. 03 3668 181 E. admin@kamo-marsh.co.nz W. kamo-marsh.co.nz

Design AP/TS Drawn AP Check TS	Date 16.08.24 Scale 1:500@A3
REF. NO. 5440	PAGE 1701 REV H

INDICATIVE PLANTING PALETTE

SPECIMEN TREES



Carpinus betulus Fastigiata



Prunus amanogawa



Magnolia 'Little Gem'



Prunus 'Kanzan'



Dodonea viscosa 'Purpurea'



Pittosporum eugenioides



Laurus nobilis



Podocarpus totara

Additional prunus tree species
added. Pseudopanax crassifolius
tree removed from list.

LOW UNDER PLANTING - (1M HIGH MAX)



Libertia grandiflora



Carex testacea



Griselinia littoralis



Chionochloa flavicans



Phormium cookianum
'Emerald Gem'



Hebe 'Topiaria'



Lomandra tanika



Hebe emerald gem



Coprosma 'Red Rocks'



Hebe decumbens



Muehlenbeckia axillaris



Phormium 'Jack Spratt'



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Astelia 'Silver Spear'

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PROJECT
ADDRESS
CLIENT

WOOLWORTHS SUPERMARKET
ROLLESTON SOUTH - FARINGDON OVAL
Cnr Goulds Rd & Shillingford Blvd, Rolleston
Countdown NZ

PRECEDENT IMAGES
PLANTING PALETTE
RESOURCE CONSENT

Kamo Marsh
Te Uruti Building, 48 Hereford St, PO Box 2833, Christchurch 8140
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W: kamo-marsh.co.nz

Design AP/TS Drawn AP Check TS	Date 16.08.24 Scale 1:200@A3
REF. NO. 5440	PAGE 8002 REV H


[EXTERNAL] Draft Conditions Rolleston South 21 Aug (V2) Without Prejudice

Matt Bonis <matt@planzconsultants.co.nz>

Thu 22/08/2024 3:42 PM

To: Hegarty, Tim <Tim.Hegarty@jacobs.com>

Cc: Daniel Shao <daniel.shao@woolworths.co.nz>

 3 attachments (14 MB)

Draft Conditions Rolleston South 21 Aug (V2) Without Prejudice.docx; 240822_5440_Woolworths_Rolleston South_LAN_RC_REV I.pdf; 240822_5440_Woolworths_Rolleston South_LAN_RC_REV I_RFI Change Register.pdf;

Hi Tim,

Apologies these are little later in the day than hoped. Please find attached:

- Working Condition set – I have added comments where I am hoping that some of Gabi / Zoe's residual matters will be resolved.
- Landscape Plans (including Renders - also shows the change to the Goulds Road frontage).
- Landscape Plan – Change Set.

Please give me a bell if anything else arises. Architectural Set will be through tomorrow.

Regards

Matt Bonis



Matt Bonis - Partner

M: 021 796 670 E: matt@planzconsultants.co.nz W: planzconsultants.co.nz

P: PO Box 1845, Christchurch 8140 A: 79 Lichfield Street, Christchurch 8011

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Without Prejudice Conditions – Rolleston South

General Condition

Condition G1: Except where modified by conditions, the development shall proceed in general accordance with the information and plans submitted with the application, including the further information/amended plans submitted. The Approved Plans have been entered into Council records as RC245088 (X pages) and include the following:

- (a) Location Plan, Site Plan, Floor Plans, Elevations, Recession Planes & Signage, and Exterior Materials (ASC Architects, Project Number 23826, Sheets RC01 to RC0X, dated XX XXXX 2024);
- (b) Landscape Resource Consent Package dated 22 August 2024 (Kamo Marsh Landscape Architects: Landscape Plan Drawing No. Ref No. 5440 Revision H, Landscape Master Plan and Specimen Tree Plan).

Construction

Condition C1: All earthworks authorised by this consent shall be undertaken in general accordance with the current edition of Environment Canterbury's Erosion and Sediment Control Toolbox, and the Erosion and Sediment Control Plan. For clarity, the Erosion and Sediment Control Plan shall include:

- (a) minimising the amount of disturbed material and open ground;
- (b) controlling run-off water from flowing across the site and disturbed open earthworks where practical;
- (c) separating clean run-off water from adjacent road and properties from on-site run-off;
- (d) avoiding surface erosion by protecting any exposed areas from overland run-off, effect of heavy rain events and wind blow;
- (e) preventing sediment from leaving the Site by directing water to remain on-site and avoiding run-off and loose sediment from reaching adjoining properties;
- (f) covering stockpiles and open ground with appropriate material when exposed for a length of time and / or prone to wind erosion;
- (g) 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;
- (h) covering excavated access formation with a running course as soon as possible to reduce potential erosion; and
- (i) inspection and monitoring of control measures, and rectification works as necessary.

Condition C2: 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.

Condition C3: 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.

Condition C4: The Consent Holder shall ensure that a Construction Temporary Traffic Management Plan (CTTMP) is prepared in accord with Waka Kotahi's Code of Practice for Temporary Traffic Management procedures.

The objective of the CTTMP is to provide specific details and management responses as to the site-specific design, implementation, maintenance and removal of temporary traffic management measures whilst construction work commissioned by RC245088 is carried out on the road corridor (road, footpath or berm).

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.

Condition C5: The Consent Holder shall formally provide written confirmation to Lemonwood Grove and Waitaha Schools, via the Principal of each school, of notice of works commencing, at least 15 working days prior to any construction works commencing. The Consent Holder shall formally provide written confirmation to the Ministry of Education, via resource.management@education.govt.nz, of notice of works commencing, at least 15 working days prior to any construction works commencing.

Condition C6: In the event that visual or olfactory evidence of contamination is identified, which was not anticipated by the previous soil contamination investigations undertaken on the Site, the works shall immediately cease within 10m of the contamination. Works shall not recommence in this area until a suitably qualified and experienced contaminated land practitioner has assessed the contamination, and their necessary recommendations to ensure human health have been implemented.

Commented [MB1]: Condition for unexpected Contamination Re 5 Aug Letter

Landscaping

Condition L1: A minimum of 15 working days 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. The objective of the detailed landscape plan is to provide the planting specifications, methods and ongoing management and maintenance schedule to achieve the outcomes of the landscape plan referred to in Condition G1(ii). The detailed landscape plan shall include the following:

- (a) it is in general accordance with the Landscape Plan (Condition G1(ii));
- (b) a detailed planting schedule identifying the grade of trees by height and calliper, and all landscape plants that are to visually soften the building by grade, botanical name, quantity and spacings;
- (c) details of tree pit design, including custom tree pit 'Laurus nobilis' (as shown on Kamo Marsh Landscape Architects: Landscape Plan Drawing No. Ref No. 5440 Revision H, Landscape Master Plan and Specimen Tree Plan Notes Item 4), landscape irrigation, and tree protection measures from vehicles, pedestrians, and shopping trolleys; and
- (d) a landscape management plan identifying:
 - (i). landscape maintenance plan / schedule for the first three years of establishment from date of planting to ensure landscape planting is well established after three years, including:
 - all roadside boundary and carpark trees to be limbed to 1.2m as they reach maturity including three Magnolia grandiflora 'Little

Commented [MB2]: Xoe 21 Aug

Gem' adjoining Goulds Road fronting the Click 'n Collect (as shown on Kamo Marsh Landscape Architects: Landscape Plan Drawing No. Ref No. 5440 Revision H, Landscape Master Plan and Specimen Tree Plan Notes Item 3,) and provides adequate coverage, plant health and vigour;

- Provision of root barrier along only the interface of the carpark to the planted area associated with the northeast boundary of the carparking area to Shillingford Road Reserve (i.e. no root barrier is required at the interface of the planted area fronting the Shillingford Road Reserve);
- A regular maintenance and trimming schedule for any trees within 6m to the carpark lighting posts to ensure landscape planting is well established but maintains illuminance for the proximate carparking area.

- (ii). 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 10 working days of submission, the detailed landscape plan and specification shall be treated as certified.

Condition L2: 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 under **Condition L1**.

Condition L3: All specimen trees identified on the Tree Species list (Condition 1(ii)) shall be a minimum height / scale at the time of planting, as follows:

Latin Name	Common Name	Scheduled Size
Carpinus betulus 'Fastigiata'	European Hornbeam	2200/45L
Dodonaea viscosa purpurea	Purple Ake Ake	1500/12L
Griselinia littoralis (hedge)	Kapuka/Broadleaf	700/6.0L, spaced at 600mm centres
Laurus nobilis	Bay Laurel	2200/35L
Magnolia grandiflora 'Little Gem'	Magnolia Little Gem	1800/45L
Pittosporum eugenioides	Lemonwood / Tarata	2500/45L
Podocarpus totara	Tōtara	2200/35L
Prunus 'Amanogawa'	Upright Flowering Cherry	2200/45L

Once established, the trees shall be allowed to grow to their full natural height, except as required by Condition 9.

Condition L4: All required landscaping shall be maintained. Any dead, diseased or damaged landscaping shall be replaced immediately with plants of similar species. If any tree dies within the first three years they shall be replaced with the same species and grade within the next available planting season in accordance with the approved Landscape Plan.

Condition L5: As shown on ASC Architects, Project Number 23826, Sheets RC01 to RC0X, dated XX XXXX 2024, interface fencing with Goulds Road adjoining the Courier / Staff Parking area shall consist of a maximum 1.8m high 'powder coated fence' in 'Interpon Futura D2525 Ordos Sable (RGB 124,89,65, LRV 15%)' and permeability

Commented [MB3]: Gabi 21 Aug

Commented [MB4]: Xoe 21 Aug

Commented [MB5]: Xoe 21 Aug

Commented [MB6]: Note Resolves 6 x Carpinus betulus 'Fastigiata' and 3 x Prunus Amanogawa' trees added to garden bed along Shillingford Blvd site boundary

Commented [MB7]: Note: Resolves interface west and south Dodonaea viscosa purpurea tree quantities revised to suit 3.0m centre spacings. Height/grade revised to 1500/12L

Commented [MB8]: Resolves 6 x Carpinus betulus 'Fastigiata' and 3 x Prunus Amanogawa' trees added to garden bed along Shillingford Blvd site boundary

Commented [MB9]: Standard condition and Xoe 21 Aug

not being less than 50%. This fencing shall be maintained in good order, including being free of graffiti and shall not be used for signage or advertising.

Commented [MB10]: Partial response to Gabi 21 Aug.

Signage

Condition SIGN2: Signage shall proceed in accordance with the information and plans submitted as ASC Architects, Project Number 23826, Sheets RC10, dated XX XXXX 2024), including that:

- (i) Signs numbered as No.7, No. 8 and No.10 do not exceed 800mm (w) x 1000mm (h).
- (ii) The Sign numbered as No.9 does not exceed 3.0m² and does not extend beyond the Click'n Collect canopy roofline.
- (iii) The Pylon Sign adjoining the access to Shillingford Boulevard does not exceed a height of 7.5m.

Commented [MB11]: Gabi 21 Aug

Commented [MB12]: Gabi 21 Aug

Commented [MB13]: Reduced one Pylon Sign - note contested by Gabi 21 Aug

Condition SIGN1: Illumination of all signs shall be restricted to between 0700 hours and 2200 hours.

Transport

Condition T1: Car parking, cycle parking and access shall be established in general accordance with the Site Plan (Condition G1), including carparking spaces to be provided on site and a minimum of: 5 mobility impaired parking spaces; and 38 cycle parking spaces to be provided on-site.

Condition T2: The Consent Holder shall inform all delivery drivers under its direct control that access for semi-trailers is restricted to entering the Site via the Goulds Road service access, with exit via a right turn to Road 7 in Arbor Green, and a right turn onto Shillingford Boulevard.

Condition T2: The Consent Holder shall ensure that no obstruction of more than 1m in height is located within visibility splays in order to ensure drivers and pedestrians / cyclists have suitable intervisibility of one another.as set out below:

Commented [MB14]: RFI Response Question 10.

- (i) For pedestrian and driver intervisibility a 2m-wide x 5m-long visibility splay at each of the following accesses.

- a. exit side of the two-way Goulds Road car park access
- b. both sides of the one-way Goulds Road pick up exit
- c. exit side of the two-way Goulds Road service access
- d. both sides of local road truck exit

Note: there is no specific requirement at the Shillingford Boulevard access as the pedestrian path is separated from boundary.

- (ii) For cyclist and driver intervisibility a sightline on all access exit lanes to Goulds Road. The sightline shall be measured as follows to both directions on the shared path:

- a. from the centre of the exit lane 3m back from the edge of the shared path, to the centre of the shared path at a location 25m along the shared path from the centre of the exit lane.

Engineering & Lighting

- Condition EL1: Lighting shall be installed and operated under the carpark pedestrian canopy and click'n collect canopy.
- Condition EL2: Prior to the issue of a building consent, the Consent Holder shall submit an electrical completion certificate demonstrating that the proposed artificial outdoor lighting design, including as required in Condition EL1 has a calculated maximum horizontal and/or vertical illuminance at the boundary of any adjoining property less than 5 lux during the hours of darkness from 6000 hours to 2200 hours and less than 1 lux during the period from 2200 hours to 0600 hours.
- Condition EL3: All security lights shall be directed into the Site and away from neighbouring properties.
- Condition EL4: The engineering design plans and specifications for all works shall be submitted to the Development Engineering Manager for engineering approval. No work shall commence until engineering approval has been confirmed in writing. Any subsequent amendments to the plans and specifications shall be submitted to the Development Engineering Manager for approval.
- Condition EL5: The Consent Holder shall install stormwater reticulation treatment and disposal systems to service the proposed development in accordance with the requirements of any resource consent issued by Canterbury Regional Council. This includes that all stormwater generated from solar panels (where incorporated) and roof areas known to generate contaminants (such as copper guttering and roofing) must be treated for heavy metals and other contaminants prior to discharge to ground.
- Condition EL7: Private water reticulation infrastructure inside the boundary must be sized assuming 310kPa at the point of supply to the SDC water network (upstream of the RPZ). All water for firefighting sprinkler systems shall pass through a private storage tank prior to further pumping unless otherwise formally agreed to in writing by the Selwyn District Council (during the Building Consent stage).
- Condition EL9: A single 63mm water connection for the use of potable water supply to the property is permitted to supply the development site with potable water. This connection must be metered and must have the appropriate backflow prevention fitted as prescribed by Council Policy W213 – Backflow Protection at Point of Supply Policy.

Acoustics

- Condition NOISE1: 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. , unless the Applicant has demonstrated that higher mechanical plant levels can be accommodated at the site boundary without causing cumulative night-time noise

Commented [MB15]: Xoe 21 Aug

Commented [MB16]: Condition re Cultural matters Re 5 Aug Letter

Commented [MB17]: As discussed re 8 Aug Letter

Commented [MB18]: Accept single connection. SDC 24 July. Chrissie Reid.

levels from all activity on the site, to exceed 40 dB LAeq at residential sites, or 42 dB LAeq at residential sites across Goulds Road.

Condition NOISE2: Truck deliveries to be limited to the daytime hours of the District Plan (0700 – 2200 hours).

Condition NOISE3: A Loading Bay 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.

Condition NOISE 4: A minimum of 15 working days prior to operation commencing on the Site, the Consent Holder shall submit the Noise Management Plan under Condition NOISE3 to the Selwyn District Council for certification. If no response is received from Selwyn District Council after 10 working days of submission, the detailed landscape plan and specification shall be treated as certified.

Condition NOISE 5: 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.

Condition NOISE 6: Noise barriers shall be erected along that boundary of the site as shown on Kamo Marsh Landscape Architects: Landscape Plan Drawing No. Ref No. 5440 Revision H, Landscape Master Plan [Page 1001] 'C-D 2.3m high acoustic solid timber fence' meeting the following minimum specifications:

- o Height – at least 2.3 meters
- o Surface mass – at least 10 kg/m²
- o 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.

Accidental Discovery Protocol

Condition ACD1: An accidental discovery protocol (ADP) must be in place during all earthworks required to exercise this consent to deal with archaeological finds and protect the interests of mana whenua. This condition does not constitute a response under the Heritage New Zealand Pouhere Taonga Act (HNZPT 2014). Refer Appendix 1 – Accidental Discovery Protocol (as below).

Commented [MB19]: MKT Requirement

Advice Notes:

1. The Consent Holder is encouraged to use predominantly indigenous species to increase the biodiversity in the takiwā.
2. The Consent Holder must undertake appropriate maintenance to extend the life of the proposed solar panels. In addition, consideration must be given to appropriate disposal at end of life.
3. The Consent Holder should incorporate the Ngāi Tahu Subdivision and Development Guidelines to the greatest practical extent. The development should incorporate sustainable urban design features with respect to stormwater runoff and greywater reuse including:
 - a. Greywater capture and reuse.

- b. Rainwater capture and reuse (i.e., rainwater collection tanks).
- c. Minimising impervious cover (e.g., using permeable paving and maintaining grass cover).
- d. The use of rain gardens and swales (or other land-based methods) rather than standard curb and channel.
- e. Avoiding the use of building material known to generate contaminants such as copper guttering and roofing.

4. The fire sprinkler system water storage tank volume must be sized for the full firefighting volume requirements of the sprinkler system (it cannot be supplemented via the SDC water supply) and must have an orifice plate/restriction on the inlet to the tank so that the tank is limited to refill in 6 hours.
5. A trade waste permit is to be obtained prior to any retail activity being undertaken on the site. The consent holder is to formally provide to Council's Compliance and Monitoring Team, compliance@selwyn.govt.nz receipt of a Trade Waste permit responding to either of the following internal wastewater designs:
 - (a) Establishment of a separate dedicated trade waste line that terminates into a 1050mm diameter manhole located immediately upstream of the Council maintained point of supply. This manhole will become the sampling point and must also be protected by an easement in gross favour of Council granting Council access rights for maintenance and sampling purposes; or
 - (b) Use the Council maintained point of supply as the trade waste sampling point.

Commented [MB20]: MKT Cultural Requirements.

Commented [MB21]: To resolve Trade Waste comment SDC 24 July Chrissie Reid.

APPENDIX 1 Accidental Discovery Protocol

PRIOR TO COMMENCEMENT OF ANY WORKS, A COPY OF THIS ADP SHOULD BE MADE AVAILABLE TO ALL CONTRACTORS WORKING ON SITE.

Purpose

This Accidental Discovery Protocol (ADP) sets out the procedures that must be followed in the event that taonga (Māori artefacts), burial sites/kōiwi (human remains), or Māori archaeological sites are accidentally discovered. The Protocol is provided by Ōnuku Rūnanga. Ōnuku Rūnanga are the representative body of the tangata whenua who hold mana whenua in the proposed area.

Background

Land use activities involving earthworks have the potential to disturb material of cultural significance to tangata whenua. In all cases such material will be a taonga, and in some cases such material will also be tapu. Accidental discoveries may be indicators of additional sites in the area. They require appropriate care and protection, including being retrieved and handled with the correct Māori tikanga (protocol).

Under the *Heritage New Zealand Pouhere Taonga Act 2014*, an archaeological site is defined as any place associated with pre-1900 human activity, where there is material evidence relating to the history of New Zealand. It is unlawful for any person to destroy, damage or modify the whole or any part of an archaeological site (known or unknown) without the prior authority of the Heritage New Zealand Pouhere Taonga (HNZPT). This is the case regardless of the legal status of the land on which the site is located, whether the activity is permitted under the District or Regional Plan or whether a resource or building consent has been granted. The HNZPT is the statutory authority for archaeology in New Zealand.

Note that this ADP does not fulfil legal obligations under the Heritage New Zealand Pouhere Taonga Act 2014 regarding non-Māori archaeology. Please contact the HNZPT for further advice.

Immediately following the discovery of material suspected to be a taonga, kōiwi or Māori archaeological site, the following steps shall be taken:

- A. All work on the site will cease immediately.
- B. Immediate steps will be taken to secure the site to ensure the archaeological material is not further disturbed.

- C. The contractor/works supervisor/owner will notify the Kaitiaki Rūnanga and the Area Archaeologist of the HNZPT. In the case of kōiwi (human remains), the New Zealand Police must be notified.
- D. The Kaitiaki Rūnanga and HNZPT will jointly appoint/advise a qualified archaeologist who will confirm the nature of the accidentally discovered material.
- E. If the material is confirmed as being archaeological, the contractor/works supervisor/owner will ensure that an archaeological assessment is carried out by a qualified archaeologist, and if appropriate, an archaeological authority is obtained from HNZPT before work resumes (as per the *Heritage New Zealand Pouhere Taonga Act 2014*).
- F. The contractor/works supervisor/owner will also consult the Kaitiaki Rūnanga on any matters of tikanga (protocol) that are required in relation to the discovery and prior to the commencement of any investigation.
- G. If kōiwi (human remains) are uncovered, in addition to the steps above, the area must be treated with utmost discretion and respect, and the kōiwi dealt with according to both law and tikanga, as guided by the Kaitiaki Rūnanga.
- H. Works in the site area shall not recommence until authorised by the Kaitiaki Rūnanga, the HNZPT (and the NZ Police in the case of kōiwi) and any other authority with statutory responsibility, to ensure that all statutory and cultural requirements have been met.
- I. All parties will work towards work recommencing in the shortest possible time frame while ensuring that any archaeological sites discovered are protected until as much information as practicable is gained and a decision regarding their appropriate management is made, including obtaining an archaeological authority under the *Heritage New Zealand Pouhere Taonga Act 2014* if necessary. Appropriate management may include recording or removal of archaeological material.
- J. Although bound to uphold the requirements of the Protected Objects Act 1975, the contractor/works supervisor/owner recognises the relationship between Ngāi Tahu whānui, including its Kaitiaki Rūnanga, and any taonga (Māori artefacts) that may be discovered.

IN DOUBT, STOP AND ASK; TAKE A PHOTO AND SEND IT TO THE HNZPT ARCHAEOLOGIST

Contact Details

HNZPT Archaeologist: (03) 357 9615 archaeologistcw@historic.org.nz HNZPT Southern Regional Office
(03) 357 9629 infosouthern@historic.org.nz HNZPT Māori Heritage Advisor (03) 357 9620
mhadvisorcw@historic.org.nz

Kaitiaki Rūnanga:

Ngāi Tūāhuriri Rūnanga: Office 03 313 5543, tuahiwi.marae@ngaitahu.iwi.nz
Te Taumutu Rūnanga: 03 371 2660, taumutu@ngaitahu.iwi.nz


PROJECT NAME
WOOLWORTHS SUPERMARKET

ADDRESS
Cnr Goulds Rd & Shillingford Blvd, Rolleston

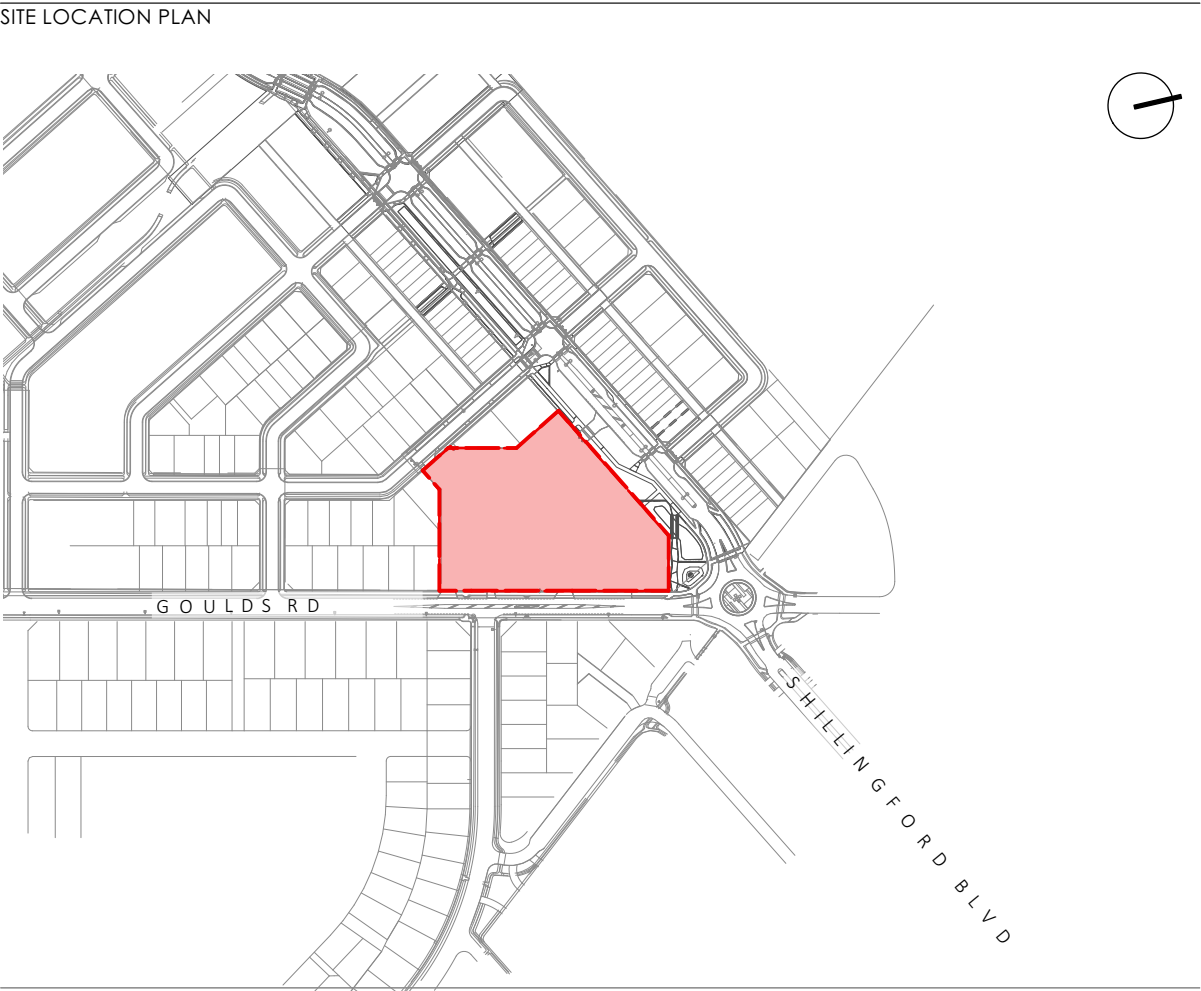
CLIENT
Countdown NZ

LANDSCAPE DESIGN

RESOURCE CONSENT
22.08.24

PREPARED BY
 **Kamo Marsh**
Te Uruti Building, 48 Hereford St, PO Box 2833, Christchurch 8140
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REFERENCE NO.
5440



SHEET NO.	SHEET TITLE	SHEET SUBTITLE
0000	COVER SHEET	LANDSCAPE DESIGN
1001	LANDSCAPE MASTERPLAN	SITE WIDE
1701	SPECIMEN TREE PLAN	SITE WIDE
8001	PRECEDENT IMAGES	HARD & SOFT PALETTE
8002	PRECEDENT IMAGES	PLANTING PALETTE
8003	LANDSCAPE RENDERS	SITE WIDE
8004	LANDSCAPE RENDERS	SITE WIDE

1. Confirm set out of all dimensions on site prior to commencing work.
2. Do not scale off drawings.

- Parcel boundary
- Asphalt
- Insitu plain concrete
- Insitu plain concrete with black oxide additive
- 200 x 100 10th 'set' precast paver bands
- Garden bed
- Hedge - trimmed to 1.0m high
- Specimen tree

-  Bike stands (by others)
-  Bollards (by others)
-  Indicative covered walkway shelter (by others)
-  Woolworths Signage (by others)
-  Indicative seating bench
-  Low stone wall (900mm)
-  Boulders (800-1200mm)

BFP (indicative size/location).

RETAIL 246m²
(excl. SVR room)

11 x Bike stands
(refer to Architect
plan set for details)

1.4m Pick-up
wayfinding sign.

Light post locations
(refer to Architect
plan set for details).

1 x bench seat

3 x Bike parks & trundler bay (refer to Architect plan set for details).

Mobility scooter parking
(refer to Architect plan set
for details).

Bollards to edge of t
pathway
1 x bench seat —

Staff Amenity Above 200m²

ONLINE
ORDERS
290m²

RETAIL
120m²

2 x Bike stands (for 2 bikes).
One side to be used only.
Refer to Architect plan set for
details.

STAFF
PARKING x 7

A-B- Courier and staff parking to be behind 1.8m permeable aluminium fencing with gate (refer to Architects plan set).

GOULDS ROAD

- Woolworths pick-up pylon sign.

- 1 Raised crossing to prioritise pedestrian movement and provide traffic calming.
- 2 Two tones of concrete to define key areas and entry point and create surface/texture contrast with asphalt roading.
- 3 Precast concrete paving sets adjacent to coloured concrete path, used to highlight key pedestrian entry points into the site.
- 4 Pedestrian node with seating. Seating next to low stone feature walls off Goulds Rd & Shillingford Blvd entries.
- 5 Shelter structures to main pathway through car park to provide pedestrian refuge at crossing points.
- 6 Outdoor paved area with low planting to the perimeter to be used by retail development.
- 7 Pedestrian path to connect into proposed pathway in adjacent Council reserve.
- 8 Planting along the boundary and between carparks to have a mix of ground covers and shrubs (Max height 1m).
- 9 Visibility splay (5 x 2m). No planting or structures in visibility splay to exceed 0.5m in height.
- 10 Locally sourced boulders (800-1200mm approx size) to break up large garden areas and provide interest along the street frontage and entry areas.
- 11 Low hedging (clipped to 1000mm high) as a formal boarder to sections of the development and to screen views of carparking from the streetscape adjacent.



I	22.08.24	JG	RESOURCE CONSENT
H	16/08/24	AP	RESOURCE CONSENT
G	15.08.24	AP	RESOURCE CONSENT RFI
E	07.02.24	AP	DRAFT PLANS/REPORT
REV	DATE	BY	ISSUE

PROJECT
ADDRESS
CLIENT

Cnr Goulds Rd & Shillingford Blvd, Rolleston
Countdown NZ

RESOURCE CONSENT



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Design AP/TS
Drawn AP
Check TS

REF. NO.
5440

Date	22.08.24
Scale	1:500@A3

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REV |

Specimen Tree & Hedging- Planting Schedule						
ID	Qty	Latin Name	Common Name	Scheduled Size	Approx. Size - 5 Yrs	Size At Maturity
Ca.b.Fa.	11	<i>Carpinus betulus</i> 'Fastigiata'	European Hornbeam	2200/45L	3.0m H x 1.5m W	12.0m H x 4.0m W
Do.v.p.	18	<i>Dodonaea viscosa purpurea</i>	Purple Ake Ake	1500/12L	4.0mH x 1.5 W	6.0M H x 2.5m W
Gr.l.	50	<i>Griselinia littoralis</i> (hedge)	Kapuka/Broadleaf	700/6.0L, spaced at 600mm centres	1.0m H trimmed hedge	1.0m H trimmed hedge
						8.0m H x 3.0m W (on a 1.4m grafted standard)
La.n.	7	<i>Laurus nobilis</i>	Bay Laurel	2200/35L	3.0m H.x 1.5m W	4.0m H x 3.0m W
Ma.g.LG.	5	<i>Magnolia grandiflora</i> 'Little Gem'	Magnolia Little Gem	1800/45L	3.0m H x 2.5m W	12.0m H x 4.0m W
Pi.Eu.Sp.	19	<i>Pittosporum eugenioides</i>	Lemonwood / Tarata	2500/45L	4.0m H x 1.5m W	8.0m H x 5.0m W
Po.t.	6	<i>Podocarpus totara</i>	Tōtara	2200/35L	3.5m H x 2.5m W	3.0m H x 1.0m W
Pr.Ama.	5	<i>Prunus</i> 'Amanogawa'	Upright Flowering Cherry	2200/45L	3.0m H x 1.0m W	7.0m H x 2.0m W

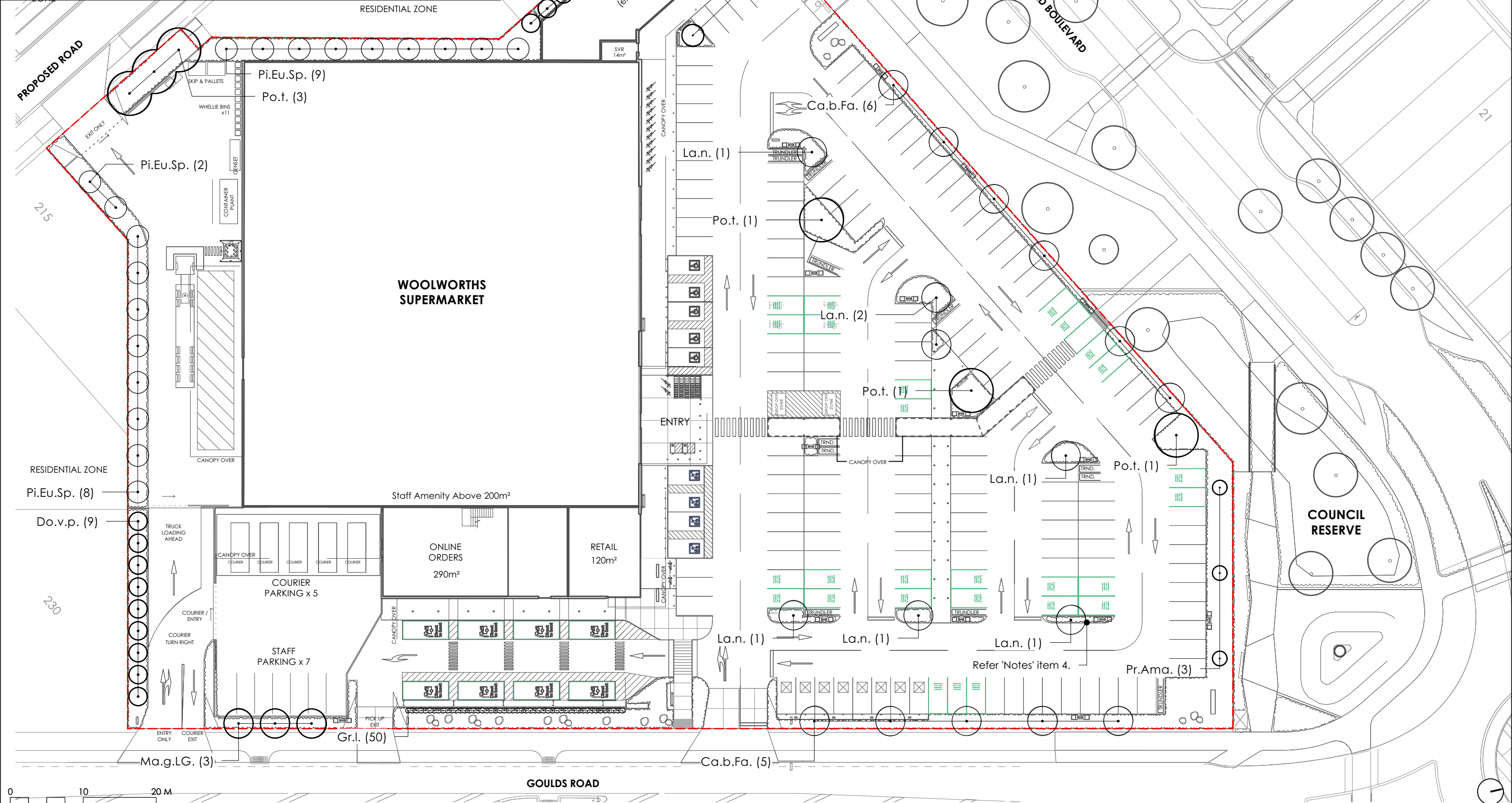
- NOTES
1.

Confirm set out of all dimensions on site prior to commencing work.
2.

Do not scale off drawings.
3.

All trees to be limbed to 1.2m high as they reach maturity.
4.

A custom tree pit design will be used for 1 x tree in 850mm wide garden bed. Tree pit will provide 1m3 soil and be 1.5m (long) x 700mm (wide) x 1.0m (deep).



PRECEDENT IMAGES

HARD PALETTE



Stand-alone timber bench seats to be scattered within the development for pedestrians to linger.



Low feature walls with oxford grey basalt veneer. Used to frame key entry points into the development. Opportunity to integrate seating into the design. The basalt veneer will tie into materiality of walls existing in the surrounding Faringdon development.



Firth precast concrete modular paving ('Holland' modules) to key pedestrian entry points into the site (flush with adjacent concrete surface).



Two tones of concrete to define key areas and entry point and create surface/texture contrast with asphalt roading.



Locally sourced boulders (800-1200mm approx size) to break up large garden areas and provide interest along the street frontage and entry areas.

SOFT PALETTE

An attractive pedestrian environment with opportunities to rest or gather can draw people in and encourage them to spend more time within the development.



Planting will be predominantly native and are suitable for the Rolleston climate. The selected species will tie into the planting proposed in the Council reserve adjacent to the site as well as the wider Faringdon area.



Evergreen trees within carpark area to provide additional canopy coverage.



Planting in car park area will require minimal maintenance. Low growing shrubs and strategic tree locations will ensure high visibility of development signage and provide safe passage for pedestrian and vehicles moving through the site.

Low hedging and specimen trees as a formal boarder to sections of the development and to screen views of carparking from the streetscape adjacent.



REV	DATE	BY	ISSUE
G	16/08/24	AP	RESOURCE CONSENT
F	09.02.24	AP	RESOURCE CONSENT
E	07.02.24	AP	DRAFT PLANS/REPORT
D	02.02.24	AP	DRAFT PLANS/REPORT

PROJECT
ADDRESS
CLIENT

WOOLWORTHS SUPERMARKET

ROLLESTON SOUTH - FARINGDON OVAL

Cnr Goulds Rd & Shillingford Blvd, Rolleston

Countdown NZ

PRECEDENT IMAGES
HARD & SOFT PALETTE
RESOURCE CONSENT

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Design AP/TS	Date 16.08.24
Drawn AP	Scale 1:200@A3
Check TS	
REF. NO. 5440	PAGE 8001
	REV G

INDICATIVE PLANTING PALETTE

SPECIMEN TREES



Carpinus betulus Fastigiata



Prunus amanogawa



Magnolia 'Little Gem'



Dodonea viscosa 'Purpurea'



Pittosporum eugenioides



Laurus nobilis



Podocarpus totara

LOW UNDER PLANTING - (1M HIGH MAX)



Libertia grandiflora



Carex testacea



Griselinia littoralis



Chionochloa flavicans



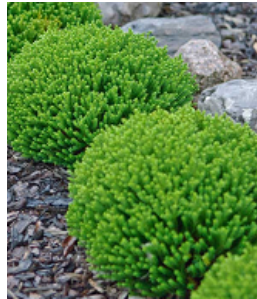
Phormium cookianum 'Emerald Gem'



Hebe 'Topiaria'



Lomandra tanika



Hebe emerald gem



Coprosma 'Red Rocks'



Hebe decumbens



Muehlenbeckia axillaris



Phormium 'Jack Spratt'



Pittosporum 'Golf Ball'



Raphiolepis 'Oriental Pearl'



Astelia 'Silver Spear'

INDICATIVE LANDSCAPE RENDERS



VIEWPOINT A - TO SUPERMARKET ONLINE ORDERS ENTRY FROM STREET
(LOOKING WEST)



VIEWPOINT B - SHILLINGFORD RD ROUNDABOUT TO COUNCIL RESERVE
(LOOKING SOUTH WEST)



VIEWPOINT C - VIEW TO SUPERMARKET FROM COUNCIL RESERVE
(LOOKING SOUTH WEST)

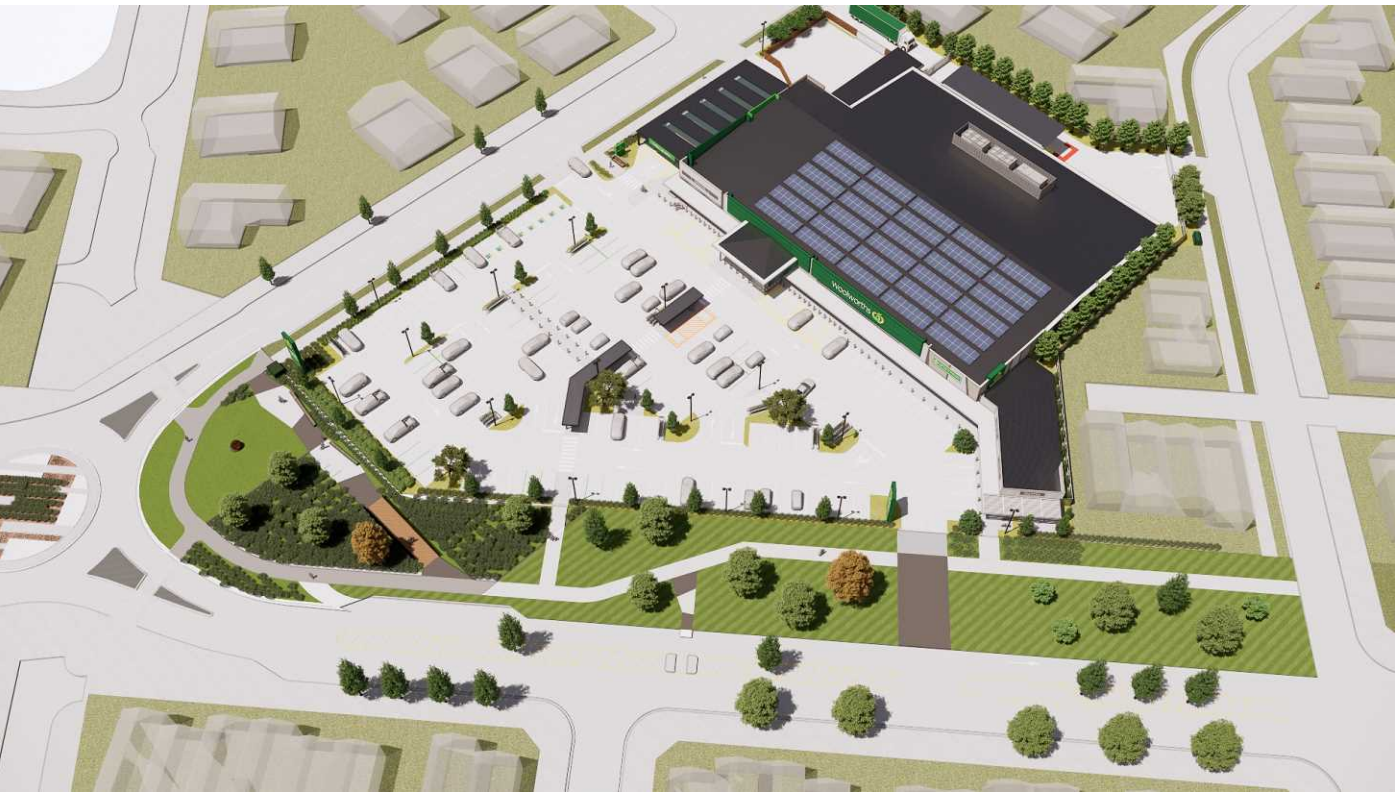


VIEWPOINT D - FROM RESERVE PEDESTRIAN LINK
(LOOKING SOUTH INTO SITE)

INDICATIVE LANDSCAPE RENDERS



INDICATIVE ELEVATION- SUPERMARKET ONLINE ORDERS ENTRY FROM STREET (LOOKING WEST)



INDICATIVE BIRDS EYE VIEW (LOOKING SOUTH EAST)



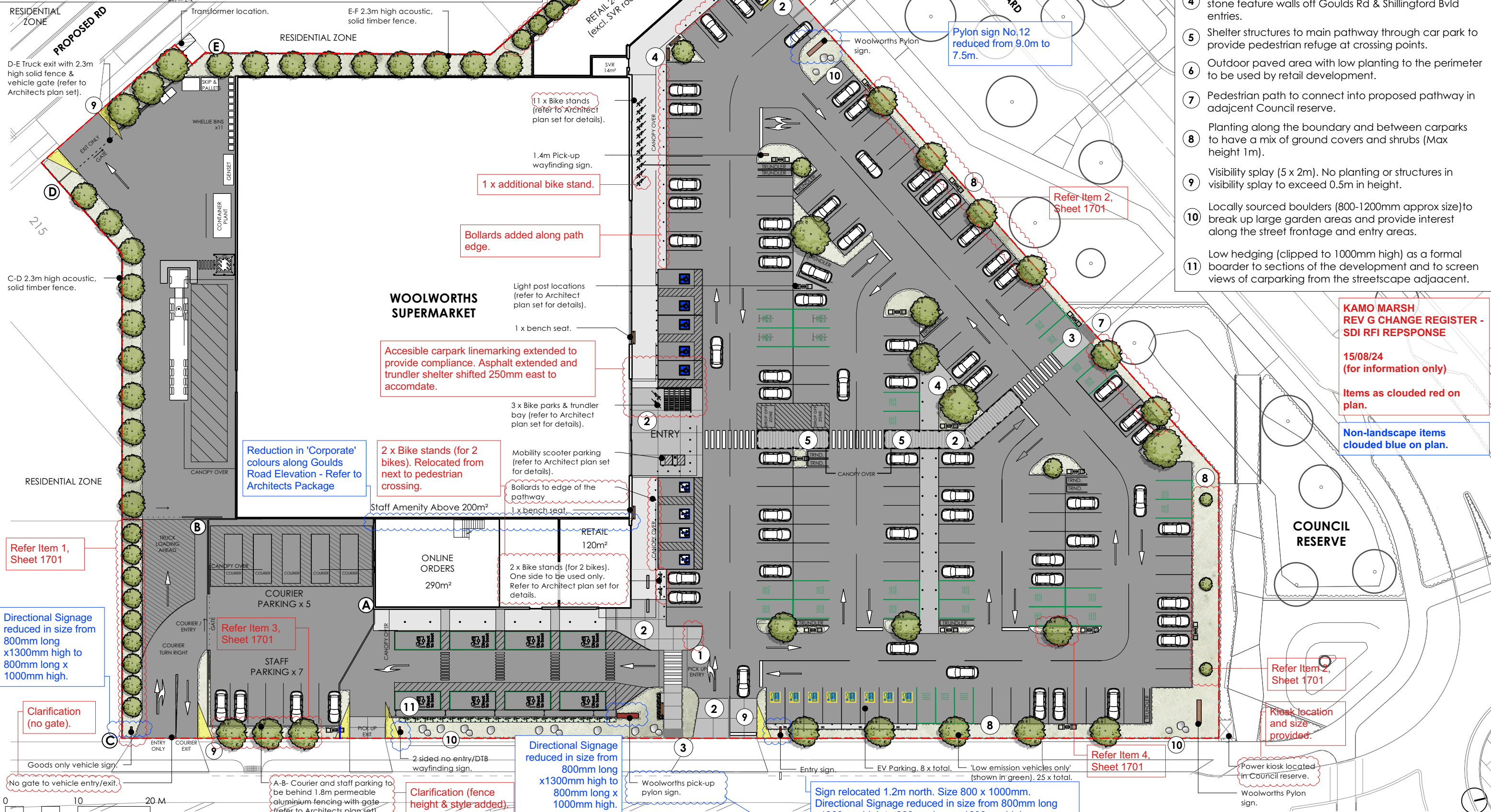
INDICATIVE BIRDS EYE VIEW (LOOKING SOUTH WEST)

- NOTES**
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 2. Do not scale off drawings.

LEGEND

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- Asphalt
- Insitu plain concrete
- Insitu plain concrete with black oxide additive
- 200 x 100 Firth 'set' precast paver bands
- Garden bed
- Hedge - trimmed to 1.0m high
- Specimen tree

- Bike stands (by others)
- Bollards (by others)
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- Woolworths Signage (by others)
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- Low stone wall (900mm)
- Boulders (800-1200mm)



LEGEND

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KAMO MARSH
REV G CHANGE REGISTER -
SDI RFI REPSPONSE

15/08/24
(for information only)

Items as clouded red on plan.

Non-landscape items clouded blue on plan.

REV	DATE	BY	ISSUE
I	22.08.24	JG	RESOURCE CONSENT
H	16/08/24	AP	RESOURCE CONSENT
G	15.08.24	AP	RESOURCE CONSENT RFI
E	07.02.24	AP	DRAFT PLANS/REPORT

WOOLWORTHS SUPERMARKET
ROLLESTON SOUTH - FARINGDON OVAL
Cnr Goulds Rd & Shillingford Blvd, Rolleston
Countdown NZ

LANDSCAPE MASTERPLAN

SITE WIDE

RESOURCE CONSENT

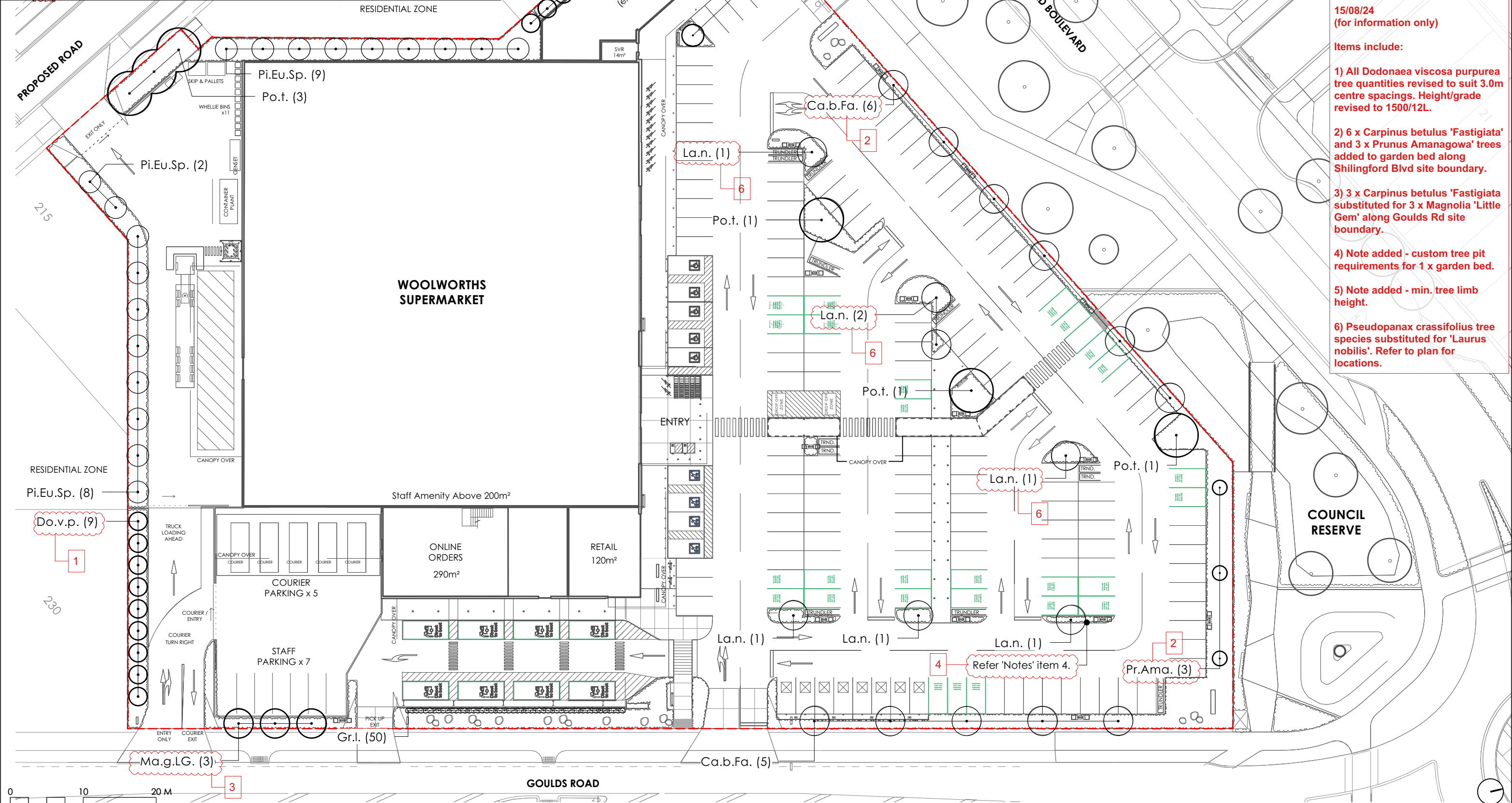
Kamo Marsh

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Design AP/TS Drawn AP Check TS	Date 22.08.24 Scale 1:500@A3
REF. NO. 5440	PAGE 1001 REV I

Specimen Tree & Hedging- Planting Schedule						
ID	Qty	Latin Name	Common Name	Scheduled Size	Approx. Size - 5 Yrs	Size At Maturity
Ca.b.Fa.	11	<i>Carpinus betulus</i> 'Fastigiata'	European Hornbeam	2200/45L	3.0m H x 1.5m W	12.0m H x 4.0m W
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Gr.l.	50	<i>Griselinia littoralis</i> (hedge)	Kapuka/Broadleaf	700/6.0L, spaced at 600mm centres	1.0m H trimmed hedge	1.0m H trimmed hedge
La.n.	7	<i>Laurus nobilis</i>	Bay Laurel	2200/35L	3.0m H.x 1.5m W	8.0m H x 3.0m W (on a 1.4m grafted standard)
Ma.g.LG.	5	<i>Magnolia grandiflora</i> 'Little Gem'	Magnolia Little Gem	1800/45L	3.0m H x 2.5m W	4.0m H x 3.0m W
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Pr.Ama.	5	<i>Prunus</i> 'Amanogawa'	Upright Flowering Cherry	2200/45L	3.0m H x 1.0m W	7.0m H x 2.0m W



NOTES

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- Do not scale off drawings.
- All trees to be limbed to 1.2m high as they reach maturity.
- A custom tree pit design will be used for 1 x tree in 850mm wide garden bed. Tree pit will provide 1m3 soil and be 1.5m (long) x 700mm (wide) x 1.0m (deep).

KAMO MARSH
REV G / RFI CHANGE REGISTER
15/08/24
(for information only)
Items include:

- All *Dodonaea viscosa purpurea* tree quantities revised to suit 3.0m centre spacings. Height/grade revised to 1500/12L.
- 6 x *Carpinus betulus* 'Fastigiata' and 3 x *Prunus Amanogawa* trees added to garden bed along Shillingford Blvd site boundary.
- 3 x *Carpinus betulus* 'Fastigiata' substituted for 3 x *Magnolia* 'Little Gem' along Goulds Rd site boundary.
- Note added - custom tree pit requirements for 1 x garden bed.
- Note added - min. tree limb height.
- Pseudopanax crassifolius* tree species substituted for '*Laurus nobilis*'. Refer to plan for locations.

INDICATIVE PLANTING PALETTE

SPECIMEN TREES



Carpinus betulus Fastigiata



Prunus amanogawa



Magnolia 'Little Gem'



Dodonea viscosa 'Purpurea'



Pittosporum eugenioides



Laurus nobilis



Podocarpus totara

LOW UNDER PLANTING - (1M HIGH MAX)



Libertia grandiflora



Carex testacea



Griselinia littoralis



Chionochloa flavicans



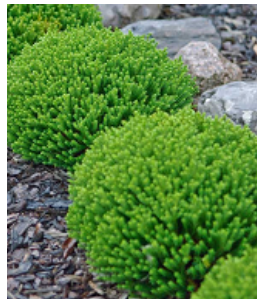
Phormium cookianum
'Emerald Gem'



Hebe 'Topiaria'



Lomandra tanika



Hebe emerald gem



Coprosma 'Red Rocks'



Hebe decumbens



Muehlenbeckia axillaris



Phormium 'Jack Spratt'



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